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At The Meeting

With 22 members in attendance the president called the meeting to order at 8:10 pm. The minutes of the March meeting were read and accepted. The treasurer reported the balance in the club's checking account. His report was accepted as presented. The vice-president called the roll of prospective members. Don Romano attended his third meeting and was welcomed into the club. He also reported the club has 65 paid members. The field committee chairman thanked Dave Morgan for his help with the purchase of the new garden tractor and the repair of the Scotts mower. He also scheduled a field work party for Saturday May 12th at 9 am.

OLD BUSINESS

Marty Brodack requested that flea market volunteers arrive at 4:00pm for table set up. The president reminded the members of the up coming multi-engine fly on Sunday, April 15th, and those purchasing fuel through the club's fuel purchase program, place their order with Bob Lanard by May 8th

NEW BUSINESS

Bob Bradshaw made a motion that Thursday night flying start once again. The motion passed without opposition. Marty Brodack made a motion that the club builds 2 starting stands. The motion passed, and Dave Morgan volunteered to purchase and cut the lumber required. Rick McIlvaine told everyone that the access road adjacent to the dirt pile has been blocked and should no longer be used. The president presented the club with an event calendar for the 2007 flying season. The calendar will be posted on the club's web site.

With no further business Bob Lanard ran the 50/50 and raffle. Don Romano won the 50/50 (\$18.00). Marty Brodack won the raffle and chose a 120 size Spitfire. Rick McIlvaine won EZ trimmer.

The meeting was adjourned at 8:55pm.

Paul Gross

At The Bull Meeting

There was another good turnout at the bull meeting. Tony Severino had a new Aero Sport for show. Tony is taking over for Bob Lloyd and brings a new model every meeting. ☺ Marty Brodack had a nice orange and white Dragon Lady with him, and Rich Onorato had a beautiful ----- . There were a couple of electric helicopters, but the only flying was done by Joe Mauriello, who was testing out Dave Morgan's new one. I guess you could call it new, Dave has been working to get it together for a couple of years now. ☺ There was also coffee, donuts, videos, and great conversation.

Tom Voorhis

At The Field

Do we still have a field? With this damn weather, I haven't been there in so long, I am not sure. I guess the good thing about that is if you can't fly, you can't crash.

The one good day we had on Saturday, I was in Toledo, and couldn't make it. I hear through the grape vine that Rich Onorato had his repaired Wild Cat out there and that it flew really well. Hey, it flew good before he crashed it. ☺

Some flying has been going on the last few days. Bob Lanard had his P-47, which looks to be around a .90 size, with him and had a little trouble landing it. (Don't we all?)

It didn't seem to want to stop flying, and when it finally did, the wheels ripped off and did some damage to the wings. While we are on the subject of landing, Gregg Clement has decided that after breaking a couple of those expensive propellers while trying to land those big gas planes, he is no longer going to do that.

He is now breaking the nose off of the plane instead. He claims that this is working out better for him because while the propellers are expensive, CA glue is cheap. Some of the guys at the field think that I should change his name from Gas and Go to something indicative of his propeller mishaps, but I can't think of a **PROPer** name.

New member Bob Romano was out on Saturday to help Rick McIlvane with the lawn cutting, and after getting a flat tire on the Scotts tractor, he decided to fly his airplane. He should have taken the hint from the flat tire and waited a day or two for his luck to change. He was flying around ok, when on trying to land; he put his plane up in a tree at the far right of the field. It's always the landings that cause the problems. Paul and I are working on a plane retrieval system using a sling shot with a weighted rope, but we have a couple of minor things to acquire, like rope, before it is ready to go. If you get tired of waiting, Bob, Jerry Jones has a chain saw that I am sure you can borrow. ☺

I think I already mentioned this, but we have a new garden tractor, and the Scotts is fixed and running better than ever. The flat tire is repaired now too!

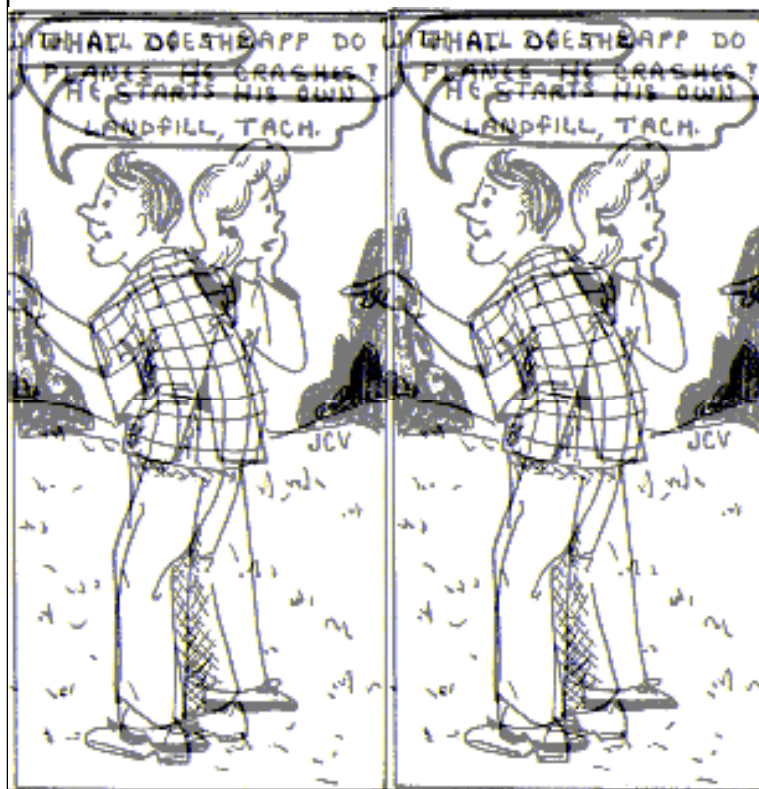
This Sunday past was a pretty nice day, and we had a very good turnout. There were no serious crashes, although there were a couple of close calls. There was a first at the field that I am glad to report about. There were two ducted fan powered airplanes in the air at the same time. You read it correctly, two! It is very rare that we have one flying much less two. Andre Askew had his new scratch built F-15 out for its maiden flight, and when he got it up and tooling around, Jerry Jones took off with his Aggressor/-Enforcer.

Jerry only made a couple of passes by the field, when things started going wrong, and he was forced to land. Jerry thought that his receiver was acting up, even though it was a new one that he had just installed. No damage was done to Jerry's plane even though the front landing gear collapsed while landing. Andre flew his plane around without incident, and even though the landing was a little scary, and the plane ended up in the weeds at the end of the runway, Andre was a happy camper. Oh, I almost forgot, Andre has discovered a new way to test his retracts. Before he takes off, he hits the retract switch on the transmitter, and the plane flops down on the ground on its stomach. This way you know they are going to

come up after you take off, I guess.

Marty Brodack was out with his new flea marked special, a Profile Extra 300. Marty was putting the plane through all kinds of aerobatics, just like he knew what he was doing, and now this is Marty's favorite plane.

Since this was race Sunday, there was a little racing going on between Steve Althouse, Paul Gross, and me. I wasn't at the field for the first race, which I think Steve won. I had engine trouble for the second race, which I think Steve won also, but I was able to make the third and final race. I was bringing up the rear for most of the race, since I have a much slower plane. I started to catch up near the end and on the final lap, I leapt into the lead for the win. No one seemed to notice that I was cutting the corners on almost every lap, or at least if they did, they didn't say so. After I did a few victory rolls and let the losers land, I made my approach. Now I don't know how they did this, but Paul and Steve caused my plane to crash when the wind caught it and it tip stalled. Jealousy is a terrible thing. I have decided to let the plane live on its laurels, and find something else to race with. I am hoping to get a faster plane, so I won't have to cheat anymore. ☺



Miscellaneous

Since there was not very much to write about this month, I thought I would tell you about my trip out to the Toledo model expo. Toledo is the one of the oldest and largest shows in the U.S. and I have wanted to go there for many years. I wasn't ever going to go to the show alone, so when I got the chance to go with other members of the club, I jumped at the offer.

I made the trip with Bill Froeder, who has been there many times, and Paul Gross, who, like me, has never been there. Fortunately for Paul and me, Bill knew all about where the show was being held, how to get there, where to stay, and what to do when we got there. And, we took Bill's van and he did most of the driving.

The trip took about ten hours of driving, so we took time out for lunch about half way there. Our timing was good because half way to Toledo came in at around 12 noon.

We pulled into Toledo late evening, and went directly to our motel. We stayed at the Red Roof Inn, which was reasonably priced and close to the show. After discussing the trip a little, making our plans for the following day, and having one of Paul's free Wild Turkey night caps, we turned in.

The next morning we got up bright and early to have breakfast, but the restaurant we wanted to go to wasn't open yet. I didn't think we were up that early, but maybe so for Ohio. We decided to just go directly to the show and get some coffee and a donut there, which is what we did. The show itself didn't open until nine, but the flea market was open at eight. The flea market doesn't look much like a flea market I am use to; it looked more like vendors that couldn't find a place in the main hall. The market was inside the venue, but on the second floor around the outside of the main hall. There were even a couple of hobby shops set up in some rooms off of the flea market area. I was impressed.

When the main show opened, we went into a large hall with every space taken up with vendor booths. I didn't get the feeling that I was in a mob scene like I do at the WRAM show however. The place is set up very nice, and there was a lot to see. All of the major vendors were there, and I can't think of anyone that wasn't. Dave and Paul had some things that they wanted to buy, so they went directly to the vendors they wanted to do business with. After they got what they wanted to buy, we were going to start at

the beginning and see everything.

A problem arose when I got hung up at a vendor I saw on the way and started to buy a couple of things myself. When I finished, Bill and Paul were long gone, and I couldn't remember where they said they were going. I didn't think I would ever find them with the crowd, so I called Bill on his cell phone and he told me where they were.

We were able to cover the show in one day, but it was pretty hard on us old guys and next time I think we will take a couple of days to see everything. We should have taken time off to go to another big indoor building where there was a free indoor electric fly. There were probably over 100 flyers there, according to reports, and the first 100 of them got a free electronic speed control from Castle Creations. Can't beat that!

At noon time, during the show, we took time out to have lunch in the hotel. That was a big mistake. Those people didn't have a clue on how to serve a lot of people. I wanted a hot dog. The woman said she didn't know how long it would take, so I settled for a cold hamburger. Ugg! If you go there, go outside for food, as there are plenty of places to eat in the city.

After we had seen all of the vendors, etc. it was time for dinner, so we left the hotel and went to the Spaghetti Factory and had a great meal. After dinner, it was time for the ETOC (Electric Tournament Of Champions) show which was held in a gym at a large High School near the main show. If you ever want to know just how inept you are at flying, go to one of those shows. How these people can do what they can do with what they have is a mystery to me. I guess that is why they call them champions! If I can find where there is some video of the show, I will include the web site and you can see what I am talking about.

We were worried about the bad weather they were predicting for driving home, so we decided to leave the next day, which we did. We had a lot to talk about on the way home, so the trip seemed shorter, at least to me. I want to thank Bill Froeder for inviting me to go along, and I am looking forward to going back next year. I almost forgot, Toledo is a very nice city, but it is too far away. ☺

The Mystery of Electrics

I think I will go over some of the mystery of electrics again now that so many people are getting in to the market. Unlike fuel driven airplanes where it is fairly simple to decide which motor you need for which airplane, electrics are a little more complicated. With wet engined planes, the plane manufacturer tells you what size engine to get for that particular plane. A lot of the electric plane manufacturers are also telling you what motor to use with their plane, but it is usually the motor they are selling.

Let's suppose you have a new plane, and you want to use a motor that you already have, or want to use a motor brand that you like. What do you do? First off you will need to know several things. How much does the plane weigh, and what kind of flying are you going to do, i.e. sport flying, racing, 3D etc. Once you know the weight, the rule of thumb is you need 100 watts per pound, for sport flying, 150 for aerobatics, and 200 for 3D. The amount of watts (Power) a motor can deliver is determined by two things. How many amps can it withstand, and how much Voltage is driving those amps. Power equals amps times volts. 10 amps times 10 volts equal 100watts.

Now comes the fun part. First you look up motors on the web or in a magazine ad, and they will give you the current the motor will draw for maximum efficiency. Now all you have to do is to find the motor whose amps times the battery voltage you are going to use will give you the power you need. Say you need a motor that will deliver 100 watts. Find one that uses 10amps, and if you are going to use a 3cell lipo battery, which is 11.1volts, you motor would deliver 110 watts.

Now that you have figured out what motor you are going to use, you will have to determine which electronic speed control you will need. Simple, you will need one which can handle at least 10 amps of continuous current, and you have it made. Last, but not least is the battery. You will also need a battery which can deliver the needed current to make the motor perform as rated. For a 10 amp motor you will need a battery that can deliver the 10 amps or one rated with enough capacity and discharge rate. For a 10 amp motor, you would need a battery with 1000ma (1amp) and at least 10C. 10C means that the battery can deliver 10 times the capacity of the battery, or 10 times one amp which is 10 amps, which is what you

need.

Since the battery can deliver 1amp over an hour, you battery would be able to last 60 divided by 100, or six minutes at full discharge. For longer flights, use a battery with more capacity. Some motor manufactures will tell you what propeller will draw how much current, and you must use one that size, or smaller as to not draw too much current, and burn up the motor.

Now if all of this seems too complicated, you can do what most people do. Go to the manufacturers web site or magazine advertisement of the plane you want to buy, see what motor etc. they recommend, and buy a motor with the same or similar specifications. That's what I do.:-)

Once again I would like to thank my wife Jeanne for proof reading the newsletter, and correcting all of my grammatical mistakes.

That's it for this month, please crash a few planes so that I have something to write about next month. **Tom Voorhis**

