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At The Meeting

The meeting was called to order at 8:10pm with 46 members in attendance. The November minutes were read and accepted as corrected. The treasurer's report of the balance in the club's checking account, his report was accepted as presented. The vice-president called the roll of prospective members. Jim Sayer attended his second meeting. Chris Green, Jason Daniel, Tom Licala, Derik Gadson, and Mike Cirigliano all attended their third meeting and were enthusiastically welcomed into the club. The field committee chairman reported that Greg Clement found a car that had been driven on the field and stuck in the mud. The police were called; they had the car towed to their lot. An estimated \$250-\$300 in damage was done. Temporary repairs have been made. Permanent repairs will be made in the spring. Randy Knowles has agreed to help restore the old lawn tractor to an operating condition. Bob Lanard will ask Mr. Landolfi for his assistance in grading the access road.

OLD BUSINESS

Brian Newton won the Speed Plane Sunday contest. Brian had the only plane that was able to complete an entire flight. All the other entrants met an untimely end and were judged ineligible.

Rules for the first flight of the New Year contest were finalized. They are:

1. Line up at the frequency pole
2. Take off at 10:00 am
3. Fly one lap of the field
4. Land
5. Taxi off the runway at the frequency pole

The first plane to make it off the field, under its own power at the frequency pole, wins.

NEW BUSINESS

Appointments to the membership committee were made. Chairman is Rick McIlvaine. Assisting him

will be Bob Bradshaw, Rich Onarato, Tom Voorhis, Ray McCloy, Gregg Clement, and Paul Gross. Bob Bradshaw was appointed Field Marshall, and Rich Onarato was appointed Safety Officer. Mike Cirigliano made a donation of a 25 inch TV and a new VCR-DVD player for use at the bull meetings.

With no further business Bob Lanard ran the 50/50 and raffle. Andre Clark won the 50/50 (\$31.00), Lenny Smith and Frank Winkler won the raffle. Lenny chose the RCV 60 engine, Frank chose the OS 46 engine. The meeting was adjourned at 8:50 pm.

Paul Gross

I would like to add here that Paul arranged for a great Christmas party meal, and that John Conroy enjoyed the food so much he joined the club! Also, there was no bull meeting last month.

At The Field

This month I am going to do something different. I usually start the field report off with an airplane crash, but not this month. This month I am going to correct an oversight from last month, and report on a couple of helicopter crashes☺. First off, let me apologize to the helicopter flying guys for this oversight. I was so caught up in all that was going on with the airplane disasters that I totally forgot our helicopter boners. To begin, super star heli guy Joe Mauriello was flying Steve Althouse's .60 size helicopter just to be sure everything was in proper working order. Joe got the heli upside down, which is nothing new for Joe, and everything looked good until Joe went to get the heli back to right side up. Evidentially a screw holding the rotor head onto the drive shaft came loose. This doesn't make much difference while you are up side down, because the force of the blades holds the head on. When you go right side up, however, there is nothing to hold the rotor blades on the helicopter, and they tend to come loose. We all know what happens to

flying machines when their wings fall off, and that is what happened to Steve's helicopter. Much repair will be needed to get this baby blowing smoke again.

The next mishap was when new member Nick Beidle was flying his large sized heli and the little pin holding the tail rotor gear drive either broke or fell out. These little pins probably only cost around fifty cents, ok it's a helicopter part, so it's more like \$2.50. This is still no big deal if they break while your helicopter is sitting on the ground, but when it is flying, that is another kettle of fish altogether. When these fifty cent parts come off in the air they cause those one hundred dollar parts to become just so much junk. Nick's tail boom was bent, main rotor busted, landing gear broken, and that was only the stuff that I could see. One or two of those mishaps, and I would be looking to get into radio controlled sail boats ☺

Another incident that happened last month, but not with helicopters, was one which happened to me. I was flying my red and white Stearman when the plane decided to make a loop all on its own. Now if your airplane can make one loop on its own, why can't it just keep looping? Noooo, as soon as the nose got pointed towards the ground, down it came. After some investigation, we think that the elevator clevis, which was made of plastic broke. This made the elevator inoperable, and only bad things can happen when that is the case. The plane sustained a lot of damage, but looks fixable. I really haven't looked at it very carefully though, because just before I took off, I managed to stick my finger in the propeller, and I am waiting for the pain and bleeding to stop before I do any repairing.

Sunday turned out to be fairly nice, weather wise, and there was a good turnout. Tom Monaco had a new Delta F-106 with him and made his first flight with it. After Tom got everything adjusted, he taxied out onto the field and gave her the gas. The plane sped down the runway, and took right off without much trouble. Tom flew around a little while, and set up for his landing. Everything seemed fine, until Tom tried to level off after a steep descent. The plane didn't have enough elevator to recover, and the nose hit the ground pretty hard and broke off. You would think that with all of the new technology that is available now, someone could come up with a way to take off, fly around, and not land. I hope it comes soon, because landings seem to cause the most problems☺.

Also on Sunday, Jerry Jones had his recovered Enforcer Fan Jet with him. When I say recovered, I don't mean it had a new covering job. And, I don't mean the one he recovered from the top of the tree which he sawed down. (I don't really call that a recovery when a two thousand pound tree crashes down on top of the plane.) I am talking about the one that went into the trees a couple of weeks ago, and only broke a wheel. That recovery.

I guess you would have to call this Jerry's second attempt at a maiden flight with this airplane; if there can be such a thing. Anyway, the plane took off without much trouble once Jerry disconnected the rudder servo and pinned it to the vertical stabilizer so that it would not flap around in the breeze. Why would Jerry do this you ask? For the simple reason that when the nose wheel went right, the rudder went left, and one of them had to go. It is much easier to steer the plane on the ground with the nose wheel than it is with the rudder, so Jerry disconnected the rudder from the control rod. (Makes sense to me ☺!)

Now that Jerry could steer the plane, he fired up the engine and taxied out onto the runway. Without further ado, Jerry fed her the gas and off the plane went. The plane was flying around pretty good, (no rudder waggle) and Jerry was a happy camper. That is until the engine quit, which ducted fan engines are prone to do. The plane was out over the farmer's field, and Jerry tried to get the plane back to the field, but in trying to do so, ran out of left turn. The plane went bang into a tree, in back of the flight line, and crashed into the ground. The fuselage broke in half just in front of the wing, and being as how it is made of fiberglass, may be a little hard to fix.

I think that Jerry is going to have to make an offering to the tree gods, especially now that he has laid waste to one of their own☺.

What a great month for the newsletter. The weather has been good every weekend, and with good weather comes plenty of flying, and with plenty of flying comes plenty of crashes. Saturday past was just such a day. Greg Clement was flying his 1.40 sized P-47 Jug, when the motor suddenly went dead. It looked like Greg was going to make the field ok, but a couple of feet or so off of the ground, the plane did a tip stall, and the plane did one cartwheel before the wing came off. The good news is his propeller was still ok. Most of the damage was minor, and Greg should have it crashing again in no time.

I was unable to make it to the field on Sunday, but Dave Morgan was good enough to send me an email of what transpired. It seems that I missed the best day for crashes. Here is what Dave had to say. Hey Tom. I have a field report for Sunday 12-17-06. There was a good attendance at the field. When I arrived 2 of the 3 D/A brothers were already there. G & G (Gas & Go Greg Clement) and Mike McMichen. The 3rd arrived later (The Prez). There were 9 mishaps. The first mishap was Steve's T-Rex went down in the pepper field, minimum damage, should be a quick repair. 2. Ed Harding was flying his Sky Bolt when it dead stuck on him. He was doing fine and was on final over top of the dirt hills when the plane hit something. There was a cinder block sticking up out of the dirt which caught his landing gear and flipped the plane on the cowl, the wings came off and on final inspection he found the valve cover for the head broke along with a piece of the casting off the head. There is good news, it is very repairable and I am sure Ed will have it back together in no time at all. 3. Brian Newton got in a good flight with his Gee Bee, and then he was taking up his Christen Eagle. Brian got the plane in the air with no problem but it looked very sensitive to the touch of the sticks. He got it high enough and started trimming it out. But it still looked very sensitive to the touch. He was flying in the direction of the dirt hills and started banking right when the plane started going nuts. It ended up in the field across from Booty Mill Road, if you use the road behind the dirt hills when leaving the field according to Brian. 4. Brian went up again with his Super fast Magnum when all of a sudden the motor stopped over the old pepper field and the wings separated from the fuse upon impact. It also looked very repairable and should be back up in no time at all. 5. Next up Jerry Jones. Very minor mishaps. Jerry was putting his fan jet thru its paces and was looking very good, it was time to land and Jerry was coming in a little hot so he decided to go around again which he did with no problem. Jerry was lined up with the field and was coming in, when the plane set down on the runway, one of the retract assemblies came out of the plane and it skidded to a stop. Jerry was a happy man with minimal damage. "They come in two's today", 6. Jerry is up again but with his P 47 Thunder Bolt this time, all is well until the landing. When Jerry touches down on the runway one of the main retracts folds under the Plane and it too comes to a skidding halt. I am not

sure if the plane suffered any type of damage.7. The D/A brothers G&G and Mike McMichen were flying their planes together burning up the skies. From what I understand these planes have about a 10 minute flight time when at full throttle for most of the flight. It was time to land and G&G was first to come in and he came in hot and overshot the runway. G & G's second attempt was no problem and he said to Mike come on in. Mike's first attempt to land was also very hot and he decided to go around again. He had just got over the pepper field when the plane became very quite. The D/A was out of fuel. Thank god Mike flies with 90 degrees of elevator throw because I think it saved the plane from being damaged. He picked up a little air speed and flared it right at the end before she landed. The plane flipped over on its back and the only real damage that was done was a nicked up carbon fiber prop worth about \$ 65.00. (More than some of my planes. Editor)After a good inspection of the plane and a new prop for the D/A from G&G and hot cup of coffee and a smoke to settle down the nerves, Mike was back up in the air in no time flat. 8. G&G was burning up the skies as he always does with his Sky Bolt, when low and he hold the OS 91 F/S came to a stop and he lands it in the pepper field with no damage at all except to his pride. The fuel tank was **empty**, that's our boy!!!!!!!!!!!! (I guess he goed before he gassed. Editor.) 9. The Prez was flying his D/A with Mike and it was time to land. He was lined up and about 10 feet above the runway in front of the pin board when the plane started to porpoise a couple of times and then hit the ground fairly hard removing the landing gear and causing some fuselage damage. It really looked a lot worse than it was, it also is very repairable, and Steve should have the repairs completed very soon, the cause of the mishap Steve said was landing the plane on high rates. Thanks Dave for the report.

Dave forgot to mention about Owen Douglas trying to take his plane off at half throttle, which he is prone to do. This time it cost him when the plane couldn't get up enough airspeed and ground looped. The damage to the Ryan was not too severe though so we will see if Owen can take it off at full throttle the next time he is out with it. (I have my spies.)

Besides all of the above mentioned people, there were some guys there who didn't crash anything. Just to show that I am not prejudice against anyone who does know how to fly, they are as fol-

lows. Bob Bradshaw, Andre Askew, Terry Hill, Bob Lanard, Bob Werner, Barry Prather, Tony Severino, Rich Onorato, Susan Joo, Rick McIlvaine, D.J. the dog, and of course Dave Morgan. You are right, my saying these guys know how to fly is stretching it a bit.

I am not sure exactly when this happened, but I understand that Owen Douglas will not have to worry about taking off at half power with his Ryan anymore. Owen crashed his plane on takeoff when the motor stopped running and he couldn't keep the nose down enough to maintain flying speed. Owen says he will not try to rebuild it.

I did make it out on Monday and Paul Gross had his new turbine powered jet out for its maiden flight. Technically it is not new, since it was the blue and white one he was flying with a ducted fan in it. Paul took the ducted fan out, and put a turbine in. He also did some extensive body work so that he could fit all of that stuff you need for a turbine engine to run. You know, like 12 pounds of fuel, three batteries, many valves and switches, etc. Without much ado, Paul taxied out and down to the right end of the field, gave her the gas, (kerosene) and off she went. Paul flew around for about three minutes, and tried to make a landing. He overshot the runway a little and throttled up to go around for another try. It was touch and go there for a minute as the plane tried to accelerate, but she finally picked up speed and Paul was able to go around for another and successful landing. Paul was very happy about the way the plane performed, but a little disappointed in the speed. This plane is much faster than his plane with the Jet Joe motor, but maybe the Jet Joe will be faster when it returns from its second trip to China for repair. ☺

What a month!!! These are the times that this newsletter editor dreams about. Things are happening so fast that I can hardly keep up with them. This next item hurts even my inner soul. Bill Froeder, who hasn't had much time for flying due to a large work load, took a fancy to all the foam Corsairs that have been zipping around at our field, and decided to get a Grumman F6F Hellcat. I know that is not a Corsair, but he wanted something similar but different. Bill finished the plane and took it out for its maiden flight. The plane took off perfectly, and was flying like it ought to when gremlins struck. The plane came out of a loop, and went into a death spiral that was so severe, that the motor and propeller stuck in the ground.

Now try to picture the rest of this story. The motor was stuck in the ground, and still running. This caused the plane to spin around like a top. I am sorry,

but I just can't help but laugh when I picture this plane stuck in the ground and the wings spinning around like a merry go-round. What are the odds of that happening? ☺ Unfortunately, the plane was destroyed. I have been looking to get one of those planes, and it hurts me to think of it all busted up, but I still can't stop laughing!

I was at the field the Friday before the "who can take off, land, and taxi off of the field first in the new year event" or what ever it is called. Steve Balzer was practicing his quick take offs and landings, (hay, some things are more important to some people than they are to others.) Any way, Steve made one too many takeoffs, and his plane went out of control and ran into the trees at the left of the dirt pile. Luck for Steve, the fuselage fell to the ground, but the wing stayed up in the tree. Paul Gross, Tony Severino, and I tried to retrieve the wing using the poles from the shed, but had no luck. Had a lot of laughs though. Mountain goats these guys aren't. Steve got the wing down the next day using a sling shot. Steve is not going to let a little thing like a crashed plane stop him from competing, he has been up in his attic finding another plane he could use.

Saturday turned out to be another good day for flying, and there was a large turnout at the field. Brian Newton had a new Bob Cat pusher plane with a ASP .61 engine on it. After making several tries at trying to get the engine to run right, he decided to have Paul hold the tail of the plane so that he could keep the engine revved up until take off. Brian took off flew around very fast, and made a good landing. Another successful maiden.

Bill Froeder, was out on Sunday, with a couple of new electric airplanes. First up was a GWS Messerschmitt Bf 109. Bill did a very nice job painting the plane and it looked ready to go. Bill gave the plane a toss, and it was obvious that the plane didn't have enough power to sustain flight. There seemed to be a problem with the electronic speed control and the motor shut off soon after the plane left Bill's hand. She went down pretty hard taking the wing off and breaking the fuselage in half. Although this sounds disastrous, the beauty of foam planes is that they are easy to glue back together with a little Elmer's.

After recovering from that exercise, Bill decided to try his new electric Skywalker. This plane is an ARF, and is really done up right. This plane has wheels, so Bill decided to take off from the ground. It

is a good thing he did, because this plane didn't have much power either, and the speed control also shut off the motor. When the battery voltage drops below a specified limit, the engine will shut down to conserve battery for use by the receiver and control servos. After fidgeting around a little with the power system, we determined that Bill's batteries just weren't up to the task of supplying enough voltage to the electronics. I loaned Bill one of my batteries, and he was able to get in a flight with the new plane. Since this was its first flight, Bill wasn't quite used to the flight characteristics of the plane, and it landed a little hard. There was no damage however to the plane. Bill is thinking that maybe he will go back to glow fuel. ☺

Not to be outdone, Andre Askew was flying his .40/.60 sized Cougar around when it went out of control and crashed way over by the last house on Pine Mill road.

Of course Andre took a lot of ribbing from the boys who were saying that although Andre is self taught, he may be better served if he took a couple of lessons from the pros. ☺

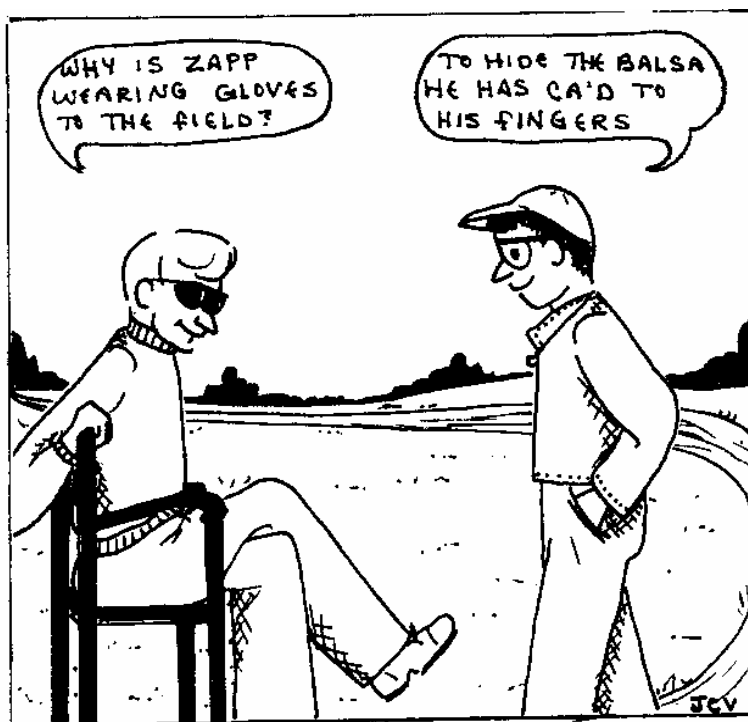
I don't think the Cougar will fly again.

Monday was the above mentioned first to fly in 2007 contest. I woke up to rain, so naturally thought that no one in their right mind would go down to the field. As it turned out I was right. That didn't stop the contest from taking place however. Greg Clement, Dave Morgan, and Bob Bradshaw were there to try for the title, as was Paul Gross to witness the event. According to Paul, At the sound of the gun, All three took off and made a successful required circuit of the field before attempting to land. Dave was in so much of a hurry, that he had not set up his transmitter correctly, and crashed on landing. I don't know what that means, but I can only guess that when he threw the land switch, it wasn't programmed. Since it was required that the plane taxi off of the field, that eliminated Dave.

Next down on the ground was Greg Clement. Greg also had trouble landing, he must have thought he was landing his giant scale gas powered plane, and he hit the ground hard enough to stop the motor. Scratch one more contestant.

Last but not least was Bob Bradshaw to try to make a safe landing. Because of the debris scattered across the field, Bob had to fly around a couple of times until the field was cleared enough for him to set down. This was lucky for Bob, because it gave him

enough time to calm down a little, and he landed his plane with the motor running and was able to taxi off of the field. I am really sorry I missed that, since it was probably the first time that ever happened. Even though Bob's time was the slowest ever in the event, it gave him the win, and bragging rights until 2008! It's a shame that Steve Balzer couldn't make it out for the event, especially after all of that practice he did.



Oh well, maybe next year.

For Sale

Six (6) Giant Scale airplanes. With or without Gas Motors. Reasonable prices. For information, contact Rich Onorato at **856-428-3866**.

This brings another month to a close, and it was such a great month that once again I don't have room for the phone list. I am sure that the weather will be turning bad now, and there will be very little to report on. This means that next month you will get the phone list that I have been promising you. Until then, If you need a phone number of one of the members just give me a call and I will gladly give it to you. Besides, it will give us a chance to talk.

Until then, keep your hands warm, your coffee hot, and your buns steaming. **Tom Voorhis**