

President Steve Althouse
Vice President Paul Gross
Secretary Neil Stokes
Treasurer Bob Lanard
Web site - www.wjrc.org



Editor Tom Voorhis
tomvoorhis@comcast.net
856-783-2017
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346 Tavistock Bvd. Haddonfield NJ 08033

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Minutes of the West Jersey R/C Club October 12, 2010

The meeting was called to order by the president at 8:05pm. There were 36 members and prospective members in attendance. The minutes of the September meeting were read and accepted by all present. Bob Lanard the club's treasurer gave the recent activity on the checking account and after all transactions gave the ending balance. Bob also gave the ending balance in the Vanguard account as of September 30th. All members present accepted the treasurer's report as given. Paul Gross took a roll of prospective members with Patrick Myers, Derek Earnhart and Jason Faulcon all attending their third meeting. All three were accepted into the club. Dale Purkey was not present but he also was accepted into the club. Frank Macy attended his second meeting, while his son Aaron Macy, Gary Davis and Alan Luu all sat in on their first meeting. The president announced that an email address has been set-up to send out emails to all members using one address, use members@wjrc.org. The president reported that the field is in good shape, and at the end of the season Dave Morgan will clean up the mowers and service them. The president also said that the last one out of the field needs to make sure all equipment is put away and the container needs to be shut and locked. Paul Gross mentioned that if anyone sees blades for the Sears mower on sale to let him know or purchase and bring receipt to the meeting. The Sears mower has a 54" deck which takes three blades. Neil will keep in touch with Mantua Twp on Booty Mill Rd.

Old Business

The president said that the "Ray McCloy Memorial Picnic" was a huge success. The weather was great and everyone had a good time. A BIG THANK YOU goes out to Kim and Ramona for all of their hard work on keeping everyone fed and happy. The president said that Ducted Fan Sunday is set for October 17th weather permitting. The shirt order is now in and most members have received their orders.

New Business

Bob Aleardi and Mike Scott both received their "First Flight Certificate", great job. The president reminded everyone that the Christmas party will be on December 14th and asked for suggestions on food. November 21st is Fast Plane Sunday. The president said that starting with the November meeting the club will start collecting dues for 2011. When dues are paid you must show a current 2011 AMA card. The president opened the floor for nominations of club officers with the following being the nominees, Secretary-Neil Stokes, Treasurer-Bob Lanard, Vice President-Bill Froeder and President-Steve Althouse.

With no further business Bob Lanard drew the 50/50 with \$30 going to Gregg Clement. The first place raffle went to Tom Monaco choosing a Bobcat 50, 2nd place went to Ray Buseman winning some wheels and 3rd place went to Gary Davis taking home an OS40 engine. The meeting was adjourned at 8:40pm

Respectfully Submitted,
Neil Stokes WJRC Secretary

Monday 10/11/10: There was a problem waiting for our recent flying graduate Bob Aleardi - he had just soloed 2 days earlier. Bob had been trying barrel rolls with his trainer. On his second flight of the day, he attempted another barrel roll over the field well in front of him, but the plane responded in a way he didn't expect and it eventually got lost in the Sun. It went down too hard to be repairable. That being his only plane, Bob is out of action for awhile. He was disappointed but not discouraged; showing the true spirit needed, Bob said "That's what you have to expect in this hobby". He'll be buying a Kaos.

Sunday 10/24/10, JET DAY:

It was a beautiful Fall day and all the flight benches were taken - a great start for quite a show with lots of great looking jets ... and plenty of great prop planes too!

The jet-personality of the day (Jet King if you will) had to be Barry Prather. Barry successfully flew several different glow-powered jets (Heinkel 162, A-7 Corsair, F-86 Sabre). There was some controversy as to whether his attempts at a fourth, an F-16, counted as a 'flight' or not; let's say each was quite brief. Barry had also brought an F-4 Phantom but it couldn't quite get airborne. So, we'll call it a total of 3 & 1/2 successful jet flights along with a whole lot of effort. (I don't know how he fit the 5 planes in his vehicle; and, he obtained a 6th while there.)

The big loss of the day was Andre Askew's big, scratch-built and very nicely done F-4 Phantom which crashed on its maiden. It was totaled. Such a big loss would have immediately sent many a member home in disgust, but Andre immediately pitched-in, helping Bob Lanard with his jets and others with various difficulties they were having.

Steve Althouse took a host of great photos and posted them on the WJRC Blog site (or use the below link). The photos really captured the spirit of the day. <http://www.flickr.com/photos/sralthouse/sets/72157625241677956/show/>

Wednesday 10/27/10, SUCCESSFUL SEARCH AND RECOVERY:

Mark Schools found the RV-3 I had lost in mid September. Mark spent a good bit of time

gathering up all the airframe pieces, the engine and all the electronics - saving me hundreds of dollars. When I offered him a monetary reward, he politely but adamantly refused, saying that he's satisfied being in the club and doing what he can to help out. As a matter of fact, it was also Mark, who, back in Oct. 2008, found my Nexstar trainer and all its related parts about a week after Karl Kozuh and I had given up the search - again saving me hundreds. It seems to me that Mark has probably found more lost parts than anyone (or at least MY lost parts).

PROP-STRIKE ACCIDENT:

Every so often it happens in our hobby, unfortunately it'll never be completely avoidable. Marty and I thought it might help reduce the number of additional injuries by detailing his accident.

Marty Brodack had been trying for quite awhile Saturday, Oct. 23rd to get an engine problem straightened out on his Tango 46. The engine kept quitting while taxiing. This was one of those perfectly frustrating problems - where you keep doing something over and over while getting nowhere. Unfortunately, during one of the many times he reached to remove the glow plug driver that day, Marty caught a propeller strike on his index finger. Luckily, the .46 size engine was at idle when it happened.

Marty has a lot of years under his belt in this hobby and had seen and heard of a lot of such injuries. Considering that it was a small engine at idle, he really didn't think his injury was severe enough to go to Emergency and to then wait 4 hours to see a doctor. But, by the next day, he decided to go for professional help. To save time he went to one of those new, walk-in medical clinics (Premier Immediate Medical Care, Kings Highway, Cherry Hill). Marty was very pleased with the speed and the quality of treatment. He saw a physician immediately, received 4 stitches, a tetanus shot and 3 days of antibiotics. They also told him that with injuries of this type it's important to get medical treatment **within 8 hours to avoid possible additional complications**. Marty's doing fine now. (If you do use one of the above type clinics, be sure a

record of the treatment is sent to your regular doctor.)

Marty suggests that for safety sake, when "pounding away" for awhile at an engine problem, it's helpful **to take a break for several minutes** to keep your thoughts and actions in sync. A split-second shift in coordination can make things much worse.

An added reminder: About a year or so ago, our Dr. Mike, in a talk he gave to the club, strongly suggested that every member **get a tetanus shot** as a precaution.

WJRC BLOG SITE - HOW TO USE IT:

The Field Committee uses the Blog Site regularly to keep members up on the field work and conditions. The Blog Site is also a great place to put such things as: your ideas or comments on the club, on general RC stuff, on helpful websites, planes and other items you may want to sell or buy. (I know there are a lot of planes in attics that are just collecting dust; remember, some newer members "go through" planes relatively quickly.)

My instructions below are meant for those who just need a little help in getting started with blogging. This is a "1st edition" of these instructions; but, I don't think there are any big blunders in it. Call me with any questions: JJ 856-845-5469.

To add a blog:

1. First thing is to decide on a 'username' and a 'password' that you'd like to use for adding blogs. Send these in an email to Steve Althouse. Steve will reply back to you once he gets them set up in the system; then, they'll be permanent for your use.

2. After the above, 'log in' to the Blog site with your 'username' and 'password'.

3. To add your blog, click on 'Add Entry' (it's on right side of screen under 'Administration'). A page with 'Control Panel' across the top will open. My example below is for an imaginary Kaos plane which I supposedly have for sale. The titles of areas to be filled in

are in CAPITALS; what I type in for my blog is in *italics* and quotes.

- TITLE: "*Kaos For Sale*"

- LARGE EMPTY AREA (it's just below TITLE): Your blog's text and images, if you upload any, will go here. For my text: "*Kaos plane with the airframe slightly damaged, no engine or electronics. Asking: \$1,000,000. JJ 856-845-5469*"

- UPLOAD IMAGE: Formatting matters here; too high a resolution image can put too large an image on the blog. About 150 to 350 Kb is good for most images. Click on BROWSE and you can look through the images on your own computer. When you've found the image(s) you want, click "Open". Click UPLOAD to attach the image(s) to your blog; it'll display in the LARGE EMPTY AREA. If you should want to remove the image, click on the image, then right click it, select "cut", then "allow access". You can then repeat the BROWSE and UPLOAD steps.

- UPLOAD FILE: Clicking on BROWSE allows you to look through the files on your own computer. When you've found the file(s), click "Open". Finally, click UPLOAD. A link will appear in the LARGE EMPTY AREA. If you should want to remove it, highlight the link, then right click it, select "cut", then "allow access".

- SLUG: (Leave blank. It will auto-extract what it needs from your blog's title.)

- DESCRIPTION: (Leave this area blank.)

- CATEGORIES: (Leave the open space beside it blank.) Just below the open space, check the block on the general category that applies to your blog. For my blog I would check "For Sale".

- TAGS: Click on SHOW SELECTOR and click all that may apply.

4. When completed, click on SAVE POST (at the lower right), and the blog is done. It'll appear on the Blog Site's home page and will remain there until you remove it.

5. Should you ever want to modify or remove one of your blogs, log in to the Blog Site, then select EDIT or DELETE on your blog. If you click DELETE, it's gone for good.

Happy Flying,
JJ
Name a hobby where fun lives under constant threat.



That's all for this month.

Tom Voorhis



Model Airplane Term Puzzle (Circle the word)

R R C G M N I A T N U O M M
 M E F A A G I X K L H N U W
 V P D P N L N P B C G E S I
 T A M D E O W I N G G K P N
 H P L R U G P U L N C E B G
 R O O L V R A Y I I S Z L S
 U N R X E L E L P R A U O O
 S B Y I R Y L H E U E R R G
 T A I L Z A T V G S L E T H
 W L P S T O E D D A U L N W
 U A I S O R N W E E R F O M
 G N I T T U C T S M O D C R
 K C Q A E R O B A T I C S D
 Y E V E R T I C A L E V E L

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|------------------|--------------|---------------|----------------|
| 1. AEROBATICS | 2. AILERONS | 3. BALANCE | 4. CANOPY |
| 5. CONTROL | 6. CUTTING | 7. DRAG | 8. EDGE |
| 9. FREE (flight) | 10. FUSELAGE | 11. GLUE | 12. HORIZONTAL |
| 13. LAUNCH | 14. LEVEL | 15. MANEUVER | 16. MEASURING |
| 17. MOUNTAIN | 18. PAPER | 19. REVERSE | 20. ROLL |
| 21. RUDDER | 22. SINK | 23. STALLING | 24. TAIL |
| 25. THRUST | 26. YAW | 27. TRAILING | 28. VALLEY |
| 29. VERTICAL | 30. WINGS | 31. TOOTHPICK | |

Answers next month!