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February 2, 2011

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*Minutes of the West Jersey Remote Control Club
January 11, 2011*

*The meeting was cancelled by the president due to
bad weather.*

*Respectfully Submitted
Neil Stokes
WJRC Secretary*

The below was submitted by Bill Froeder.

SENDING EMAILS to CLUB MEMBERS:

When Steve Althouse set up the mailing list for sending emails to all club members, the original address given was: members@wjrc.org

Unfortunately, for some reason, if you use the above address it will always ask for approval by Steve Althouse or Bill Froeder before the message is sent out to the membership. This happens even if you have sent messages before and have been previously approved. Steve and I are aware of the problem and we do not know why it always asks for approval by us.

The fix for this, is for everyone to use this address: wjrc.members@lists.axiomagic.com to send email to the membership.

The first time you use it, it will ask for an approval from us. Once approved you should be able to send emails with no issues after that. There is an exception to this and that is if you send an email using this new address and you include addresses of people who are not members of the club . This will happen even if these non-member addresses are on the "To" line, the "CC" line or the Blind "BCC" line of your email program.

The addresses in the emails are always verified against the club roster; and, if they are not on the roster, it will need approval every time you do it.

If you have members@wjrc.org saved in your address book, you need to update it to wjrc.members@lists.axiomagic.com. Another way to update your address book is to delete the current one you have in your address book and then add this latest address as a new entry.

Bill Froeder

Bottom line:
USE: wjrc.members@lists.axiomagic.com
NEVER USE: members@wjrc.org

Ed.

continued

The below was submitted by Tom Voorhis.

Why Do We Fly?

To look at the title of this muse you are probably thinking that I am going to suggest that we are into this hobby because of something we saw or did back in our youth. Or, there is some mysterious force in the clevises of our brain going back to when our ancestors were cave dwellers and watching the pterodactyls soaring over their heads and wished they could do the same.

I am sure most of us were influenced about flying model airplanes by something that happened in our youth, and who knows what traits our ancient relatives passed on to us. (More than a lot of us would like to admit I suspect.) But that is not the purpose of this article. The purpose is to explain a little about aerodynamics that some of us are not getting yet.

The reason we fly is simple, if we are not flying there is no wind flowing over our airplane's control surfaces, and we no longer have control of the plane. Try it. Place your airplane on the ground, with or without the motor running, and do the following. Give the plane full right aileron. Did the plane do a roll? No. Give the elevator full up or down. Did the plane do a loop? No. Give the plane full rudder. Did the plane do a knife edge? No. The plane may waggle a little depending on how fast your motor is running, but that's about it.

Do this. Lift your plane up in the air a couple of feet and drop it. Does it make a nice glide and come in for a smooth landing? No. It drops like a rock and bends the landing gear.

So what's the point? The point is this, if your airplane does not have forward motion, or is NOT FLYING, the plane will not respond to any of the commands you give to it via your transmitter. What will it do? It will do the same thing it does while sitting on the ground or being held a couple of feet in the air. Nothing except drop like a brick.

Try to remember this simple rule the next time you are trying to land. Keep the airplane moving forward so that the control surfaces at least have a chance to do the job they were invented for. Controlling the plane.

I hope this answers the question of why we fly.

Tom Voorhis

What are you working on?

Tony Severino started something interesting when he emailed the question, "What are you working on?" to all members. A number of interesting emails came back describing members' projects. Maybe we should do that more often. It sure helps in keeping the spirit up.

January 3 & 4, At the Field:

I got in a couple of very short flying days. First day I forgot my transmitter, so..... another round trip. Later that day, as I was bringing in my Kaos, a hungry tree bit it; but, the plane made it all the way through the branches. (My rotten depth perception - when will I learn?)

Second day, my Chips Akro dead stuck. I got it to touch down very gently on the dirt part of the runway - read that as the **mud** part of the runway - whereupon it immediately tipped forward and its cowl became a front end loader - to the tune of about 10 oz. of mud. But, takeoffs were great.

January 22, At the Field:

Neil Stokes emailed that he had been to the field today (23 deg F, no wind). He got in 3 good flights on his EasySport which included about 15-20 take-offs and landings. He said the runway was in good shape and no mud, just frozen. (Seems like Neil turned that one into a great day.)

January 25, Bull Meeting:

One of our smaller turnouts but there were several interesting and unique planes brought in. In alphabetical order:

Andre Askew brought a big new Mustang

with a 1.80 4-stroke in it. Andre's is similar to Paul Gross's; two of these in formation would be nothing short of spectacular. Andre is also building another F-4 Phantom.

Rich Balchunas brought in a Piper Tripacer from 1955 which he had extensively redone. It looked brand new. Rich also brought the original plans and a typed page of all the many mods he made to the plane. (typed page photo below)

Dennis Buttocola brought his T.F. Gold Edition Mustang. Still under construction, but it was obvious that it was going to be a fine looking aircraft.

Chris Green had a G.P. Viper 500 and his Parrot AR Drone quadricopter - controlled with his I-Phone. For something very different, Chris had his Alligator Tours airboat there too.

Tony Severino also brought something different for our club: a Hangar-9 PT-19 Profile Control Line. Tony said it's been something like 15 years since he flew control line. (Sounds like Tony issued himself a challenge.)

Happy Flying,
JJ

It didn't crash, I was testing the airframe.





**A VINTAGE STERLING MODELS
PIPER TRI PACER KIT
CIRCA 1955**

Original kit was for .19cc to .35cc size engine.
 Built for control line or rudder only R/C (single channel rudder operated by a rubber band escapement) and sometimes also built as a free flight.
 The model had a fixed nose gear, a two-piece windshield and the wing was held on with rubber bands.

Kit modifications include:

- 52cc four-stroke engine with larger motor mount blocks.
- Four channel operation with bolt on wing with scale ailerons, full rudder and elevator control surfaces, a steerable nose gear, and a one-piece windshield.

