

President Bob Bradshaw
Vice President Mike McMichen
Secretary Paul Gross
Treasurer Bob Kline
Web site - www.wjrc.org



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At The Meeting

The president called the meeting to order at 8:05 p.m. with 22 members in attendance. The minutes of the October meeting were read and accepted as corrected. The treasurer reported the balance in the club's checking account. The vice president called the roll of prospective members. None were present. OLD BUSINESS The president informed the members that preparations for the December Christmas party had been made. The celebrations will start at 7:00 p.m. on December 13th. That is one hour before the December business meeting! Bob Lanard reported that the Ducted Fan Sunday was a big success with lots of good flying and fun. He also reminded us that December 4th. will be the club's multi-engine flying Sunday, and the last Sunday in November will be race day. NEW BUSINESS The nominations for the 2006 club officers were reopened. Bob Bradshaw withdrew his name from nomination for president. There were no further nominations or withdrawals, and the new officers were unanimously elected. The 2006 WJRC officers are:

President - Steve Althouse

Vice-President - Rich McIlvaine

Treasurer - Bob Lanard

Secretary - Paul Gross

Rich Onorato expressed the club's appreciation for the many years of dedicated service that Bob Bradshaw and Bob Kline had given to WJRC. They received a well earned round of applause. With no further business Bob Lanard ran the 50/50 and raffle. Tony Severino won the 50/50 (\$11.00), and Paul Gross won the raffle and chose the Vmax .46 engine. The meeting was adjourned at 8:35p.m..

At The Field

Now this is more like it. Saturday, the 5th. provided the best weather we have had this fall. The temperature was in the low 70s, and there was **no wind!** I was unable to make it to the field, and I guess not too many others could either. There were about five or six flyers, and as I understand it, no mishaps, other than Rich Onorato dropping a push rod on his four stroke motor. Luckily this happened on the ground, and not in the air, so there was no harm done.

Sunday was a different story altogether. Sunday was the club's first Ducted Fan fun fly, if you can call flying ducted fan planes fun. ☺ The temperature was again in the low 70s, but the wind was a little high, and gusty. Mike McMichen was flying his big Extra when I arrived at the field, and he said that this was not a good day to fly a new airplane, so I didn't. But, more about that later.

I didn't count the cars or flyers, but there was a very good turn out for the big event. Barry Prather brought out a Heinkel, Paul Gross also had a Heinkel, Ray McCloy has his Enforcer, Jerry Jones (Jet Man) had a Shooting Star and a F-18 Hornet, Bob Lanard had his black and white Unknown, and Andre Askew had a Mirage, Brian Newton brought a brand new, and very nice looking Maverick, and I had a GWS A-10 Warthog.

Paul Gross was first to take up a fanjet when he coaxed his Heinkel off of the ground. Paul had a pretty good flight with a not so good landing. Paul called it a landing, but everyone else called it a controlled crash. Bent the landing gear a little, but the plane was still flyable. Not to be outdone by Paul, Barry Prather was up next with his Heinkel. It was a real struggle for the plane to get airborne, and once in the air was a struggle to fly. The plane looked like it was out of control most of the time, but Barry stuck

with it and made a safe landing, but he gave the spectators all of the excitement they needed for one day, and the day was just getting started.

Ray McCloy was next to fly his Enforcer, with Paul Gross at the controls. After about a half hour of tinkering from Ray's four-man ground crew, the plane was ready to go, or so we thought. The plane left the runway without too much trouble, but just as Paul was making his left turnout, the engine decided to stop running. As we all know, these planes have no glide characteristics, and with no power, the plane impaled itself into a few peppers. It looked like the damage could be repaired, but why bother. ☺

Andre Askew put on a very nice taxiing demonstration with his Mirage, where he stayed pretty much in the center of the runway for the most part. It soon became obvious that you can't lift a 20lb. Airplane off the ground with two pounds of thrust. I think Andre may have his numbers reversed in that thrust to weight formula. Or is it weight to thrust? Hmm, that could be the problem.

Brian Newton, brave soul that he is, got his brand new Maverick airborne, and was doing pretty good until the tuned pipe parted company with his motor, and he had to make an emergency landing, which was uneventful even though it was at full power. ☺

S T R O N G landing gear on that plane!

Bob Lanard had all kinds of pit problems with his plane, and was never able to get the engine running for more than a few seconds. That was too bad, since it was Bob's suggestion that we have the jet fly in the first place. Bob wasn't the only one not to fly. As I mentioned earlier, I had a foam A-10 electric plane with about a negative two to one weight to thrust ration, and with the wind gusting to around 20 miles per hour, I decided to let discretion be the better part of valor, and not fly. Besides, I have to keep this plane in one piece for the upcoming "twin motor" event in December.

Jerry, jet man, Jones, did a few dozen take off tries before his front wheel came off, and was still trying as the sun was sinking into the west, and as I had supper waiting, I am not sure if he ever did succeed in getting off of the ground.

That's about it for the ducted fan flying, but there were a lot of other planes in the air, and a couple of other mishaps. Roy Garret was flying a nice looking Cessna type airplane when he made a spectacular

three-point landing. The three points being, the two front wheels, and the spinner. Not much damage, but later Roy lost control of a small high wing .15-size airplane and totaled it.

Bob Werner brought out a new giant sized Studacher, probably a 1/3 scale, very nice looking plane. After taking off for the first time, the plane got out of control, and looked like it was a goner several times before Bob made it almost back to the field. Since it came in short of the runway, the landing gear got ripped off and the propeller busted. The jury is still out on what went wrong, but Bob says it was interference.

This just in from Bob Lanard: Sunday, November 13: Members cars were lined up from one end to other of the pit area it was a great turn out on a nice November day. Barry's ME 163 jet got into the air without any difficulty, but we all known this is a rare occurrence for ducted fans. After two laps the engine faded and the ME 163 wound up in what has become the traditional stopping point for ducted fans, the freshly plowed farmers field. The jet was missing several parts of its anatomy, namely the tail section and engine/fan pod.

Jerry Jones wore out a set of tires on his F 18 jet trying to break ground and get into the air. Jerry would not be deterred, and definitely won the perseverance award Sunday. He removed the engine/fan from the F 18 and installed it in his British Aerospace Hawk. After an hour of annoying field repair work Jerry was ready to go. The Hawk roared down the runway faster than I have ever seen it go. It lifted off easily and climbed out. After not quite completing a full turn the engine stopped. The Hawk dropped out of the sky like a brick. Yes, it did end up in the traditional stopping point for ducted fans, the farmer's freshly plowed field. The damage was severe, non-repairable.

Not be outdone, Kyle Fegley, flying Joe Morrelli's delta wing took off from a hand launch, which was straight and true. The Rossi equipped delta climbed out to the other side of field and headed straight down. The Mexican laborers were working close to the crash site and a lot of Spanish yelling could be heard as it went in violently.

Sunday, the 20th: The weather was once again fairly nice, with lots of sun and a little wind. Things seem to be happening at the field faster than they can be recorded. I think everyone is trying to get all of

their crashes in before the bad weather sets in. This way they will have an excuse to get a new plane for Christmas, and build something over the winter. What else could it be?

So, with that said, Greg Clement had a new Great Planes Lanceair .60 size plane out to the field, but before I could get a picture of it, he had a missed field landing, and took out the landing gear. It did some nasty stuff to the bottom of the plane, but it is all repairable. Gerry Jones and Andre Askew made 50 or so attempts at getting their fanjets into the air, with no success, but they managed to use up a gallon of fuel, and two engines.

Tony Massimi managed to set a club record when he crashed the same plane twice in one day. I am not sure what kind of plane it was, because it had been repaired so many times that it was impossible to tell. ☺ I missed the first crash, but the second one was interesting. The plane took off, turned to the left, and then immediately turned upside down. Tony gave it down elevator, and it looked like he was going to be able to save it. When he rolled it over to the upright position, I guess he forgot to bring the stick back to center to remove the down elevator, and the plane responded perfectly by going strait down into the field. Tony said that the plane was expendable anyway. (Good thing!)

Brian Newton tried to get his fanjet into the air, but couldn't quite make it out to the takeoff strip when the front landing gear fell off. I understand that the same thing happened last weekend, so I guess that JB Weld is not the answer. ☺

I mentioned earlier that Tony Massimi had a club first, on Sunday, well so did Bob Lanard. He brought a plane to the field with a coweling installed on the front of it. A first for Bob. Unfortunately, the coweling didn't stay on long, when Bob found out that he was not getting any fuel to the motor. Oh well, he gets and E for effort.

One success story was when Joe Mauriello brought his new Great Planes Combat Coursair to the field. Joe got the plane Thursday evening, and had it to the field on Sunday. That is some fast work. After breaking in his new engine, Joe took off and had a good flight. The plane flew good, and looks great in the air, as all Coursairs do. Joe was a little disapointed with the speed, but that will come as the engine breaks in and he ups his nitro to thirty percent. ☺

Miscellaneous

First things first, I would like to thank my wife Jeanne for proof reading the newsletter before I send it out, and also Paul Gross who has helped with the folding, sealing, addressing, and stamping. My spell checker doesn't catch everything, but Jeanne does.

Don't forget, it is time once again for our annual Christmas party, which will start at 7PM, **one hour earlier than our regular starting time**. The American Legion will host this year's party, so you don't want to miss it.

It is also time to break out your skis, to replace those wheels on your favorite airplane. We never stop flying here at West Jersey! There is also a contest to see who can get off of the ground first on January the 1st. We need to talk about a prize at the next meeting. Steve Balzer seems to win this event every year, but if there is a prize involved, other than bragging rights, I am sure Steve's reign will be challenged.

Karl (with a k) Kozuh called me to say that he had talked to the people at RCM magazine, and the reason you are not getting your magazines is because they are going out of business. What this means as for getting a refund on your subscription money, I don't know. My guess is that you can forget about it.

Congratulations to the new officers who were elected at the last meeting. The new officer's names will appear at the top of the newsletter in January. If you forgot who they are, re-read the minutes from the business meeting.

If you are wondering what happened to any picture or pictures I may have taken of you and your new pride and joy airplane, I am backlogged with pictures. This is a good thing, but since I only include six pictures in each newsletter, yours may be delayed for a few issues. Keep looking for it. Also, If you have a picture you would like to include in the newsletter, or on our web site, email it to me in high resolution, and I will be glad to include it.

I believe the club is looking for a person to take over the coffee making at our Bull meetings. This is the season of giving, so this is your chance to give something back to the club. While I am on the subject of giving, I want to express my thanks to Bob Bradshaw, Bob Kline, and Mike McMichen for all of the time and effort they have given to the West Jersey Radio Control club. Well-done guys!

If any of you are trying to go to or get in touch with Airport Hobbies, they are now at their new loca-

tion. They are located in the 38 plaza strip stores on the left hand corner store as you face the row of stores. To get there, go east on Rt. 38 toward Mt. Holly, until you get to the Lowes store on the right. Do a U turn at the next light, and they will be on your right heading west. There is no large sign, as of yet, so you will have to look for it. You will probably see Kate standing in the window looking for customers.

Coming Attractions

The regular meeting will be held at **7pm** at the American Legion hall in Woodbury. When the weather is good, we still need to have our twin engine fun fly.

It looks like I will have room for some more of my Glossary, so here goes.

Adverse Yaw: The opposite of inverse yaw.

Inverse Yaw: What you do to try to keep awake while watching those boring airplane videos at your local model airplane club meeting.

AMA: Acronym for the Academy of Model Aeronautics. A clever name used to disguise an insurance company.

Boring holes in the sky: The maneuver, which occurs just before boring holes in the ground.

Chicken Stick: A device used to turn over the planes propeller in order to keep your fingers from getting *clunked*. So named because it is shaped like a chicken's drumstick.

Dead Stick: This term is misnamed. It is actually two sticks, usually in the shape of a cross, which is used to mark the spot where you buried the remains of the plane whose engine stopped during flight.

Differential Throw: The maneuver used in discarding a broken propeller.

Differential Throw: The adjustment used for controlling the movement of servos, which no one can figure out how to program in a computer radio.

Ding: What you call the damage to your airplane after flying through a tree.

Electric Starter: A battery powered device used in starting an engine, which will not start using a *chicken stick*. This device never seems to have a rubber insert that is the correct match for your planes spinner.

EPA: Acronym for End Point Adjustment. This is the closest point that you can fly near a toxic dump without encountering radio interference.

EPA: Environmental Protection Agency. (Toxic dump, get it?)

Expanded Scale Voltmeter: This is a voltmeter that for some unexplained reason will not measure any voltages below 4 volts or above 11.4.

Field Charger: The person who owns the flying field for which you pay a yearly rental fee.

Flaps: What occurs between two radio-controlled airplane pilots after having a midair collision. (As in: Joe and Harry had a big flap over who was flying the wrong way.)

Flare: What the better pilots seem to have a lot of.

Flight Pack: The lunch that some pilots pack when they are going to spend the day at the flying field.

Flutter: What happens to your heart on the first flight of a new plane.

Glitch: What a bad flying pilot blames a bad flying airplane on.

Mixing: Sometimes called mixed up! Knowing that you have programmed in the wrong model on your computer radio just after taking off.

Muffler: That part of the engine, which falls off while the plane is at its furthest point from the runway. These parts are replaceable and cost more than that expensive model airplane fuel.

Muffler Baffle: The noise restrictor, which you immediately remove from a new motor, so that it will not become lost when the muffler falls off your motor at its furthest point from the runway.

NiCD, NiMH: Confusing terminology use in identifying different kinds of rechargeable batteries.

Peak Charger: A battery charger, which can be used at the top of mountain ranges, such as Pikes Peak.

Power Panel: The committee of Radio Control Club members who have the power to determine whether or not you have soloed.

Computer Radio: A model airplane control device, which is an upgrade from the non-computer radio and whose instruction manual has been enlarged exponentially and to the tenth power, so that it contains more confusing information than a physics book.

Well that's it for this month, I have a few glossary terms left, but I will save them for next month so that you have something to look forward to. LOL I hope to see you all at the party, which will start at

7pm.

Tom Voorhis



Doug Bateman



Brian Beer



Brian Newton



Rick Mcilvaine, owner Bob Lloyd, builder



Ducted Fan Day, Nov. 6, 2005