

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
Date July 7, 2008
AMA Charter # 729

346 Tavistock Bvd. Haddonfield NJ 08033

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MINUTES OF THE WEST JERSEY RC CLUB JUNE 10. 2008

The president called the meeting to order at 8:10 pm with 23 members in attendance. The minutes of the May meeting were read and accepted. The treasurer reported the balance in the club's checking account. The vice president called the roll of prospective members. Tom and Trevor Russo attended their first meeting. Mark Schools attended his third meeting and was welcomed into the club. The field committee chairman thanked all the members who participated in the spring work party. He also reported the thief of a full 5 gallon gas can from the storage shed and requested that the shed be kept locked at all times.

OLD BUSINESS

Marty Brodack reported that the flea market was a big success, and netted the club \$200.00.
Bob Lanard confirmed the club's fuel delivery for Sunday May 22nd. The president reminded the membership of the up coming small and bi plane Sunday, June 15th and war bird Sunday, July 7th.

NEW BUSINESS

The club's fun fly will be held on August 17th.
With no further business Bob Lanard ran the 50/50.
Steve Althouse won the 50/50 (\$24.00).
The meeting was adjourned at 8:40 pm
Respectfully submitted,
Paul M. Gross
Secretary WJRC

At The Field

I have been very busy this month and spent the 4th of July week in Pittsburg, so I am a little late getting the newsletter out this month. Since I have not made very many trips to the field, most of the newsletter is from reports from Dave Morgan and Paul gross. I am glad to get their input, and so here is what they had to say.

Hey Tom

Got to the field yesterday around 10:00 AM to meet Don R. there for a day of flying, I brought out a 8 year old 1/4 scale Clipped Cub for its maiden flight. I got the plane in a package deal 3 years ago from a fellow flyer friend who was getting out of the hobby. Anyway the plane flew great on its first flight, needing only about 6 clicks of down elevator for level flight. (Its a keeper) Don brought his 1/4 scale Clipped Cub also and enjoyed several great flights with it. Don also brought out a new 4 Star 60, The plane also flew great on its Maiden flight and Don enjoyed several more flights on it during the day. Ed showed up with his trainer around 10:30 for some buddy box stick time, Had him up several times during the day and he was doing extremely well after the 2nd time up, Gross Buster showed up around 1:00 PM with his 30 lb Green Bi-Plane. After tinkering with the carb adjustments, Paul got in several flights with it. He even tried flying it on a empty fuel tank. He only made it to the end of the runway towards the dirt hills. Rich O. arrived around noon time with his Bear Cat. I have never seen anything happen before like I am going to tell you now. Rich was ready to fly, he cranked up the engine and was adjusting the high end on it. The engine shut down and would not restart, Rich said it felt like the motor lost all of its compression. I ask him if he had check the Glow plug to make sure it did not come loose from the head. When he went to check it, the glow driver had melted its self around the glow plug. It took pliers and vise

grips to get them apart, Rich called it a day. We had another flyer show up around 15:00 hours, C.B. (AKA Gas & Go) He brought out his Su-26 for a test flight after the repairs were made to the plane, the plane flew just like it did after he first bought it. (Repairs were done by Ed & Mikes bump and grind shop.) He got in several test flights and then called it a day. he said he would be returning in the morning on Friday for a day of flying. Just as I was about to leave the field @ 18:30, Bob Bradshaw showed up to practice with his New Years Day Trainer. " Hello" !!!!!!! Bob, Its only June. He must be getting desperate for a win, or he needs a new hat.?????? Anyway Tom, that's it from the field buddy. You missed another great day of flying. By the way Tom, put a reminder in the next news letter that Thursday night flying is now in affect, the place was mty. (Empty. Took me a while to figure that one out. LOL)

Hey Tom
Went to the field on Tuesday afternoon with Don R. and got in several flights, It was a nice day but just a tad windy. Don stayed until 16:30 and then our newest member showed up. (Bill Ansley) We got in 4 too 5 good training flights with the buddy box system and then called it a day, no one else showed and there were no mishaps. It looks like we are starting to get our dirt hills back again, they were brining in truck loads while we were there. That's it for now buddy.

Dave

Hey Tom, I went to the field today with Don R. to see if I would be able to fly with my left arm in the cast. I guess I did ok, I brought the plane home in one piece. We each got in a few flights before the rain came, also Ed showed up with his trainer as it started to shower but he never got a chance to get air born. That's it from the field buddy.

Hey Tom, I met up with Gas & Go at the field today @ 10:00 AM. We each got in several flights before deciding to call it a day. Before we packed up, Tony (the guy who won the New Years Day Event) showed up and also got in a few good flights . We packed it in @ noon time due to the extreme cold front that was moving in. That's it buddy.

Hey Tom, I dropped by the field today. It was somewhat cooler than Saturday, Mike M was there

flying his big gasser and taking Ed up between flights on the trainer box. Nick was there flying his choppers, Jerry Jones was there flying his electric chopper also with the training gear on it. John Schumacher was flying his Corsair. Ed Harding was just arriving when I was leaving. There were no mishaps while I was there buddy, that's it for a another week. (There probably were no more mishaps after you left unless Ed tried to do some landings. :-) Dave.

June 19th, What Dave didn't or forgot to mention was that he was having trouble with his Super Tiger motor, (go figure) and when it stopped, the flipped his Piper Cub over on trying to land. I don't think there was any damage to the plane however. Speaking of Super Tiger motors, Don Romano was trying to fly his Magnum airplane with a Super Tiger in it and managed to break the pin on the crank shaft. The pin was probably made of a cut off ten penny nail.

I guess it was a day for poor motor performance, because while all this was going on Marty Brodack was flying that big ugly box car airplane that he has, when the motor stopped dead and the airplane landed in the field taking off the tail wheel and breaking the tail clean off. On recovering the airplane it was discovered that both the fuel lines had come off of the fuel tank. Hmm, that may explain a lot of Marty's engine troubles. ☺

I hear that Brian Newton had a successful flight on his new turbine powered jet airplane. Brian was one very happy camper, but didn't fly the plane again. Good thinking Brian, quit while you are ahead. ☺

I finally made it out to the field yesterday, July 1st, and there was a good turnout. Brian Newton was there with his Flying Circus, planes, planes, and more planes, and he even has a circus tent. I want to get back to Brian, but I have to tell you something else first. Paul Gross brought out his turbine powered jet, but he forgot to bring his transmitter. Old age is a real nuisance sometimes and I should know. I brought out my new .40 sized Yak 54 for it's first flight, which you could have seen if you had come to the Bull Meeting. I didn't get to fly the plane however, because I had neglected one minor thing. If you are thinking that I forgot my transmitter, you are wrong. I forgot to make any provision for getting fuel into the fuel tank.

While I was at the Bull meeting, Dave Morgan looked the plane all over very carefully, and made several comments about it. Wouldn't you think that he would have mentioned that there was no way to get fuel



into the tank? No, let me make a fuel of myself. Get it? Fuel of myself. No, I didn't think you would.

Getting back to Brian and all of his airplanes, Brian had a Park Zone Delta wing powered by an electric motor which he had upgraded to a bigger motor. To say this plane was fast, was not giving it any credit at all. This plane would make Joe Mauriello's eyes light up. We told Paul that it was a good thing he had forgotten his transmitter, because Brian's plane would fly rings around Paul's turbine powered jet. You want to fly fast? All you need is a good battery.

As I said early on, I was in Pittsburg, so I missed the War Birds over South Jersey. I heard that it was a fun time, so I will make a report on it in the next newsletter. I also heard that the ladies did an outstanding job with the food. Sorry I missed it.

That's all for this month, let's hope the weather gets better.

Tom Voorhis