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Secretary Paul Gross
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MINUTES OF THE WEST JERSEY RC CLUB NOVEMBER 10, 2009

The meeting was called to order at 8:10 pm with 32 members in attendance. The minutes of the October meeting were read and accepted. The treasurer's report was accepted as presented. The field committee chairman reported the field is in good condition.

OLD BUSINESS

There was a good assortment of planes present for Ducted Fan Sunday. Most flew without incident, only two were involved in crashes. The upcoming club events for October, November, and December are: Fast plane Sunday, October 18th. There will be a radar gun at the field for speed determination. Christmas party December 8th at 7 pm. First flight of the new year, January 1st at 10 am, instructions will be posted on the club's web sight.

NEW BUSINESS

Bob Lanard requested another Cat fly Sunday to be held on December 13th. Everyone who has a plane with 'cat' in it's name is invited to fly.

The nominations for the 2010 club officers were reopened. After a long silence the nominations were closed. The 2010 officers are:

President Steve Althouse
Vice-President Paul Gross
Treasurer Bob Lanard
Secretary Neil Stokes

With no further business Bob Lanard ran the 50/50 and raffle. Larry Chase won the 50/50 (\$23.00). Marty Brodack won the raffle and chose the 40 size sweet and low stick. Derik Gadson won an incidence meter.

The meeting was adjourned at 8:40 pm.

Respectfully submitted

Paul M. Gross
Secretary WJRC club

At The Field

What a great start to the new month. We are only into the first week, and already we have had two crashes. First off was Jim Grant who flew his Escapade into the highest spot in the highest tree at the right end of the field. Like I have said before, those trees should be easy to see now that winter is almost here and they can no longer hide behind all of those green leaves.

It is easy to see why the airplanes always land way up in the tree. You are thinking that your plane is high enough to miss the trees, so when it does hit, the plane is always going to be way up high. Simple; No?

Do you remember that airplane that Marty Brodack was so much in love with that he paid a guy \$200.00 to get it down from the same tree that grabbed Jim's airplane? Well, he should have left it up there. Marty was coming in for a landing when the wind caught a wing. This caused the airplane to cartwheel into the ground doing major damage to it. Marty is thinking that with a couple of bottles of CA glue and a lot of luck he may be able to get the Balsa Nova back to in the air.

I almost forgot about fast plane Sunday. The reason I almost forgot was because there were no crashes that I know of. There were a lot of fast airplanes at the field, and most of them were going so fast that the radar gun could not track them. There was one airplane that belonged to Paul Gross that he got limping around the field with a YS motor on it that was not running almost as much as it was running. Paul said that Jim clocked him as doing 103mph, but this was done with a gun that clocked a trainer type plane going 88mph, do you tell me.

Even without an official reading from a radar gun there was one airplane that was without a doubt the winner. That was Joe Mauriello's electric Hot Liner. That thing moves faster than a turpentine cat! And that's fast. (For those who have led a sheltered life and

don't know what I am talking about, you lift the cat's tail and apply some turpentine to his back side.) Try it, they will do a quarter mile in under four seconds.

I haven't been feeling well, and therefore have not been to the field very much. I did make it to the field on Sunday, where I met some students from The University of Pennsylvania. Paul Gross and I had volunteered, at the request of Steve Althouse to help them with a project they are working on at the school to get an airplane of the least amount of weight to lift and fly with the greatest amount of load weight.

They brought a sort of prototype with them to see what they were up against. They had built an Ultra Sport from a kit, installed the radio and a brushless motor and were anxious to see if it would fly.

After we got a couple of minor problems corrected such as the ailerons being reversed, we were ready to make it's maiden flight. I was concerned at the lack of motor power, even though the motor seemed plenty large enough. I asked about the charge in the battery, but they were not sure if the battery was correctly charged.

I tried to check it on my charger, but my charger is only good for four cells, and they had a five cell battery. There was not much we could do about the battery charge, but Paul decided to give it a try anyway. It wasn't his airplane.

I carried the plane out onto the runway and Paul started his takeoff run and lifted the plane into the air. There was a little trim needed, but for the most part it flew pretty good. Paul was able to make only one cruise around the field when the motor slowed down and Paul brought the plane in for a perfect landing.

The boys from Penn were very excited, I don't think they thought it would fly. Lol We discussed a few issues, especially the need for a higher cell battery charger and the Boys went home happy. We are going to meet with them some more to get any problems solved with the final airplane. This was something a little different than what normally goes on down at the field and thoroughly enjoyed by all.

Sorry for the short newsletter this month. Don't forget the meeting on the 8th which will start at 0700, one hour early.

Tom Voorhis