

President Steve Althouse
Vice President Rick McIlvaine
Secretary Paul Gross
Treasurer Bob Lanard
Web site - www.wjrc.org



Editor Tom Voorhis
tomvoorhis@comcast.net
856-783-2017
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346 Tavistock Bvd. Haddonfield NJ 08033

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At The Meeting

JANUARY 9, 2007 The meeting was called to order at 8:05pm with 37 members in attendance. The December minutes were read and accepted. The treasurer reported the balance in the club's checking account, his report was accepted as presented. The vice-president read the roll of prospective members. Donald Romano attended his first meeting. Jon Conroy attended his second meeting. Jim Sayer and Derik Gadson both attended their third meeting and were welcomed in the club. The field committee chairman reported the overall field conditions were good, and the entrance road would require attention in the spring. The president reminded the membership of the up coming WRAM Show, Feb. 23-25, and the Central Penn Flea Market, March 10th.

OLD BUSINESS

Bob Bradshaw won the first flight for the year contest. Greg Clement won the model of the year drawing. Bob Bradshaw said he would assist Tom Voorhis and Paul Gross with repairs to the old tractor. Bob Lanard reported that he had given the \$50 dinner gift certificate to Mr. Landolfi.

NEW BUSINESS

Bob Bradshaw made a motion that the club holds its annual flea market on May 22nd. Marty Brodack agreed to organize the event. Rich Onarato made a motion to be added to the club rules, it was passed unanimously that: tree cutting by club members is prohibited unless prior permission is granted by the property owner.

With no further business Bob Lanard ran the 50/50 ad raffle. Steve Althouse won the 50/50 (27.00). Paul Gross and Rick McIlvaine won the raffle. Paul chose the OPS 120 four stroke and Rick won an OS 46. The Meeting was adjourned at 8:45 pm. **Paul Gross**

At The Bull Meeting

There were quite a few members at the bull meeting, who made it without needing a reminder about it from me. If you forgot, try and remember that it is the same time every month, every year! Tony Severino brought in his .10 powered Herr Little extra, all dressed up in purple and white. Rich Onorato brought in a brand new gorgeous Grumman F6F Hellcat, Terry Hill brought in a slick little go fast turn left delta type plane called a Shrike .40, and Paul Gross had his new Great Planes electric F4U Corsair that he spent a lot of time on adding some painting touches so that he would finally have one which looked almost as good as mine. Andre Askew had his almost finished F15 ducted fan, which is looking good, and he says that it will not crash because he is putting the wings on correctly this time. Ray McCloy had a new very tiny electric which did not fly, because the propeller was nowhere to be found. He did fly his other tiny see through plane however and flew it quite well. A couple of other guys and I were flying my Shogun helicopter which is very stable and a lot of fun. There were also videos, coffee, donuts, and conversation.

At The Field

Since we had no winter to speak of, I guess it is only natural that we are now having our March winds two months earlier than usual. This of course makes flying nigh unto impossible. If you read last month's newsletter, you will know that I shouldn't really be complaining. There was plenty of flying in December, and crashing! ☺ There are a couple of weeks left before the newsletter goes out, so maybe things will change for the better, or worse depending on how you look at it. Crashing better, not crashing worse. ☺

There are a couple of things to report however, On January 4th, Paul Gross was out with his big Jet

Cat Jet, and had a couple of successful takeoffs and landings at our field. This is the largest of the three jets Paul has, and he was not sure whether or not he could land on our field. It turns out that it lands better than his other two. Paul did have a slight mishap after landing the jet for the last time on the day we were out. Paul is still using his 1930s vintage transmitters to fly, and seeing as how these are single stick transmitters, there is no place for the throttle stick. This means that the throttle control is on the right side of the transmitter, so that if you are holding it with your left hand you can control the throttle control which is a little trim tab type of slider. (No, I don't know what you are supposed to do if you are left handed, which is, I suppose why these transmitters went out of favor many years ago.)

Here is what happened. Paul was taxiing back to the pits through the opening which is near the frequency pole; When he got near the pole, he went to apply the brakes using the trim type slider which is just under the throttle slider. Why the brakes aren't on a toggle switch like everyone else's in the world you will have to find out from Paul. Anyway, you guessed it, Paul throttled up instead of applying the brakes, and the plane shot forward and the wing hit the frequency pole taking out a sizable chunk of balsa wood. After that, things got interesting.

The plane swung around the pole, and headed for the pits, and Rich Onorato's beautiful Ultimate biplane. Luckily, for both Rich and Paul, the plane missed the Bipe, but hit the spool next to Rich's plane. Dave Morgan, who was standing nearby, ran over and grabbed the jet so that it would do no further damage either to itself or the spool. ☺ When the dust settled, it was determined that the damage to the plane was minimal and could be repaired with Paul's help.

On the same day, I was flying my blue and white .45 sized Cap, after having changed the receiver. I changed the receiver because I had been having trouble with the airplane glitching and flying erratically a few days before. The plane ground checked pretty good, and so I took off to see if I had solved the glitch problem. The flight started off ok, but about half way through the plane started to react very strangely and I decided that I had better land. As I was attempting my landing, Rich and Dave said that the rear landing wheel looked like it was hanging down. I didn't think that would cause the trouble I was having, but as soon as I landed I found out what was causing

it.

It wasn't the tail wheel that was hanging down, but the rudder servo. The servo was hanging by the control rod connected to the rudder, and that was all. The servo wire had pulled loose from the extension wire and was also hanging out. No wonder the plane was acting strangely. It turned out that when I had put in the new receiver, I removed the servo hatch to be able to pull the antenna wire out, and had forgotten to screw the screws back in tight. As Paul says, success is in the details. ☺

In other action, Dave Morgan reports the following. Took a ride to the field on Sunday, (Jan. 14th) the only person flying was one of the D/A brothers, Gas & Go. A while later the New Years Day (First up & First Down) Champion for 2007 Bob Bradshaw showed up along with Susan Joo. Bob had Susan on the buddy box flying around. She also made a very nice landing while I was there.

That's Dave, short and to the point. I am sure I could have stretched that information out a little bit more. Susan only comes out to the field quarterly, and when she does come out all we get is "she made a nice landing". I guess I will leave it at that before I get into trouble. ☺

More from Dave Morgan. Went to the field today, and to my surprise there was 1 NUT there getting ready to fly in the snow. He was soon joined by the # 2 NUT and the both of them were having the best time of their lives and the 3rd one had more sense than the 2 nuts put together. She stayed in the warm car with the heater on. They had the field to themselves and there was no wind blowing at all, it was a tad cold but the car heaters were running to take a warm-up break as needed. Both nuts left the field @ 15:00, they had been there since noon time. That's all for now !!!!!!!!!!!!!!!

PS: The 2 nuts were Gas & Go and myself !!**And**, Its January the 24th and its a little cold out with very little wind blowing, I arrived at the field at 11:30 and Gas & Go is already there along with D.J. We both got in several flights and had the field to ourselves again today, I am starting to like the low attendance at the field during the cold weather. Gregg was flying his Stearman and the Lancair and I had my 4 star 40, there were no mishaps to report about. We departed from the field @ 15:30 to head home. A good day of flying was had by both of us.

That's it for this month. **Tom Voorhis**

