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Vice President Rick McIlvaine
Secretary Paul Gross
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MINUTES OF THE WEST JERSEY RC CLUB OCTOBER 14, 2008

The meeting was called to order at 8:10pm with 22 members in attendance. The minutes of the September meeting were read and accepted. The treasurer reported the balance in the club's checking account and in the club's Vanguard bond fund account. The vice-president called the roll of prospective members. James Grant, Stan Smith, Jeff Penuel attended their first meeting; JJ DeLucia attended his second meeting. Tod Osborne attended his third meeting and was welcomed into the club. The field committee chairman reported the field was in good condition but the spools in the pit area are in need of replacement.

OLD BUSINESS

The president reported that there was a big turn out for the club's picnic, and ducted fan Sunday will be held on Sunday, October 19th.

NEW BUSINESS

Fast plane Sunday will be on November 16th, and the club's Christmas party will start at 7pm on December 9th. There was a motion to send Kim Morgan and Sandy Harding \$25.00 for their tireless work on the club's picnic. It passed unanimously.

The nominations for the 2009 club officers were opened. The nominations were as follows. Secretary Paul Gross, Treasurer Bob Lanard, Vice-president Rick McIlvaine, and President Steve Althouse. With no further nominations from the floor, the nominations were closed.

Rich Onarato, the club's safety officer, reminded everyone to make sure their transmitter antenna is tight in their transmitters.

HEALTH AND WELFARE

Marty Brodack is still in the hospital and is getting stronger every day.

With no further business Bob Lanard ran the 50/50 and

raffle. Paul Gross won the 50/50 (\$17.00). Derik Gadson won the raffle and chose the 90 size Sea Fury ARF. The meeting was adjourned at 8:45pm **Paul M. Gross**

At The Bull Meeting

There were not very many members at this month's bull meeting, however there were lots of donuts and plenty of coffee. The members who did attend, were treated to some very nice videos provided by, shot by, and edited by our very own Gregg Clement. Gregg did a great job not only with the videos, but also with the addition of some excellent music. As we all know, music makes the movie. Some of the video was taken by Mike McMichen, and is really smooth for such an old guy. ☺ If you were unable to attend the meeting, you can watch these videos and several others of Greggs on You Tube. I am not sure what you should look for, but ask Gregg or search around and you will find them.

There were no new airplanes at the meeting, I guess people were afraid they would get wet from the rain, but Bob Bradshaw was flying his little indoor helicopter with great success. If he keeps up his practicing, he will be almost as good at flying as Susan Joo. ☺

Tom Voorhis

At The Field

I am really feeling good about this month's newsletter, because we are only one week into the new month, and I already have enough stuff to write half of it. Also, I hope to have some hints and kinks, and we have some "for sale items" as well. We also have some new members who seem really interested in this hobby, which is a real plus.

I have already gotten some inputs from JJ Delucia, which I will pass on, and I hope others of you will send me news of what you are up to also. I haven't gotten much from Dave Morgan lately, but he has been

on vacation and working (Yuck) so that is a good excuse for not flying, and I am sure that he will keep me posted.

JJ emailed me that he was doing a lot of training under the tutelage of Karl Kozuh and doing pretty well, but when left to his own devices, he had crashed his plane. Here is some more of the story.

Tom, today, Oct 18, after some pretty savvy searching, Mark Schools found my lost trainer. He found it about 100 yards from its last seen location, and about 110 yards from its last seen location, and about 115 yards from its last seen location. (Translated, it was spread out over a large area. Ed.) I'm still very much a novice but feel the trainer's components are in remarkably good condition. I'll be ordering a couple of smaller parts but could use some hints from someone on re-establishing its center of gravity. (Photo attached)



Here is my reply as to how to establish the center of gravity.

JJ, my advice is to take out all of the electronic components, throw the rest of it into a trash bag, and when it falls to the bottom, the correct center of gravity will automatically be established. Tom

More input from JJ. Tom, Story #1 on Trainer #2:

Short and sweet: today, Oct 20, following some repairs Karl made due to my bad initial takeoff attempt, I flew #2 trainer around a bit. Spotted it stuck 30 feet up in a tree.

Karl said there's some downspout tubing in the shed for just such a purpose. We're giving it a try tomorrow,

failure means addressing the tree. (I'm a tree lover but I like flying more.) JJ. As you can tell, JJ has the bug, and that's a good thing. Now all he needs is an instructor who will not let him get into so much trouble.

☺

This from Paul Gross. Tom - I have good news!!! The road was fixed on Monday and it looks good to me. Now we will have a lot less to do on Saturday. I don't think we could have done any good by hand. It took an hour or more with the big front end loader and many loads from the dirt pile to fill in the ruts.

DUCTED FAN SUNDAY.

Except for the wind blowing 20 miles per hour, it was a beautiful day. Lots of people were there, and there were a total of 12 ducted fan airplanes. Doctor Mike was the first to fly with his tiny little electric foamy. Most of the airplanes that size are hand launched, but Dr. Mike has landing gear with a steerable nose wheel, and to see that plane rolling down the runway really cracks me up! The plane flies great, and the good doctor does real well with it.

Speaking of electrics, Doug Bateman had three of his with him, and they are all very good looking and fly like gangbusters. I would love to have one of the larger electric fan jets like his, but I can't afford the batteries. ☺ Doug knows how to fly too, which makes it fun to watch his planes streaking down the runway at low level.

Bob Lanard had his "Paul Gross" Heinkel 262 with him and after Paul and Bob both working on the motor for half an hour or so, finally got it started. The plane took off pretty good, and was flying around also pretty good, but when Bob attempted a landing the wind caught a wing (remember I said it was blowing hard) and nosed in real hard. The motor that wouldn't start was now running and running and wouldn't stop. Bob put his finger over the exhaust and flooded it to make it stop running. It was discovered the reason Bob couldn't stop the engine was because the battery had fallen out of the bottom of the airplane on impact, and disconnected itself. No battery, no servo response. Of course I had to make a comment something like, "Some engine, first you can't start it and then you can't stop it". ☺

Tony Severino had his new and beautiful P-61 Black Widow with him, and although he didn't fly it, he did run up the engines and did a little taxiing. I can't wait to see this one air borne.

Jerry Jones didn't have a ducted fan, but he did have his Super Falcon pusher, which he put in the ducted fan group photo, and managed to scare everyone at the field while flying it around. I know Jerry has a bunch of ducted fan airplanes, but I guess he has taken enough ribbing about only being able to taxi them up and down the field, and not taking off. If we ever have a fun fly with taxiing as one of the events, Jerry has got that event all locked up. ☺

Barry Prather had a real nice looking Corsair A-7 ducted fan jet, and so that everyone didn't think that it was just another hanger queen, he fired up the motor and attempted to make a takeoff. I guess attempted is too strong a word, because it did actually did take off if you could call it that. The engine was way too lean, and was trying to stop as the plane rumbled down the runway before getting airborne. It was limping along headed for the trees out to the left of the field near the row of houses and looking like it was going to hit a tree. Barry did some fancy maneuvering and got the plane turned around and headed back to the field when the engine decided that it had had enough of gulping for fuel and not getting any and stopped. The plane went into the ground nose first, and did some severe damage to the front end. Barry was not at all concerned, and said that this is why he likes this hobby. If crashing makes him happy, he should be ecstatic, most of the time. ☺ Barry said that he would have the plane back together and ready to go in less than three days, and I for one believe that he will. Someone in the crowd said that they couldn't do that because they had to work for a living. ☺

Andre Askew (god bless you) also had a nice looking F-18 with him, and made a few attempts at taking off. It didn't happen, at least not while I was there, and not because it doesn't have enough power, which it does, but because the wheels are too close together making the plane impossible to taxi. About the time the plane gets up enough speed to get airborne; it goes into a wild zig-zag motion dragging first the left and then the right wing on the ground slowing it down. Barry says that this is his favorite airplane because he is never going to be able to launch it and therefore it will never crash. I can't argue with that logic.

There were a couple of helicopters at the field also, and Chad Graham was flying one of them and putting on quite a aerobatic demonstration. I can appreciate what Chad can do with his helicopter, because I can't even hover mine.

The same can't be said for Chris Green who was hovering his electric heli for practice, and doing quite well. Nice going Chris.

Late breaking news; I know how much we all like to hear about Jerry Jones exploits, and I am not talking about that bone head who owns the Cowboys, but our own Jerry. It seems that after I left the field Jerry was flying his Super Falcon again and had the misfortune of having the motor stop running again. Jerry brought the plane around pretty good to make an approach for landing, but the plane was still going around 100 miles per hour. The plane didn't want to have anything to do with the ground traveling at that speed, and was still airborne when it came to the weeds at the end of the runway. Jerry could have dumped it into the weeds with no serious damage to the plane or his pride, but decided instead to land the plane in the woodpile just past the road on the right. According to witnesses, there was a loud crash followed by some serious destruction. Let's just say that some of the balsa is still in the wood pile.

I am on page three already, and the month hasn't even begun. I can't wait to see what's ahead, although I can't see how we are going to top that last story, and I am sure you can't either.

Another Sunday, and the weather was beautiful. There was a good crowd of flyers, but not as many as I thought there would be considering the weather. Dry Wall Tony, (hey that's what we all call him) was flying his Super stick around when the back end of the muffler fell off and since there was no more pressure to the fuel tank the motor stopped. This of course caused the plane to crash into the farmer's field. I have never been able to figure out why this happens, because the plane still flies the same as it did before the engine stopped, it just flies a little slower. Anyway, there was not much damage, and Tony decided to fly it again, even though there was some covering missing from the bottom of one wing. (Who needs all of that covering anyway? Its just some more that you have to clean off when you are done flying.) Needless to say, the plane crashed into the same spot that it had crashed before. (Too bad Tony wasn't flying in a spot landing contest!) There still wasn't much damage, and Tony will have it repaired in no time. (Barry Prather could probably have fixed it right there at the field. ☺)

Speaking of Barry, he finished repairing his Corsair A-7 repaired in less than two days, and had it with him on Sunday. After tinkering with the motor for the

better part of two hours, Barry discovered that he had his transmitter on the wrong model, and when he gave the plane's motor full throttle it stopped, and when you tried to stop it, it went to full speed. (You wouldn't think it would take two hours to figure that one out would you?)

After figuring out how to make the engine speed up when you give it full throttle and slow down when you go to idle, Barry was ready to give a test fly. Now you probably remember me saying that the wheels on this airplane are only two inches apart, and maybe I was exaggerating a little, but they are very close, making it a bear to taxi.

Barry didn't seem to be having much trouble keeping the airplane straight down the runway, but unfortunately for him, or fortunately depending how you look at it, the two pounds that Barry added to the overall weight of the plane when he made his repairs keep the thing from reaching flying speed, and it never got off of the ground before running into the weeds at the end of the runway. No damage done however and it does taxi real good. Jerry eat your heart out. ☺

Paul Gross had some misfortune with his electric Corsair when he lost control of it and it crashed into the field causing severe damage. Upon investigating the wreckage, Paul found that the connector from the speed control had come loose from the receiver which means that there is no voltage for any of the electronics. No battery, no anything.

Paul thought that this was the obvious cause for the accident, but Brian Newton said that the connector came out when the plane hit the ground. ☺ Is he insinuating that it was Paul's flying that caused the accident? ☺

Now for some good news; I know what you are saying, boorrring but I have to report on some good things once in a while. Brian Newton had his beautiful turbine powered jet with him for its maiden flight at our field. After getting all of the parts and pieces of the plane in the right place, Brian fired up the engine and taxied out to the field. With Paul Gross standing by for support, Brian taxied down the runway and lifted off just as nice as you please. Brian flew around for a few minutes and then brought the plane in for a perfect landing to the cheer of the crowd. Good work Brian!!

I almost forgot, and how could I, but Paul Gross attempted to fly his turbine also, but when he steered the plane off of the center of the runway and onto the grass, it didn't have enough power to lift off and sort of did a sideways cartwheel into the weeds at the end of

the runway. There was some minor damage to the front end, but nothing serious.

This from Dave Morgan.

Tom, Don R. and I went to the field today to get in some flying, wind wasn't really bad. Mostly down the runway. A new member Bill Ansley showed up on his lunch hour, I have had him up a few times before. He got in 6 good flights with 4 good landings; a good time was had by all. Dave

Thanks Dave for that report. See how easy that was guys. Let's hear from some more of you.

I didn't get to the field this week, but I guess nothing happened worth telling about, because no one sent me any emails about it. I did hear at the field this Sunday that Karl Kozuh and his student J. J. Delucia were flying one of Karl's airplanes and it got very close to one of our new members airplanes. Karl didn't know the members name, because he is new, but when Karl landed the airplane there was a lot of covering and a tip missing from one of his wings. Karl didn't know when it happened, or who was flying, but he considered it a mid-air. I don't call it a mid air until there are large pieces of debris falling from the sky. Anyway, Karl didn't know whose fault it was, but I am sure it wasn't JJ or the new guy, (new guy, please insert your name here.) so that leads me to believe it was Karl's fault.

In better but duller news, Joe Mauriello had his repaired Hot Liner/ electric pylon racer out with him on Sunday, and this time the launch was good (I guess Tony didn't throw it) and the plane flew. It not only flew, but it flew at around 150 mile per hour. It is not a large plane to start with, and it gets small fast. Joe was a nervous wreck during and after the flight. With out a doubt, that is the fastest airplane in the club, and electric to boot.

That's it for this month, but as you can tell, I'm back!! **Tom Voorhis**

For Sale

For Sale, Two Trainers for new club flyers. 1 RCM Trainer 60 with Super Tigre 61, Futaba servos and receiver. \$120.00. 1 Telemaster forty Trainer with Super Tigre 40, Futaba servos and receiver. \$100.00. Both are ready to fly. Contact Bob Lanard. at 856-220-0804