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Date May 7, 2008
AMA Charter # 729

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At The Meeting

The president called the meeting to order at 8:10pm with 34 members in attendance. The minutes of the March meeting were read and accepted. The treasurer reported the balance of in the club's checking account and the Balance in the club's Vanguard bond fund account. The vice-president called the roll of prospective members. Michael Scott attended his second meeting. Simon Stevens and Chris Pain both attended their third meeting and were welcomed into the club. The field committee chairman reported that the field was in good condition.

OLD BUSINESS

Marty Brodack asked the flea market volunteers to arrived at 4:30 pm for table set up. Fuel orders have to be placed with Bob Lanard by May 1st.

NEW BUSINESS

April is the start of Thursday night flying. The president reminded the membership of the up coming helicopter Sunday on May 18th and War Bird Sunday on July 6th. It was decided there would be no change to the flying start time rule in the event Dr. Mike succeeds in having Channel 29 televise some of the actives at our field. Only electric powered planes and helicopters are allowed to fly before 10am weekdays and 11am on Sunday. In an effort to reduce runway and air space congestion, helicopter pilots now require a spotter present while flying.

With no further business Bob Lanard ran the 50/50 and raffle. Bob Klein won the 50/50 (\$20.00). Scott Harris won the raffle and chose the 40 size sport stick. Frank Winkler won a WWII video.

The meeting was adjourned at 9:20pm

Respectfully submitted,

Paul M. Gross,
Secretary WJRC

At The Field

First off, I want to correct an error I made in last months newsletter. I said that Rich Onorato had trouble with his AT6 while attempting a landing and broke the landing gear. What actually happened was that one of Rich's aileron linkages got hung up somehow, rendering one or both of his ailerons useless, thus making for a difficult landing. Even so, I still think the wind had a lot to do with it. ☺

Before I get into the field goings on, It was decided by the membership at the last meeting, that anyone flying a helicopter will require a spotter to be at his side. This is for safety reasons, since the spotter will know when someone else is trying to land or is having trouble with their aircraft. This sounds like a good idea to me, but in my case I think it would be better if someone else was flying my helicopter, and I was the spotter.

If you remember in my last newsletter I was talking about how electricians are less prone to getting the propeller on backwards because all you have to do is put the prop on right and reverse the motor. I'm sure you remember, right? Well guess what. Brian Newton came to the field with his new electric Corsair, and the motor was running backwards and he couldn't get to the wires to reverse them. Hay, I can't think of all of the possibilities for getting things wrong. I did tell Brian that if he pretended that his plane was a Long Easy he could turn it around and fly it backwards. *I will give you a few seconds to think about it.* He didn't go for it, because that would have made **up** elevator force the plane down, and **down** elevator to force the plane up, and he didn't know how to reverse the servo. ☺

Here is some input that Dave Morgan sent me. Yea yesterday and today, we got Don Romano's New Space Walker up yesterday for its first flight. It only needed a couple clicks of down in the elevator during the flight. (This sounds like that crap they give us in those magazine write ups. "It only needed two clicks of

down right off of the table." Yea right. Ed.) Don put 4 flights on it with Great take-offs and 3 point landings. He had a great day and went home a Happy Pilot, I also had my SpaceWalker there and my G.P. Corsair, and Brian Newton had his new G.P. Corsair there also and got in several flights with it. (I guess he got his wires turned around. Ed.) He was taking off at half throttle during the hand launch, after he saw how fast my Corsair was with the AXI motor in it, he put his away because he couldn't keep up with me. Rumor has it; Grossbuster got a phone call last night from a guy who is ordering a BIG ELECTRIC MOTOR & SPEED CONTROLER so he can play with the BIG BOYS with his Corsair. Our Greens Keeper got in several flights with his Nitro Hanger 9 3D. Now here is a good one for you, someone showed up yesterday with an airplane and no RADIO. He came back today with the RADIO and no Airplane. (Just joking) He did return today with both the Radio and Plane and got in several flights also, I can't tell you who this person was. Gas & Go showed up @ 16:00 Hrs and got in some flights with his SUK-HOI. As for today the person flying were as followed Don Romano, Gas & Go, Yours Truly, Steve Blazer, Gross Buster, Rich O, and Marty B. By the way Tom, we had a party at the field today to celebrate your BIRTHDAY BUDDY. It's a shame you couldn't be there, the Dancing girls were great!!!!!!!!!!!!!!!!!!!!!! And by the way, there were not any mishaps on either day.

I'm glad I wasn't there if there were no accidents, although the dancing girls may have made up for it. ☺

The following is from Dave Morgan. Hey Tom, went to the field on Thursday for some flying. Got there at 10:00 AM, Rick Mac, (the greens keeper) and Don R were already there and ready to fly. Several flights were made with no mishaps. (I know how you hate that) Tom Licata showed up and got in several flights, Gross Buster showed up with a Bi-Plane and we did some formation flying. Bill Froeder stopped by on his way home from the Doctors; rumor has it he is coming out on Friday with his new BOBCAT for its maiden flight. As we were getting ready to leave at 5:30, Chris Green and his brother came out for some Thursday night flying. The field is looking excellent, Hats off to Rick & Don for all of there work. I think the club should buy them a HOAGIE for lunch one day, Rick knows where to get them at. That's it from the field, **Dave**.

The following is from Paul Gross.

After talking about and building his Nitroplanes Bobcat for well over a year, Bill Froeder finely felt it was ready to give it a go for the first time on Friday April 25th. Bill did not skimp when he was in process of building this plane. It had the very best of everything Bill could find to put inside. It was modified for Spring-air retracts with Robart struts, the air system had a built in pressure gage which Bill said "it is necessary because he could look at it and know the system was pressurized to 80 psi". The engine was a Jett 50 with a special muffler that Jett makes for their engines that are used in a pusher configuration. The colors used were a perfect match for the plane and Bill's work was flawless.

The weather on the fateful day was as near perfect as you could ask for. The engine started and ran perfectly on the first attempt. Bill, with Paul Gross assisting and taking video, some what nervously taxed the Bobcat on to the runway. It was than that the Bobcat gremlins started to pop their ugly heads up one by one. Since Paul has built four Bobcat's and still has three he was able to give Bill some suggestions and together they were able to get the plane to a flyable condition. One thing to note at this point, Paul needs glasses to fly but does not ware them to take video's. With the plane on the runway, facing into the wind, Bill advanced the throttle. Soon the Bobcat was rocketing down the runway faster than one has ever gone before. When it took off it went straight up. Higher and higher it went and in the general direction of the land fill. Paul could tell from what he saw that Bill had his hands full and offered to take over. Bill accepted the offer; Paul put the camera down and took the transmitter. By this time the plane was very far away and Paul needs his glasses to see at a distance. Much to Paul's dismay he could hardly see the plane after he took the transmitter from Bill and started to shout the " I can't see it". Just by luck the plane started to head back in the general direction of the runway, with Paul and Bill doing a Rain dance the likes of which have never been seen before.

As luck would have it, it just so happened that Mike McMichen and Greg Clement were at the field. Mike has a Bobcat and has flown it many times. He saw Bill and Paul hopping and yelling like they were standing in bed of hot coals and knew something was amiss. He rushed to their aid. Paul eagerly gave the transmitter to Mike and he was able to get the Bobcat under control, trimmed and back on the ground

with only minor landing gear damage due to a faulty strut. After some minor repairs the Bobcat will fly again.

Now Bill also had his almost new FW190 with a nice OS61 with him. Paul had his Bobcat and they decided to fly around together. After they regained their composure they took off. Around and around they went. Paul could not keep up and Bill rubbed it in by lapping him once or twice. It was just about that Paul's phone started to ring. It was his wife calling. He landed his plane so he could talk to her. Bill then started to do tricks that have never been seen before and it not long before the FW190 went "woof" straight into the runway. There was foam and balsa all over the grass. After the area was cleaned up, Bill and Paul started to clean up themselves. (Clean underwear, I think.) Greg Clement decided to fly his giant sale Yak one last time. He was doing great. He was high, he was low, he was upside down, he was right side up, and he was having the best time ever until it was time to land. (Isn't that always the way?) His set up was perfect, but for some unknown reason the Yak did not want to land, it wanted to fly. It floated way down the runway only a few feet off the ground. It was then Greg decided to abort the landing and go around for another try. He gunned the engine and bullied the Yak straight up. The Yak has a powerful engine and Greg has done this many times. But this time it was not to be. At precisely the worse possible time, when the Yak was low, slow, and pointed straight up, that powerful engine stopped dead. It did not sputter, it did not cough, it just stopped like some one turned off the switch. The Yak met the ground with the nose and right wing first. The wing and cowl suffered severe damage and will have to be replaced. Other than that, it was a good day.

In case you missed it, as I did, there was a multi-engine event a couple of Sundays ago. The all out winner was Barry Prather when he flew his four engined B-17. Barry seems to have trouble tuning one engine much less four, but always gets the B-17 in the air and makes a landing with all four engines running. Go figure! Also there was Bob Lanard with a Twin Stick, Jerry Jones with a nice B-25, Chris Green with a nice P-38, and our president Steve Althouse with a nice Twister. Check out the attached photos.

Speaking of twin engined airplanes, Brian Newton was out last weekend with an airplane he has had for 6 or 7 years called a Sky Rocket, and finally decided to give it a try. According to Paul Gross, the plane has

about an 80 inch wing span, and is nicely finished in silver and yellow. Brian got both of the engines fired up, took off, and headed for the trees at the end of the runway. Brian was able to regain control of the plane, but during some violent maneuvers, one of the ailerons came off of the airplane. (Glue tends to dry up after 6 or 7 years.) Brian was still able to land it in the field, with minimal damage to the plane.

New member Scott Harris made his first unassisted landing, but still has a ways to go before soloing. Good work Scott. Brian Newton also flew his electric Corsair, but broke a prop on landing. Brian changed the prop and took off again. The only trouble was, he and Bob Lanard were both on the same frequency, which is not a good thing. Brian's Corsair went down hard, and Bob's U Can Do went straight into the ground with only the tail sticking straight up like it was planted there. Fearless Brian made it three for three when he later crashed his big P-47. If it wasn't for Bob and Barry, we wouldn't have anything to read. ☺

That's it for this month, see you at the meeting. **Tom Voorhis**

Planes for Sale:

Quaker Old Timer, 84 inch wing span. New never flown. Ready to fly \$400
Thunder Tiger 54, 4-stroke, JR radio, receiver and servos.

Dallaire Old timer, 108 inch wing span. Like new, flown 10 times. \$300
Saito 65, 4-stroke, JR receiver and servos.

Home Cut Electric Foamies

P47 with servos and motor. No battery or receiver. \$75

Wildcat with servos and motor. No battery or receiver. \$75

Unicorn flying wing, 54 inch wing span. Wing, servos, motor, esc, and JR receiver. \$175

Wing, servos, motor, and esc \$150

Contact Bill Froeder @ 856-223-5180 or e-mail blmaxwgf@verizon.net.



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