



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 June 7, 2008
AMA Charter # 729

346 Tavistock Bvd. Haddonfield NJ 08033

WJRC Page 1

At The Meeting

The president called the meeting to order at 8:10 pm with 27 members in attendance. The minutes of the April 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. Mark Schools attended his second meeting. Michael Scott attended his third meeting and was welcomed into the club. The field committee chairman requested the spring work party be scheduled for Sunday June 1st at 9 am.

OLD BUSINESS

The president reminded the membership of the following club events. May 19th helicopter Sunday, Tuesday May 27th club's flea market, June 15th small plane Sunday, and July 6th war bird Sunday. Until further notice fuel orders can still be placed with Bob Lanard.

NEW BUSINESS

Rich Onarato, the club's safety officer, asked all pilots to keep their left hand landing approaches short, now that Mr. Landolfi has removed the dirt pile, so that we don't come close to the new houses that are being built near our field.

With no further business Bob Lanard ran the 50/5 and raffle. Michael Scott won the 50/50 (\$22.00). Ed Sos won the raffle and chose the 90 size Macchi MC 200. The meeting was adjourned at 8:45pm

Respectfully submitted,
Paul M. Gross
Secretary WJRC

At The Bull Meeting

If you were paying attention at all, you will know that there was no Bull Meeting this month. Instead, we had our annual Swap Meet. It was as grand as usual, and there was a pretty good turnout of vendors and buyers. Marty Brodack ran the whole affair, and did

his usual good job. Marty had a lot of help, and he will thank those who helped him and give a report at the next business meeting. **Tom Voorhis**

At the Field

Hey Tom, went to the field to help Don R. with his new 1/4 scale clipped wing cub that he built. After a good once over, we did the maiden flight. The Big Cub flew great, one click of right aileron and 3 to 4 clicks of down elevator to get level flight. The big 3250 Supertiger pulls it around very well, Don got in several flights and went home again a happy man. Gas & Go was there with his Stearman and Matt Chappman, Steve Blazer was there with his new Kaos, getting several flights. Ed showed up with his trainer and I was going to take him up but he was having fuel tank problems, I had to leave at 4:00 to get ready for work. I know how you hate it when I tell you there were no mishaps, so I won't tell you that. Good day was had by all. Dave Morgan.

In other news, Steve Althouse and Paul Gross were doing their "Ugly Stick" Racing, or should it be ugly "Stick" racing being ugly no matter how you look at it, when Steve got tired of Paul being out in front most of the race. They were making a low pass across the field when Steve caught up to Paul and cut the tail of his plane off with the propeller. Paul's plane ended up filling a good sized trash bag with debris. Now you know what it feels like Paul! ☺

Brian Newton struck again with his "Strike" when it became stricken after striking the ground. I guess lightning g struck again his thumbs became dumb struck.

After reading further on in my notes from a phone conversation with Paul Gross, I see where Brian Newton also crashed a Lanier Shrike, when he hand launched the plane straight up and it came straight down due to not having enough forward thrust. I wonder if this is the same airplane that Paul had originally called a Strike. It

strikes me that Paul has a lot of trouble with names. ☺

Ed Harding was out with his buddy Mike McMichen, and he was flying his Sky Bolt with good success until it came time to land. Upon attempting to land, Ed did a very nice vertical pirouette. (That's a cartwheel to you laymen.) There was extensive damage to the plane, but not enough to keep Ed from taking his big Extra up in the air and repeating the procedure again. This time the wing got broken, and that ended Ed's flying for the day. It's near impossible to learn how to land on a simulator, since you can't see the ground until it is too late, so I my suggestion to Ed is that he let Mike do his landing for him. ☺

Paul Gross was flying his Fr Phantom around when his motor stopped and he had to land where he didn't want to. For those newer guys who aren't familiar with all of the aeronautical terms, when your engine stops for no apparent reason, it is called a "Jerry Jones" Paul later determined the cause for the engine stoppage was because the glow plug had come out. That will do it every time. Has something to do with a lack of compression.

Speaking of Jerry Jones, I understand that Jerry had his big P-51 with him, and spent the better part of an hour adjusting the motor to no avail. The good news is they don't crash when they don't leave the ground.

Joe Moriello had that nifty electric powered pylon racer out with him, and I am sorry that I wasn't there to see it fly, because I guess I will never get the chance. Why you ask. Because he didn't get a good hand launch from his assistant, and the plane went into the field breaking the body and the wing. The plane is made of fiber glass, and is not easy to repair. I think Joe is going to get another one though.

Barry Prather had his big 1/4 scale P-51 at the field but was having trouble starting the gas engine. After some time with no success, Gregg Clement offered his big electric starter. Before Gregg could get back with the starter, Jerry Jones gave the propeller one more flip, and knocked the front of the motor right off. No wonder it didn't start!

Last Sunday was the field maintenance work party. I am sorry to say it wasn't much of a party, because there were so few in attendance. I guess next year we should try having the event on a Saturday. Those who did help were Paul Gross, Gus Tahenakos, Rick McIlvaine, Steve Althouse, Bob Leonetti, Gregg Clement, Tony Tangradi, Neil Stokes, and me.

Even though the turn out was so light, we managed to get the holes in the field filled in, the blades on the mowers changed, and the infield cut. Rick was pretty happy overall. With all the work Rick and Don do on the field when they are out several times a week, it shouldn't hurt the rest of us to come out once a year for an hour or two.



That's it for another month. The following are the rules for the New Years day first flight contest as drafted by Bob Bradshaw.

Tom Voorhis

WJRC New Years First Flight Proposed Rules For 1/1/2009

This event is held regardless of weather.

If there are any conflicts in frequencies, the person who shows up first at the field gets the frequency. To try to eliminate frequency conflicts, anyone who plans to enter the event can email Bob Bradshaw at zrmr3b@aol.com up to 12/29/08. Bob will keep a list of who's on what number and advise if frequency has already been taken. First come first choice.

The very first event will be limited to Trainer type glow

fuel aircraft of any size. 40 or 60 size trainers are the most common. (See pictures below for example of trainers.)

Take off time for the Trainer Class will be 10:00 AM. Engines may be started at 9:50 AM and taxied out on the runway to get in position. Wind direction will determine which way the planes will take off. Take off positions on the runway will be determined by who ever taxis out first 2nd, 3rd, 4th etc. First one out gets the best spot. Engines must remain at idle until take off time however engines may be revved up provided plane does not significantly move. Engines may be restarted up to the count down time. All people must be off the field at time of countdown. A one minute countdown will be called out for the start. If an engine dies during this time there are no restarts. Planes behind the dead one will have to go around.

The first plane to successfully take off and fly around the field, land, roll past the control board and taxi off under power is the winner. (note, minimum flight to consist of take off, fly down the run way approximately $\frac{3}{4}$, turn, fly over the farmer's field $\frac{3}{4}$ the length of the runway turn, land, then taxi off past the control board pole. Engine must remain running until taxi off is complete. Engine may be shut down at that time.) If there are no winners, the last pilot flying may elect to go around until wreckage is cleared off of the runway before making attempt to land. If there are no winners, participants can decide if they want to rerun the event or move on to other events.

After the glow fuel trainer class if there is any interest the following events can take place..

1. First Electric Flight
2. First Ducted Fan Flight
3. Free for all flight any plane

Examples of trainers

