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At The Meeting

The meeting was called to order at 8:10pm with 24 members in attendance. The minutes of the May meeting were read and accepted. The treasurer reported the balance in the club's checking account. The report was accepted as presented. The vice-president called the roll of prospective members. Earl Brown, Adam Paolino, and Tony Tangradi attended their first meeting. Neil Stokes attended his second meeting. The field committee chairman reported that there was a good turn out at the spring work party, and the field is in good condition.

Health and Welfare

Bob Lanard thanked the President for his work on the club's web site. Tony Severino recommended Bob's Hobby Shop to the membership.

OLD BUSINESS

Marty Brodack reported that \$268.60 was realized from the club's swap meet. The president reminded the members of the upcoming small plane Sunday on June 12th and War Bird Sunday on July 8th

NEW BUSINESS

Bob Lanard informed the members that their fuel order was in the shed to be picked up.

With no further business Bob Lanard ran the 50/50.

Manny Martin was the winner.

The meeting was adjourned at 8:30pm. **Paul Gross**

At The Bull Meeting

There was a small turnout at the bull meeting this month, possibly due to the fact that I didn't send out a reminder. But hey, we are all grown people here and I am not your mother. Mark your calendars. This meant that there was more coffee and donuts for the rest of us. There were no new airplanes for show, however Paul Gross received a new corsair that Bill Froeder brought in for him. I don't know how this

worked, but somehow Paul didn't have to pay for it. That sounds to me like the best deal ever! Do you think Paul's wife is going to believe that one? That's one plane Paul didn't have to sneak into the garage. ☺ Even though the plane was still in the box, Paul put it on the new planes list. If he wins the \$25 prize in December, I am going to lodge a protest. I am still waiting for the hat I won last year!

At The Field

Now this is more like it! Sunday was a good day to be flying, and there was a good turnout. Things were going on so fast and so furious, that I doubt that I got it all. I guess a good place to start is with Andre Askew, since he is always good for a few laughs. Andre was flying his F-15 when the tuned pipe on his motor fell off. This caused Andre to do a couple of half barrel rolls, once to the right and once to the left before crashing the plane into the runway. I am not sure why the muffler falling off would cause Andre such a distraction as to crash his plane. You would think he would be used to having things falling off his planes by now. This may not seem funny to you, but Andre's friends thought it was hysterical. The damage to the plane was severe, but Andre seems to think that he will have it repaired in short order.

Barry Prather wasn't going to be out done by Andre. He was flying his .40 sized P-51, and making low passes over the runway. At the encouragement of his buddies' to go lower, Barry got a little too low. The plane hit the ground really hard, but somehow managed to break the propeller, but not the landing gear. Now this was funny, and caused much laughter from the spectators. Barry said that no other airplane could fly so low as to break the propeller and not damage the landing gear. Hitting the ground at that sharp nose down angle might have had something to

do with it. ☺

Besides the propeller being broken, there was some other damage to the nose of the plane. I don't wonder! Anyway, not to be deterred, Barry wrapped some tape around the nose of the plane to hold it all together, and deciding that it was not damaged enough, he let Jerry Jones fly it. The plane lifted off the runway just enough to smack down really hard and pretty much end its miserable life. Cue more laughter here. I am not sure why the plane crashed, other than Jerry was at the controls, but my guess would be that the motor was flopping around so much up front that the rest of the plane couldn't keep up.

Jerry Jones flew his giant P-47 Thunderbolt without incident, but while he was flying his big P-51 Mustang, the motor quit, and the plane went into the wheat field causing much damage to the plane. Did this cause laughter? Of course.

Greg Clement had his brand new bright red Beech Craft out with him and flew a couple of nice sorties with it. On his last flight however, he had a little trouble with the landing, and manage to break the propeller. Greg keeps warm in the winter burning broken propellers in his fireplace, so they don't go to waste. Thank goodness nothing else was damaged, because this is a beautiful airplane. I didn't hear the whole story, but I think that the landing gear covers fell off, and are somewhere out in the wheat field. If you are out there looking for parts, I am sure Greg would like to have them back.

Bob Lanard brought the fuel buy out to the field, so if you ordered fuel, it will be in the storage container. Thanks to Bob for that. Bob also had his P-51 with him (It must have been P-51 day.) and was flying around with everything on it. Canopy, cowling, everything! All of those extra parts must have thrown the CG way off, because every time the plane landed, it nosed over and dug a furrow in the ground with the spinner. Don't tell Rick McIlvaine or he will be mad that someone is messing up his runway.

Owen Douglass and his buddy Bob Werner were at the field, but Owen didn't get much flying in. He noticed that one of the servos on his wing was bad, and no one was able to come up with one that wasn't being used. He even called Chick's hobby shop to see if they had one, but they didn't. (What kind of a hobby shop doesn't have servos?) Anyway, Owen said he was going home to get one. Jerry Jones said that if he stuck around long enough,

he would have plenty. Jerry is somewhat of a prophet. Owen went home anyway, which was a big mistake. After about two hours he called Bob to say that his wife had something for him to do, and he couldn't come back. I can only think of one thing that could be, but it beats flying. ☺

John Scumacher had a nice .40 sized F4U Corsair with him, and got in a couple of good flights before disaster struck. John had a little trouble taking off, and the plane veered off to the left towards the farmer's field. Seizing the opportunity to break some stones, I yelled at John to stay out of the wheat field, but I guess this was a bad thing to do. When John tried to land, he made sure that he was away from the wheat, and caught his wing on the weeds that separate the runway from the pits. The wing tip broke off, but no other damage occurred to the plane and it looks like an easy fix. I felt a little at fault, but hey, you have to do what you have to do to get something to write about. ☺

Tom Monaco was there, and Steve Althouse was doing a good job flying his helicopter. He must be practicing on the simulator. Also in attendance was new member Chris Payne. Chris brought his little son with him to watch his father fly. Chris did quite well, and didn't do anything to make his son ashamed. I am sure there were others in attendance, but their names escape me for the moment.

This next information is from Kyle Fegley. Hey Tom, Got some stuff to tell you that is newsletter worthy that happened to me on Sunday at the field. I had just got my Fury Extreme back together from a crash 3 weeks ago and was doing some test hovering when I noticed a louder than normal noise coming from the drive train. So I land the helicopter and I find white plastic on the inside of the frames and I look at the new crown gear that I just replaced and it seems to be worn in as if there was too much backlash. So I readjusted the crown gear mesh and took it up again and it sounded pretty good so I started doing my normal 3D routine and went into this maneuver called a chaos when 3/4 of the way through my second one the tail decided it wanted to keep pirouetting around on me as the helicopter was falling from about 60 feet doing a knife edge pirouette. All I could think about was oh crap there goes another 400 dollars in parts and at that same moment I hit the throttle hold switch. The helicopter stopped pirouetting but now I was in an inverted autorotation 30 feet from the

ground being that I was in Idle up 2. I still had tons of head speed and was able to roll out of the inverted auto and land it somewhat safely in the wheat field. I only say somewhat because I could not see how close I was to the ground. None the less once I got out to where it landed it was actually on its side and being supported by the grass. It never even touched ground and the helicopter came out unscathed except for that 28 dollar crown gear that I had just installed and adjusted had no teeth left on it whatsoever. At least I know why the tail continued to pirouette. Half the time these helicopters crash you scratch your head for weeks trying to figure out what went wrong. Kyle

Kyle, thanks for that report. It is nice to have something to write about the helicopters that isn't all bad. ☺ It sounds to me like Kyle kept his cool and did some fantastic flying to get that helicopter back on the ground without a major repair job. Good work Kyle! One word of advice to Kyle. Don't scratch your head for weeks trying to figure out what went wrong, or you will end up with a bald spot. That's what happened to me. ☺

I got a late report that Barry Prather crashed his Big P-40. I didn't get any of the details, however, other than Barry thinks that he will be able to get it back together. From what I hear of the devastation, that will take some doing.

I also heard that there was some racing going on this Sunday, and that Paul Gross and Steve Althouse were racing around and Steve was ahead. This frustrated Paul, so he managed to get close enough with his plane to cut the tail off of Steve's plane. Paul landed safely, that's what he does, but Steve's plane was a total loss.



That's it for this month. **Tom Voorhis**