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Vice President Bill Froeder
Secretary Neil Stokes
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Web site - www.wjrc.org



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

The meeting was called to order by the president at 8:03 pm with 40 members and prospective members in attendance. Minutes of the March meeting were read and accepted by all present. Bob Lanard gave the treasurer's report on the club's checking account and the ending balance as of March 31st. Mr. Lanard also gave the ending balance in the Vanguard fund as of March 31st. Mr. Lanard reported the balance in the club raffle fund as well. All present accepted the treasurer's report as given. Bill Froeder took a roll of prospective members with Frank Macy sitting in on his third meeting and he was accepted into the club with a round of applause. Rich Oaks and Fred Steiner were previously in the club and were accepted back in as voting members. Chris Darabant, Bob Chew, Bob Mynar and Burt Espanol all attended their first meeting. Bill Froeder said that the club is now at 105 members with a few that have not paid their dues as of April 12th. The field was treated with fertilizer and crab grass preventer. The belts were replaced on the Craftsman mower. The field is in usable condition. Dave Morgan offered to sell his sprayer to the club, a motion was made and passed to purchase it.

Old Business

The president reminded everyone that the club flea market is May 24th. There are still tables available, if interested please contact Steve Althouse. Bob Lanard is still taking S&W fuel orders until the last day of April. The president wanted to remind the club that multi-engine Sunday is April 17th weather permitting.

New Business

Spring Ducted Fan Sunday is set for May 1st the president reminded everyone that this is an event not to miss. Helicopter Sunday is scheduled for May 15th with helicopters having the field for the last ½ hour of every hour. Cub Sunday is May 22nd so bring out the yellow birds. There was a suggestion made to start up

Thursday Night Fly again.

With no further business Bob Lanard drew the 50/50 with Neil Stokes winning \$34.00. Due to the weather there was not a raffle drawing. The president announced that the next Bull Meeting is April 26th and the next regular meeting is on May 10th.

The meeting was adjourned at 8:30 pm

Respectfully submitted,

Neil Stokes WJRC Secretary

Here is the list of people who have not paid their dues for 2011 and now their flying privileges **have been revoked**. So if you see them at the field **they are not allowed to fly**. Once their dues have been paid they will come off this list and all flying privileges will be restored.

SUSPENDED MEMBERS

First Name	Last Name
Cliff	Clark
Ken	Cohen
Bob	Kline
Pat	Myers
Brian	Newton
Jeff	Penuel

Why We're Careful:

Kinetic Energy is an object's energy based on its mass and speed. Take a gander....

<u>Item</u>	<u>Kinetic Energy</u>
95 MPH fast ball	97 ft-lbf
.357magnum bullet	546
6 lb model plane @ 70 MPH	976
6 lb model plane @ 90 MPH	1,633
20 lb model plane @ 70 MPH	3,293

The above numbers show why, besides being extremely careful, having the AMA insurance policy intact is extremely important. The numbers may also help explain why some legislators want to put big constraints on our great hobby.

Helpful Wind & Weather Websites:

For months it's been tough finding a good flying day. Like everyone else, I don't like wasting time loading-up the car, driving to the field and then finding that it's too windy to fly; or, to find out too late that it would have been a good flying day. (Yes, I do make note of the treetops.)

Well, Bill Froeder found a huge network of low-budget, privately-owned weather websites (<http://www.wunderground.com/>) that could help avoid wasting a trip, or, missing a good flying day. For our club, I think the below website is the best of that lot. In fact, I've already gotten at least one nice flying day in because it showed that the predicted wind conditions were not what was actually happening near the field. This weather site is located just 2.5 miles from the WJRC flying field; and, among a number of other weather parameters, it gives:

- a real-time readout of the current wind speed and direction
- a 5-minute chart of wind speed
- a 24-hour chart of lower wind speeds
- a 24-hour chart of higher wind speeds
- a 24-hour chart of wind direction

<http://sewell.dvweather.info/>

There are two web pages that are attached to: <http://usairnet.com/cgi-bin/launch/code.cgi?sta=KPHL&model=avn&state=PA&Submit=Get+Forecast>; that's the link found on the WJRC site. I use these two webpages as a 'sanity check' of the wind speed predictions given by other sites, because these two sites give the actual wind speeds at various locations across all of NJ and of PA. My problem with these is that although the webpages

supposedly update every minute, for some reason it's about an hour until my computer displays a true update of the wind speeds. So for me, this wind speed check is basically a one-shot deal; but it's still helpful. (If you learn how to get it to update more quickly, please let me know.)

NJ wind speeds:

<http://www.usairnet.com/weather/maps/current/new-jersey/wind-speed/>

PA wind speeds:

<http://www.usairnet.com/weather/maps/current/pennsylvania/wind-speed/>

AccuWeather for the WJRC Flying Field local area (zip code 08020):

- predicts wind speed and gusts.

<http://www.accuweather.com/us/nj/clarksboro/08020/forecast-details.asp?fday=1>

I keep shortcuts to weather websites on my computer desktop; so it only takes a couple of minutes to check them. Then, while I'm wondering about whether to load up the car or not, I do the coin toss. Good luck.

AT THE FIELD:

Saturday, April 9, "Intentional Grounding":

Paul Gross flew his 59" Great Planes Big Stik on one of his signature, super low, full speed passes down the runway; and, lo and behold, just seconds later Neil Stokes' 83" Cub comes hammering along at the same altitude - or lack thereof. I didn't expect that! Well, Paul couldn't let a challenge like that go by; so, he brought the Stik around for an even lower pass and just touched the wheels to the ground. On Neil's next low pass his Cub dropped a bit more than expected and about 2 inches of prop came off causing some wing damage; however, this went unnoticed until he landed the plane a few minutes later. But before Neil's plane landed, and during Paul's next "intentional grounding" pass, the Stik's prop struck the ground causing the engine to stop. The plane rolled to the end of the runway coming to a nice no-damage halt. I'd like to see more shows like that - but not with my planes.

Thursday, April 14:

Barry Prather finally flew his .91 glow-powered F-4 Phantom - after having it for about 5 years. The jet flew well and Barry landed it without problem. Due to flying difficulties he had expected from the F-4, Barry

had prepared himself by sticking with flying other jets for years. Like the old TV commercial, "No wine shall be served before its time." His plan paid off.

Bill Froeder flew his super-sleek looking SportAir 45 with an Enya 45CX in it. He did half decent rolling circle maneuvers more than once with it. (That's only the second time I saw that maneuver; the first was when Mike McMichen did it about a year or so ago. It looks pretty difficult.)

There were 2 planes newly built from 25 year old kits. One was Rich Onorato's P-51 Mustang. The other was Ray Buseman's Mirage. If you've ever seen the work of these guys, then you already know how great each looked - not the guys, the planes. Ray also had a nice looking, real big electric Mustang that he taxi-tested.

One crash occurred. During a pretty windy takeoff, Bob Passarella's plane ended up about 40 feet up in a tree just left of the runway's NW end. Bob seemed little fazed by the occurrence; he said he had put very little money into the plane. In short order he had another plane airborne - the actions of a well seasoned RC flyer.

Sunday, April 18, "Cherokee Uprising":

The odds of having a midair are pretty low. What are the odds of two Great Plains .46 size Cherokees having a midair and chopping each other to pieces? Well, it happened. Mike Iacovone had just gotten his trimmed out; the other was flown by Ed Mortimer. It was one of our more unique midair's. Mike is already assembling a new Cherokee.

Friday, April 22, Field Repair Work Needed:

Well, somebody damaged the runway again by driving a truck up and down it, probably late Sunday or Monday. (Oh what a camera would tell us.) Paul Gross and Bob Aleardi dragged the field and cut the grass; so, it looks pretty good again. Thanks a lot guys.

Please NOTE: For anyone having the time: assisting in helping with the field work would be much appreciated by all. The field IS the club's centerpoint. Its maintenance does not just happen.

Sunday, May 1st, "Ducted Fan Sunday":

What a great turnout, and what great weather to boot! It was ducted fans galore. And to top it off, Paul Gross flew his gas turbine powered jet, giving a real crowd pleasing flight. There was some carnage, but not too much considering the number of planes present. The biggest loss was Andre Askew's beautifully

detailed A-4 Skyhawk (photos in Mar '11 Newsletter) which was totally destroyed after going out of control.

While all the above action was happening, Mark Schools was "quietly" breaking in the two Saito 100's on his big new F7F Tigercat. It's a beauty.

Our next Regular Meeting is Tuesday May 10th @ 8 PM. Bring your thoughts.

Happy Flying,

JJ

Oh no, here comes the wife. Hide the plane!





