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WJRC Page 1

Minutes of the West Jersey R/C Club February 8, 2011

The meeting was called to order by the president at 8:04 pm with 30 members in attendance. The minutes of the December meeting were read and accepted by all present. There were no minutes from January's meeting due to it being cancelled. Bob Lanard gave the treasurer's report of the checking account for December and January. He also gave the balance in the Vanguard fund and the raffle fund as well. The field is still snow covered and no changes at this point.

Old Business

The president reported that the first fly event winner was Bob Bradshaw, he now has bragging rights for the next year. The president asked for volunteers to help the PAL Eagles build some Styrofoam models. They would like to get help in April or May. When the models are built they would like to come to our field to try out their planes. Anyone interested please contact Paul Gross. The president wanted to remind everyone that the club flea market is set for March 8th starting at 7pm (**NOTE: The flea market date has been postponed to May 24th.** Ed.). There are tables still available and if interested contact Steve Althouse. The president also asked for some volunteers to do an audit on the books for the checking account. Please contact the president if you would consider helping out.

New Business

The president said that Bi-plane Sunday is set for March 20th weather permitting.

Club Fuel Purchase:

Bob Lanard said that anyone interested in purchasing fuel please get in touch with him and he can let you know the pricing and what is available. A minimum order of two gallons is required. All orders need to be placed by the end of April with cash payment when the order is placed.

With no further business Bob Lanard ran the 50/50 with \$15.00 going to Greg Green. First place raffle went to Barry Prather choosing a set of servos, second place went to Derek Earnhart winning a voltmeter, third place went to Chris Green who gave his winning ticket to Derek Earnhart who received a "Y" harness for his collection.

The model of the month went to Donnie Chase for bringing a helicopter to one of the Bull meetings. Donnie will receive a \$25.00 gift card for his entry. Next meeting is March 22nd.

The meeting was adjourned at 8:27 pm.

Respectfully submitted,
Neil Stokes WJRC Secretary

Reminder to Pay Your Club Dues:

For those that have not paid their dues yet, this is a reminder that dues for 2011 are due. Club rules state that the dues need to be paid by the March meeting which is the next meeting coming up. Since the January meeting was cancelled due to snow, the deadline has been extended to the April 12th meeting for those that cannot make the March meeting. Proof that your AMA is current for 2011 is required in order to pay your dues. Bill Froeder is your contact person for the dues and any questions contact him.

Flying Field Related:

The way this winter has been, the field's return to normal may be a long slow process. If you visit the field, it's a nice idea to do what Neil or Dave or Tom did and send out an email or post a blog so we're all up to date on conditions there.

Submitted by Neil Stokes:

I made it out to the field on Sunday 2/13 to get some stick time in. I got there early enough while things were still frozen and did not get stuck. I got three flights in before the runway started to thaw. On my third flight I was coming in for a landing when I hit the end of the ice and took a mud bath which bent the nose gear back. When I tried to straighten it back out it snapped. Needless to say that was the last flight for that day. After getting it fixed and ready for more time in the air I made it back on Friday 2/18 to take advantage of the nice weather. I arrived at the field around 4:45 pm with plenty of light still left. I got in three good flights before it was getting hard to follow the plane. The runway was a lot drier than the last time I was there which was a good thing. Can't wait for spring to come! **Neil**

Dave Morgan (Big Cub) posted a couple of blogs describing the field conditions he saw during his visits there on Feb 17 & 19.

Hopefully everyone is remembering to occasionally check the WJRC Blog site. Instructions for posting a blog are in the November 2010 Newsletter . (Past newsletters are available on the WJRC website.)

Submitted by Tom Voorhis:

Sunday, February 27th: Finally the weather cooperated for some flying and a lot of flyers took advantage of it. I didn't actually take a count, but there were around 18 or 20 people flying and several observers. The field was in very good good condition, as was the parking and pit area, but the road into the field left a lot to be desired. There is nothing unusual about that right?

Unfortunately, I didn't have my camera or cell phone with me so I couldn't take any pictures. There were three helicopter pilots there showing off as usual. I say showing off because I can't do anything off the stuff they were doing. LOL The rest were fixed

wing flyers and all the planes looked nice in the sun considering they have been sitting around collecting dust all of the winter.

There were only a couple of mishaps during the time I was there. The first was when Mark Schools got his airplane a little out of control while landing, and took the front of the plane off right at the firewall. It looked nasty, but knowing Mark I am sure he has it all back together already. If he could resurrect that P-51 he crashed, he can rebuild anything.

Next was Jim Grant who also had trouble while landing and took his landing gear off of the bottom of the plane. Seeing the plane lying there on its belly it didn't look good, but Jim had it back ready to fly in about ten minutes. It seems Jim had the landing gear held onto the plane with nylon bolts, and when they sheared off, all he had to do was replace them. That sure beats ripping the bottom of the plane out, but you better have a large supply of nylon bolts. LOL

If yesterday was any indication of things to come, it is going to be a great year for flying. **Tom**

Bull Meeting 2/22/11:

Another fine showing of aircraft kept me so busy that I forgot to fly my helicopter. The photos show some of the great work; and, below is a little info on some of them. I apologize for not having info on each plane; my absorption of the intricacies of this hobby still come slowly. It was great; ya shoulda been there!

Greg Clement had a nice looking Stearman with a DLE 20 gas engine in it.

Tony Severino had his first large caliber heli there. Its original owner was Joe Mauriello who had set it all up. I looked it over after Tony removed the canopy; but, it looked too evil - I had to turn away. ☺

Andre Askew had a beautifully done A-4 Skyhawk with an 90 mm ducted fan. He had separately purchased special jet decals for it and had used flat paint and a low sheen poly - all of which gave the jet a very realistic effect.

On Warbird Sunday last year, Mark Schools' P-51D ending up looking exactly like a pile of trash after its crash due to a transmitter problem. To me, what was

left looked like a no brainer throw away. Well, Mark completely rebuilt it into a 'razorback' model - due to the extreme damage to the original's turtledeck area. He put a Saito 90 in it; and it looks great.

As an experiment, and as practice for a future plane, Karl Kozuh enlarged plans from an old magazine article for a 'generic' 60-sized plane. Karl built up the wing using the airfoil shape of a Super Sportster and used the tail from a crashed Venus II. Still not taking the easy approach, he covered the plane with low cost polyester fabric. For the lozenge camo effect on the wing underside, he made up 5 stencils, one for each color, and used low cost, no smell acrylic paint. After initially spraying each of the colors over the carefully applied stencils, he ended up still having to hand paint the individual colors. Because the paint wasn't fuel proof or UV proof, he then coated it with UV resistant polyurethane. Karl said he picked up a wealth of info

on these processes; and, he'll use what he learned in the German air force plane he'll be making next.

Airplane History Tidbit:

While flying the Pitts Special in the World Aerobatic Championship in 1982, Walter Extra learned that the newer monoplanes were scoring higher than the Pitts. So he spent the next year designing the Extra 230 and competed with it in the 1984 World competitions. In '86 he developed a high performance version, the Extra 260. By '90, Extras were competing at every level of the competition; and, it was the famous Patty Wagstaff who chose to make the Extra 260 her primary aircraft for both competition and air shows.

Happy Flying,
JJ

If at first you don't succeed, try, try again - but don't take up skydiving.



