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### **At The Meeting**

The meeting was called to order at 8:10 pm with 42 members in attendance. The minutes of the February meeting were read and accepted. The treasurer's report was accepted as presented. The vice president called the roll of prospective members. Kevin Gardiner attended his second meeting. The field committee chairman reported the field had been severely damaged by four wheelers. He thanked Gregg Clement and Don Romano for assisting with the repairs. Dave Morgan volunteered to power wash the club's tractors.

### **OLD BUSINESS**

The president reminded the members of the up coming Central Penn flea market.

### **NEW BUSINESS**

Small Plane Sunday will be March 15<sup>th</sup> and Multi-Engine Sunday, April 19<sup>th</sup>. The president presented Derik Gadson with his "Solo Flight Certificate". Gregg Clement, Dave Morgan, Tom Voorhis and Paul Gross volunteered for the new AMA Introductory Pilot Program. Bob Lanard requires fuel orders be placed by the second week in April. The fuel will be delivered the first weekend in May. The cost per gallon varies depending on the nitro content. It is as follows:

5% - \$11.00  
12% - \$12.00  
15% - \$13.00  
20% - \$14.00  
25% - \$15.00  
30% - \$16.00

With no further business Bob Lanard ran the 50/50 and raffle. Rick McIlvaine won the 50/50 (\$25.00). Paul Gross won the raffle and chose the DC-3 ARF. Manny Martin won a Monokote sealing iron. The meeting was adjourned at 8:30 pm.

Respectfully submitted,  
Paul M. Gross,  
Secretary WJRC

### **At The Bull Meeting**

The following was also submitted by Paul Gross, for which I am thankful.

There were plenty of donuts and coffee at the Bull Meeting. The Phillie Phanatic was there to sign autographs and to fly his Ducted-Phanatic Plane around for all. He was doing some maneuvers in the hall that amazed everyone.

He said that he may be back again, so maybe you want to attend some Bull Meetings to get his autograph.

Thanks again Paul!

**At the Field**

I think this is what happened on Sunday 3/8. I got to the field at the crack of 1 pm, and there were lots of club members already there. I parked my van, the best I could, and settled down to watch the great flying that was being done. The weather was fine, the skies were blue, and you could not have wanted a better day. I think I had my Bob Cat and maybe a small plane with me. I just can't remember for sure, and it doesn't matter anyway. Mike and I raced the BC's a few times by ourselves. Tony Severino had his Tower 40 size chaos, and he and Joe Mairiello decided to get into the fun with it. Now Mike has a Jett 50 on his BC (first picture below), and I have a great OS 61 on mine (next picture), and Tony has some kind of no name 46 on his chaos (No picture, too fast to capture it). You should have seen the smirks on our faces until Tony caught up to and passed us like we were going the other way. That chaos was really fast. We didn't fly the BC's again until Tony and Joe went home. Henry had a brand new Hanger 9 60 size P-51 with all the goodies that can be jammed into it. Unfortunately, not all those goodies worked the way they should. So after an hour or so, of Joe and I trying to get things sorted out, Henry decided it would be wise to get the retracts and a few other things working before he risked flying the plane. Joe volunteered his services for the maiden flight, and Henry was grateful. I can't remember any crashes. A good time was had by all.



Now for Wednesday - .

I got to the field at about 1 pm. Dave Morgan, Rick McIlvaine, Bill (new member) and Bob Passarella were already there and having some what of a good time. Dave had just knocked the tail off the plane he had and was pondering going home for another. Rick was flying his Old Crow, and Bob had some kind of white and blue plane. Dave decided to go home for another plane, and I helped Bob.. He made a couple of good take offs and landings and will soon be on his own. I had my P-26 and knocked one of the wheel spats off on the first landing. I took the other one off, and the P-26 flew better without them. Who would have known!

Then Rick and I tried to figure out why his muffler pressure line kept blowing off. While we had our heads buried in the sand, Bill demolished his new hanger nine F-22, and Dave came back with another plane. Karl Kozuh arrived on the scene and put in a few good flights with his 40 size Stinger. He then gave Bob a computer radio lesson using his (Karl's) radio. They were having a jolly good time pushing buttons and turning knobs. All the while Dave got everything ready to go with the new plane he went home to get and discovered he now had the wrong transmitter. Getting old is tough. After Karl got finished with Bob, he gassed up for another go. Down the runway that Stinger roared, faster and faster it went, but it would just not get off the ground. Karl had to walk a good distance to get it back. When he tried the controls he found the elevator did not go up. It went down just fine, but it just would not go up. I think he pushed or turned one to many buttons or knobs on his computer radio.

It was getting late when Bill Froeder showed up with his Cherokee Babe, and a brand new great looking Spit Fire.. The CB was grounded due to needle valve problems. Bill got the engine in the Spit Fire running real good, but it was getting late and the wind was picking up, so we all just packed up and went home to lick our wounds.

**Sunday, April 5**

This is a story of the plane that just did not want to fly.

The plane being sold at the Lebanon Flea market was sold at a price that most anyone would wonder why it was so cheap. But not the person that bought it. That the plane was such a deal that he did not want to

pass it up. So he took the plane home, put it together, and out to the field he went.

When he arrived at the field, he proceeded to brag to everyone about how little he paid for the plane. Everyone agreed it was a great deal.

But the plane had decided that it just do not want to fly, and set out to prove why it was worth any price. The owner started up the plane and taxied the plane out onto the runway. Upon taking off, the plane said "No way!, Here are some trees that look inviting. I will fly into them and this will be over".



The pilot was determine to save their investment, and frantically steered the plane away from the trees. After flying it around the field a couple of times, fighting all the while, the pilot decided to land.

So the plane with a mind of it's own, decided "No way do I want to land. I still want to be in the trees." And so it did.



To add insult to injury, the plane continued to run the engine until not an ounce of fuel was left.

Now came the job of retrieving the plane from the tree. Four people tried for 1/2 hour to get the plane down safely but the plane had other ideas. It landed with a thump, tearing the wing in half. End of story, end of plane.

### For Sale

Originally I had planned to sell the below ARF at the WJRC flea market, but I figure I'd let the club know about it first. It presently sells at Tower Hobbies for \$159.99; I'm asking \$110 for it. (From the Tiger 2 I'm presently flying, I've learned that it's a great first low-wing plane.)

Goldberg Tiger 2 ARF .40 - .46, 61" (brand new in the box) Here it is on the Tower website:

<http://www3.towerhobbies.com/cgi-bin/wti0001p?&I=LXH755&P=7>

JJ  
856-845-5469

Sig Kadet LT-40 Ready to Fly (in good shape)  
Dual Aleron servos, Magnum 52 four stroke engine Air-  
tronic VG-600 radio and servos.72.990 MHz (channel  
60) Radio case \$200.00 Don R

### Coming Attractions

The regular meeting of the West Jersey Radio Control club will be held on April 14, 2009 at the Woodbury American Legion hall at 08:00 pm. The Bull meeting will be held at the same place on April 28th 2009 also at 08:00 pm.

Multi-Engine Sunday will be April 19th. Helicopter Sunday is May 10th.

That's all for this month, lets hope that the weather gets better and we can get some flying in. I am anxious to see all the new planes you guys and girl, have been building. I have one, Paul has one, Tony has one.

### Editor's Note

The editor does not take credit for the above publication as he was under the weather. The person that did this newsletter does not take any credit either.

