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Web site - www.wjrc.org



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Minutes of the West Jersey R/C Club July 12, 2011

The meeting was called to order by the president at 8:05 pm with 22 members and a prospective member in attendance. The minutes of the June meeting were read and accepted by all present. Bob Lanard gave the treasurer's report on the clubs checking account and after all transactions gave the ending balance. Mr. Lanard also gave the balance in the Vanguard Fund as of June 30th. Mr. Lanard reported the balance in the raffle fund after making a deposit into the checking account. All present accepted the treasurer's report as given. Bill Froeder took a roll of prospective members with Dan Lovelace attending his third meeting, after a round of applause he was accepted in as a voting member. Mr. Froeder reported that the club is now at 102 members. Mr. Froeder also stated that AMA is now accepting membership renewals online. The field and runway are in good shape. The runway was spot treated with weed killer and thanks to some of the members the grass is getting cut on a weekly basis. The work party took place on June 25th, the ruts were filled in and the grass was cut. There was also some work done on the Craftsman mower. The container was also cleaned out of unwanted items. Thanks to all who came out and participated.

Old Business

The Rick McIlvaine Warbird Sunday is on July 17th starting at 11:00 am and is for warbirds only. There will be food available for a small cost as well as a comfort station. Cat Sunday is set for August 14th and Gas Engine Sunday is August 21st. Bill Froeder said that he and the safety committee are still working on updating the rules.

New Business

The Ray McCloy Memorial Picnic is scheduled for September 18th, food and a comfort station will be available. The president said this is a great day to bring the family out for a little fun. The president thanked Barry Prather for loaning an airplane to the airport for the Tuskegee Airman celebration. The president also said the Philadelphia Airport is looking for planes to display in their glass case for a 6 month period in 2012. He was asking for some feed back to see if any members were interested. Neil asked if moving the start time on meetings to an earlier time would be something of interest, members voted to leave it at 8 PM. It was asked if the scheduling of events for our club was checked with other events scheduled within our area as not to conflict. The president said that an event calendar was sent out for all to see and make suggestions if needed.

With no further business Bob Lanard ran the 50/50 with Rich Onorato taking home \$17.00. The next Bull Meeting is July 26th and the next Regular meeting is August 9th. The president reminded everyone again to come out to Warbird Sunday.

The meeting was adjourned at 8:30 pm.

Respectfully Submitted,
Neil Stokes WJRC Secretary

(continued)

FIELD MAINTENANCE:

Our club owes thanks and appreciation to the below individuals for spending their time and efforts in maintaining the condition of our flying field over the past month.

June 25: **Larry Chase** took part in the Field Party on Saturday, June 25. (I mistakenly omitted Larry's name in the original list. Editor)

July 5: **Neil Stokes**
spot treated the field with weed and grass killer

July 7: **Gregg Clement & Tony Severino**
mowed the field

July 13: **Tony Severino:**
mowed the pits & dragged the runway

July 15: **Tony Severino & Karl Kozuh:**
mowed remainder of field

July 24: **Neil Stokes:**
mowed the field

(Remember, if you accomplish any field or field equipment work, please send out an email or post a blog or call me. Thank You. Editor)

Please consider helping to accomplish field maintenance or equipment maintenance or to act as safety if someone will be mowing alone. Call any of the club officers.

Flying Recaps:

Saturday, 7/9/11:

Rich Onorato brought his new Top Flite Spitfire with its .91 4-stroke for its second trip to the field.

Dock Johnson made his first trip to the field since last year. Karl Kozuh gave Dock's Nexstar some engine tweaking to get it running smoothly then they shared a Buddy Box in a training session.

Later, Karl was flying "The Thing", his generic 60-size plane, into which he'd put a lot of time and creative work and had recently replaced its .60 engine with a .75. Although the craft had been somewhat cantankerous, he was gradually taming it. However, while putting the plane through some involved aerobatics it had an altercation with the ground due to, as he said, "a 3-turn spin from 2-turns high". If I know

Karl, in a very short time he'll have The Thing repaired and flying better than ever.

Watching some of my landings would make a train take a dirt road. I was in the process of landing my 70" RV-4 when I gave the joystick a might too much "down". Well, in short order the main gear looked like it was doing the split. It's in repair; guess I'll also put nylon screws on the main gear so there'll be less damage when I do it again.

Friday, 7/15/11: (Seemed more like Friday the 13th)
Significant carnage. First off, Barry Prather was just completing a pre-warbird day checkout flight of his beautiful chrome P-51 with its 1.20 4-stroke. During its landing approach the plane stalled and was severely damaged. Barry said he'd have to think over whether to repair it or not.

Next, Dennis Buttocola's 55" Great Planes Extra 300SP started making a loud shuddering noise and seconds later spun into the ground. The cause was one aileron's horn had pulled out. The horns in this plane are anchored into the wood of each aileron with the supplied #2 wood screws; Dennis had also applied CA to the threads. He will repair the plane.

I realized too late my 56" Yak-54 had dead-sticked. With it just 40 ft. above the runway and going way too slow, silly me tried to turn the plane 180 degrees to get a longer run at the runway. It dropped like Wiley E. Coyote running off a cliff. Like Barry, I'll do some thinking on what to do with it.

All the carnage left me too overwrought to take photos.

Sunday, 7/17/11

Rick McIlvaine Memorial Warbird Day:

Today, the work done by a small group of individuals contributed in a big way to making Warbird Day so special with our club. A big THANK YOU to these hard workers:

Kim and Dave Morgan got most of the food.

Paul Gross got additional foods, 140 lbs of ice and lent us some coolers.

Kim and her Mom, Ramona, Bill Froeder and Neil Stokes set up the food and the food tent.

Extra special thanks to **Kim** and **Ramona** for spending all day serving the food and then for cleaning up too.

Watching any kind of warbird event is always a thrill. I didn't get to the field 'til around 1 PM; it looked like tent city. A fine turnout. I could write a few things about what I saw, but couldn't do justice to the planes or to the owners. A much better way is

provided in the great photos taken by Steve Althouse (5 included herein). Steve emailed everyone the link for the photos; here it is again, and it's on the Blog site too.

<http://www.flickr.com/photos/sralthouse/sets/72157627218863726/show/>

Steve's instructions for downloading copies of any of the Warbird Day photos:

1. From the photo slide show on the web, in the upper right corner, click on "Back to sralthouse's War Birds 2011 set". (It won't appear until you slide your cursor over the picture.)
2. Click on the picture you want.
3. Click on "actions" and select "view all sizes".
4. Beside "Sizes", click on the photo size you want. ("Original" gives the best quality.)
5. Beside "Download", click on "Download the".
6. At the bottom of your screen, Select "Save" (to put in your default folder) or, use the arrow down and select "Save As" (to put it in your selected folder).
7. At the bottom of your screen, select "Open Folder" to access your downloaded photo.

Tips from WJRC Members:

When an engine starts-up backwards it can cause the plane to back off of the field bench and cause the flyer to grab for it. Following a nasty prop strike injury awhile back during just such an incident, Gregg Clement came up with an easy way of providing an extra measure of safety using just a clamp. See the "Gregg Brake" photo below. (That's my name for it. Editor)

From Bill Froeder are a couple of links for a material called See-Temp that's great for making templates for modifying cowls or just about anything else that needs customizing. We all have our ways of doing these mods; but, Bill gave me his own demo showing how great it works. See-Temp is available in either red or clear (actually opaque).

Demo on how to use it:

<http://www.seetemp.com/howto.htm>

Showing the products:

<http://www.seetemp.com/products.htm>

Happy Flying,

JJ

Easy fix, it'll only take me 5 minutes.

My prayer: Oh lord, please make my enemies look ridiculous.



