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Vice President Rick McIlvaine
Secretary Paul Gross
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At The Meeting

The meeting was called to order at 8:10 pm with 26 members in attendance. The minutes of the June meeting were read and accepted. The treasurer reported the balance of the club's checking account, and \$1042.00 in the raffle fund. The vice president called the roll of prospective members. Adam Paolino and Tony Tangradi were present for their second meeting. Neil Stokes was present for his third meeting and was welcomed into the club. The field committee chairman reported that the flying field was in good condition, and he thanked Don Romano and Adam Paolino for their continued assistance.

OLD BUSINESS

The president reported that War Bird Sunday was a big success and the fun fly had to be postponed with a new date to be announced on the club's web site.

NEW BUSINESS

The president announced that Dave Morgan, due to his superior people and flying skills, has been named an official club flight instructor. Congratulations Dave! Don Romano and Adam Paolino were presented with their "First Flight Certificates". Congratulations Don and Adam!!

With no further business the meeting was adjourned at 8:30 pm. **Paul Gross**

At The Bull Meeting

There was a pretty good turnout at the bull meeting again this month. There were two new air-planes on display, a F-22 Raptor foam electric plane brought in by Bill Froeder, and a T-28 Trojan trainer brought in by Tony Severino. Both nice looking planes. Everyone enjoyed looking at Paul Gross videos, and there was coffee and donuts for everyone.

Tom Voorhis

At The Field

Tom, I guess you didn't hear what happened about a month ago when Rich Oronato test flew Dave Morgan's yellow Phaeton bi-plane without any fuel in it. Dave thought he was putting fuel into the plane but he was doing it through the overflow tube and not the fill tube at the carb. Dave said this plane has a funny set-up for fueling with 3 tubes. He also thought it was strange there was that much fuel left in the tank as the fuel was coming out the muffler as he started filling it. This was strange because he had run the engine at the house to set the needles.

Fortunately for Rich and Dave, there was just enough fuel in it. Rich took it off and was just finished trimming it out when she went dead-stick. Rich glided her in but just caught the weeds at the edge of the runway flipping it over. No damage to the plane.

When Dave brought it back to the pit area and went to fuel it again, we figured out he needed to put fuel in it through the carb tube as the tube he was using to fuel the plane is the overflow tube. That explains why the fuel was coming out so fast when he was supposedly filling her up. The overflow tube and the exhaust tube were connected together and the exhaust tube needs to be pinched off to prevent fuel from going into the muffler. Rich took it up again and needless to say the plane flies great and definitely a lot longer on a full tank of fuel. No dead stick this time.

So, when you get a chance, ask Rich to test fly one of your planes and make sure you tell him there is no fuel in it. Also, you did not hear this story from me. I will deny everything..... Bill Froeder.

Thanks for that input Bill; I will not give you away. However, I can be bought. ☺

War birds over South Jersey. Sunday was w War Birds over South Jersey day, and the club had the best turnout ever. There were at least 18 spectator vehicles, and more than 20 participants. A lot of the visitors commented on how nice our field was, and we owe that to our *grounds keeper*, Rick McIlvane. The food and Portapotty was once again provided by our own Paul Gross. Fortunately, they didn't come on the same truck! Paul did most of the cooking, with a little help from me, and Gus Tahenakos did the important part, he collected the money!

The food was great, as usual, and a delicious birthday cake was provided by Dave Morgan's lovely wife Kim, in celebration of Gregg Clement's birthday. Kim, if you read this, my birthday is April 11. ☺

I think this club has arrived as, far as club events are concerned. There were many spectators present, lots of pilots and airplanes, and very little flying. That's the way every AMA event I have ever been to is. If it wasn't for Gregg and Dave making several flights with their big Stearman biplanes, the poor kids who were there to see airplanes fly wouldn't have had anything to look at. In all fairness, I had to leave around three o'clock, so hopefully there was a lot of flying after I left. Come to think of it, they were probably waiting for me to leave so that I wouldn't write up there mistakes. ☺

It was nice to see onetime member Brian Pluta who came out to view the festivities. Brian's wife has been having some serious health issues, but is now on the road to recovery, and Brian hopes he will soon be able to get some flying in. **The highlight of the day** was when **Ray McCloy's** son Tom brought Ray out to the field. This is the first time Ray has been able to come to the field since his stroke, and everyone was very happy to see him. Ray stayed at the field for quite a while and really enjoyed seeing the planes and our members. When it got too hot to be comfortable, Ray had to leave, but I know he enjoyed his trip and will be looking forward to coming out again real soon.

Try not to miss this event next year if you possibly can. If you weren't there, and you missed out on Paul's great cooking, you will be able to get another shot at it when the club has its club picnic in September. I just hope it is somebody's birthday! ☺

I personally missed this one, but I got the story from some witnesses, as well as the perpetrator himself, so it must be true. Bob Lanard came out to the

field with his brand new "MAGNUM", not the motor but the plane, for its maiden flight. My mother always told me to watch out for those maidens, because they can get you into a lot of trouble, and she must have been right.

This is a very fast racing type plane, and Bob had a hot Weston .50 motor on it with a tuned pipe, and Bob was as happy as a clam who had just escaped the net. The motor started right off, and came up on the tuned pipe just like it was supposed to, spewing out power to spare. This plane is so fast, it doesn't require landing gear to take off, and I guess that was just as well that it didn't. Have landing gear that is! ☺ Bob got Joe Mauriello to hand launch the plane for him, and the plane took off like a chicken hawk with his tail feathers on fire.

Bob told me that the plane was the fastest he ever saw, and flew like it was on rails. I think Bob got in a couple passes of the field when the plane started to get a little close to the land fill. Bob put the plane into a split "S" to get it back to the field and the plane decided to ride those afore mentioned rails straight into the ground. OUCH! Bob said the plane hit so hard it bounced, but I expect it was more like the parts flying up from the explosion!

Needless to say, the whole thing was totaled, including the motor. Bob gets misty eyed talking about it, and not because of the mass destruction, but because the plane flew so well during its prematurely shortened little life. Bob has no plans to build another one.

I am a little out of chronological order here but what do you care just as long as you can read about the bad stuff, right? You have probably seen Barry Prather flying his P-40 war bird around at one time or another since Barry flies it a lot. Barry also crashes it every so often, and it has had a lot of repairs made to it. The other day after Barry had made a pretty hard landing; he decided that one of his servos was bad. One bad servo has never stopped Jerry Jones from flying, and he talked Barry into letting him try it. The plane didn't get very high into the air when it heeled over and made a forced landing. This particular forced landing used up a lot of force, and Barry will not have to repair the P-40 again.

Speaking of Jerry, he was flying his giant P-47 the other day, thinking he had gotten all of his motor problems solved finally. Wrong! The engine stopped again, and Jerry tried to save the landing rather than

park it in the weeds and it came in for one of Jerry's famous three point landings. I am referring to the three points being the two wheels on the wing, and the spinner on the nose. There was some damage to the wheel covers, landing gear, cowling, and the motor was loose. Other than that, everything was fine. Jerry can usually fix minor problems like those, right at the field, but he decided to take the plane home for repairs, because he was running out of light. ☺

I always like to save the best for last, so I think this will be the last story this month, and here it is. Andre Askew had had his new Mirage ducted fan jet with him over the weekend, and decided to give it its first flight. (You notice I didn't call it a maiden flight.) If you saw this plane at the Bull Meeting, you will remember that Andre scratch built this plane. I think that Andre may have also scratch designed some if it but I can't be sure of that.

Andre fueled up, checked all of the controls, fired up the engine and was ready to go. After taxiing out onto the runway, and making a few practice runs up and down the field, ala Jerry Jones, Andre was ready to go. If I could regress a little here I would like to say that I don't have a ducted fan airplane, other than my foam wart hog which is hand launched, so I don't really know. Is it mandatory that you have to run up and down the runway several times before you are allowed to take off? I am just asking, because every one who has one of these airplanes does just that.

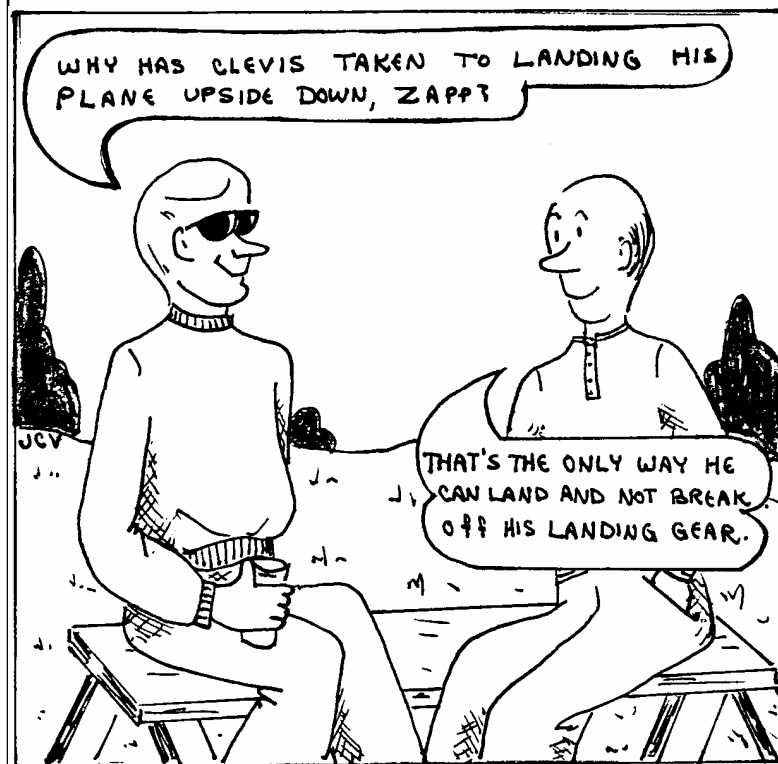
Getting back to the story, Andre gave her the gas, the plane hopped down the runway, and willed itself up into the air. To say that the plane was under powered, was giving it the benefit of the doubt. The plane looked like it was going to land itself every twenty feet or so, but would hit an updraft coming off of the wheat field and stayed in the air much to the thrill of the spectators. Andre coaxed the plane higher and higher, and it finally reached a flying altitude, if you could call it flying. As the plane started to disappear into the sunset, Andre turned the plane back toward the field and flew it overhead. Overhead is the correct word here, since the plane spent most of the time over the spectator's heads.

The plane was wobbling left and right, dipping to the right and left, going up and dropping back down, and for the most part doing what it darn well pleased. I now have a greater respect for the meaning of the word fear! At one point the plane was heading

straight for me, and I felt like a deer in the headlights. I didn't know whether to run, hit the ground or pray. As luck would have it, Andre either got the plane under control, or it decided to fly in another direction, and it headed for the wheat field. Lucky for me, I had a change of underwear with me.

By this time, the plane had had enough of this trying to fly stuff, I think the motor was starting to seize up, and it set itself down in the field like a landing flying saucer. Thanks to that nice soft wheat, when Andre went to retrieve the plane, the only damage was to Andre's pride. The next time this plane starts its taxi runs, I am going to put on my hard hat!

Tom Voorhis





Miscellaneous

It is with deep sorrow that I report the passing of Ray McCloy. Ray was the originator and heart and soul of the West Jersey Radio Control club. Ray was engaged in every facet of the radio controlled hobby from giant gasoline powered to tiny electric airplanes and helicopters. Ray was secretary of the club, as well as the editor of this newsletter for many many years. Besides being a mentor to club members, he also taught many present and past members how to fly. It goes without saying, that Ray will be sorely missed.

On August 2, 2007, age 86, a lifelong Haddonfield resident and husband of the late Marian (nee Wallace). Survived by 2 sons, Thomas W. (Mary Ellen), of Tabernacle, NJ and Jeffrey J., of Safety Harbor, FL and 2 grandsons, Kevin W. (Kristen) and Scott T. Mr. McCloy served as an Aviation Machinist's Mate 1st Class in the U.S. Navy during WW11. As a Broadcast Engineer at WFIL in Philadelphia, PA, he worked with Dick Clark, Phil Sheridan and many others. After 38 years, he retired as Chief Engineer



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