

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



Editor Tom Voorhis
tomvoorhis@comcast.net
856-783-2017
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346 Tavistock Bvd. Haddonfield NJ 08033

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At The Meeting

The meeting was called to order at 8:05 p.m. with 28 members in attendance. The minutes of the September meeting were read and accepted. The treasure reported the balance in the clubs checking account and Vanguard bond fund. The vice-president called the roll of prospective members. Phil Tomeo attended his second meeting.

OLD BUSINESS The preparations for the up coming Christmas party were discussed. It was decided that the club would contact the Legion Hall to see if they would be able to provide the refreshments. The Christmas party will be held after the regular December 13th business meeting. **NEW BUSINESS** The president opened the nominations for the club's 2006 officers. The treasure and vice- president announced that they were not available for nomination this year. Bob Bradshaw and Steve Althouse were nominated for president. Rich McIlLuaine was nominated for vice-president. Bob Lanard was nominated for treasure. Paul Gross was nominated for secretary. There were no further nominations; the president closed the nominations until the November meeting. With no further business Bob Lanard ran the 50/50 drawing. Rich McIlLuaine won the prize (\$14.00). The president asked for a motion to adjourn, the meeting was adjourned at 8:20 p.m. **Paul Gross**

At The Field

The following comes from Bob Lanard. Last Sunday's events: It was windy but Barry, Andre, and Brian were all up together with Patriots and Barry's modified Cougar trying to see who was the fastest. T-Bone decided to join the fray with his 40 size F-4 Phantom, prop driven of course. I saw the Phantom at one point going down rapidly and then 3 feet off the ground came up almost vertically. It looked like T-Bone had it under control. The Phantom flew to the

opposite end of the field started a turn and went down and in violently. The only thing left large enough to pick up was the mangled fiberglass fuselage with engine hanging off. Wings and tail section were small splinters and fragments. T-Bone was later seen picking a bag of red hot peppers. Possibly depressed over crash and contemplating suicide by setting fire to his internals by consuming peppers.

Lost: Somewhere in pepper field. Yellow spinner with APC 8.5 prop, prop nut and prop stud all contained within spinner. Owner Bob Lanard

Bob also reported that Jerry Jones lost another ducted fanjet, a F-16, which according to Bob left the ground (which is an accomplishment in itself), and made a couple circuits of the field before self destructing in the dreaded pepper field. I believe that hereafter, Jerry should be known as Jet Man. I know what you are thinking, how could the owner of the Cowboys be called a Jet Man, but it just fits. Some of Jerry's exploits this month as reported to me: he is still trying to take off his white Byron A-4 Sky Hawk ducted fanjet, and while trying on the weekend last, it got airborne, if you could call it that. After floundering along for a couple hundred feet it crashed into the weeds at the end of the runway. Not a whole lot of damage to the plane however. I suspect that it is made of some kind of metal, which is probably why it has trouble leaving the ground. ☺ Jerry had much better luck with his F-18, when it refused to leave Mother earth altogether. He did manage to fly his other Hawk, but while flying around he noticed that the elevator was not working. Jerry swears that he was able to land it using only the flaps as the horizontal stabilizer. Man, that's some good flying.

We have been favored by Mother Nature with a couple of really nice days this month, and on those days there has been a good turnout, as you would ex-

pect. Not a whole lot to report about though because for the most part nothing much disastrous happened. Greg Clement crashed his Piper Cub, but he did it before I got to the field, and so I can't tell you any details. I did have a little trouble with my electric Corsair when I neglected to push a lighter battery forward in the fuselage enough to get the center of gravity in the right place. Dave Morgan launched the plane for me, and being tail heavy it was pretty much uncontrollable, which probably explains why I managed to hit myself with the plane. Not much damage though either to me, or the plane.

While we are on the subject of the field, the club owes a great debt of gratitude to Rick McIlvaine for doing such a good job of maintaining the field. Even though Rick is a new member, he volunteered to take over the field maintenance when Bob Spies became ill. Thanks loads Rick!!!!

I am really at a loss for things to write about this month, so I thought this would be a good time to insert the list of aeronautical terms that I came up with a couple of years ago. A glossary so to speak. I am solely responsible for these definitions, and the last time they were published, one of our members pointed out that a couple of them were wrong. I think that he totally missed the point, and if he only found fault with two, he must have only read two. ☺ I can only include half of the glossary in this newsletter, so the rest will follow next month. I should also point out that this is not like your everyday glossary, in that the words are not in alphabetical order, but rather in the order in which they occurred to me. I hope you enjoy it.

Kit: The word that ARF producing companies are now calling their products, so that people buying them will feel like they actually built something.

ARF: What the already built airplane companies are calling kits for the same reason as above.

Kit: (There are many words in the English language that have more than one meaning.) The thing in the box in your attic that your wife gave you five Christmases ago, and you are deciding whether to sneak it out of the house and donate to your club, or try to sell on E-Bay.

E-Bay: A large room situated between D-Bay and F-Bay, where your airplane parts can be stored before usage, if you can ever locate them.

Immelmann turn: The airplane maneuver discovered

several years ago by the Swiss pilot Karl (with a K) Immelmann. The maneuver occurred while he was trying to find where, in the plane, he had left his liverwurst sandwich. While turning around and looking behind his seat, he accidentally hit the joystick with his leg, thus turning the plane upside down. Finding himself in trouble, other than not being able to find his sandwich, his immediate reaction was to pull back hard on the stick. Luckily, he was some distance above the ground, and thus made a perfect 180-degree turn. Observers on the ground, having never before seen this maneuver, immediately called it the Immelmann turn.

Joy Stick: The device usually situated between the pilot's legs, that the pilot holds with either one or two hands. This "stick", is used for controlling the attitude of the airplane. This device was named in honor of a young girl named Joy Schtick who spent a lot of time hanging around Aerodromes in the early days of aviation.

Ailerons: (Ale-err-on) The device attached to the trailing edge of the wing which when moved up and down with a servo, will control the movement of the plane, and which half of the members in your club can't pronounce, much less spell.

Leading edge: The part of the plane that hits the ground first.

Trailing edge: The part of the plane that hits the ground last.

Three-point landing: The amount of points the other club members award you for landing the plane and not ripping off the landing gear.

Four point landing: (Very rare term) The amount of points the other club members award you for landing the plane without ripping off the landing gear or breaking your propeller.

Flight Box: That big heavy container (usually made of wood) filled with miscellaneous support equipment needed for flying model airplanes. This box does not however contain CA, Epoxy glue, the correct size propeller, a small screwdriver for adjusting your idle, or a replacement screw for the one you just dropped in the grass and can no longer find.

Glow Starter: The item that is most instrumental in bonding the RC Modeling fraternity together. Since more often than not it hasn't been charged, this forces us to become chummy with another pilot so that we can borrow his, in order to start our plane.

Glow Fuel: The liquid substance used as an internal

combustion agent to make your model airplane engine run. Although it is a little more expensive than rare Scotch whisky, it does not taste anywhere near as good. We all know that Scotch tastes like medicine, so that will give you some idea what Glow Fuel tastes like.

Fuel Pump: The electrical or mechanical device that is used to supply fuel to your planes fuel tank. This device, when not operated properly, will either cause the fuel to dump on the ground, thus killing the grass, or fill the body of your plane with an oily substance, impossible to remove. This also kills the nice day you had planned at the field.

CA Glue: An acronym for Cyanoacrylate. (Another word we can't pronounce.) This is a clear liquid used for gluing your fingers to a model you are trying to build.

Center of Gravity: This is the magnetic spot deep in the center of the earth which causes a plane that is out of fuel or who's engine has stopped for other reasons, to descend too rapidly toward the ground.

Clevis: The name of one of the characters in the cartoons that my wife and I create for this newsletter.

Control Horn: Part of the control system which consists of the control surface connected to the control horn, the control horn's connected to the push rod, the push rod's connected to the servo arm, the servo arm's connected to the servo, the servo's connected to the servo tray, oh hear the word of the lord.

Cycling: The act of fully charging and then discharging the flight battery. This leaves the flight battery completely unusable until it is fully charged again. Unless you have a field charger, charging usually takes place once you return home from a wasted trip to the field.

Dihedral: The upward angles of each wing half. Dihedral creates more stability in the plane, which makes learning to fly much easier. This however is no substitute for a flight instructor.

Elevator: A large enclosed box, which will take you to the second floor of your bank, so that you can get a loan to buy more expensive fuel.

Internal Combustion: What occurs inside of your engine, that caused all of that expensive glow fuel to go up in smoke. (This is especially true of helicopter engines.)

Rich: Something you will never be, due to spending so much money on model airplane fuel.

Lean: What your wallet becomes, due to spending so

much money on model airplane fuel.

Flight instructor: The human being that is connected to the other end of your Buddy Box.

Buddy Box: The device used to help novices learn to fly. This device serves two purposes. First, it gives the instructor an enlarged ego, and second, it gives the novice flyer a sense of being a much better flyer than he actually is.

Epoxy: A two-part glue containing a resin and a hardener. Different epoxies allow for different drying/curing times. Slower drying times allow you to adjust parts for perfect alignment, just before you go upstairs for dinner. On returning to your model, you will see that this slower drying time has allowed the parts to return to their original misaligned position.

Horizontal Stabilizer: Mounted in the rear of the airplane, just in front of the rest rooms, the stabilizer works in conjunction with the elevator to control pitch. This is usually the part of a model plane that becomes crooked when gluing with Epoxy.

Pitch: Is the sticky stuff you get on your hands while trying to make your Christmas tree stand up straight in its tree stand.

ESC: An acronym for Electronic Speed Control. See Motor Controller below.

Motor Controller: An Acronym for the ESC, usually called an electronic speed control. The speed control controls the speed of the motor. (Go figure!) Motor controllers can also be a simple on and off switch. These devices are usually called the motor on and off switch.

Pushrods: The pushrods connected to the servo arm, the servo arm's connected to the servo, etc. etc. etc.

Receiver: This is the part of the radio system that all of the wires plug into. The transmitter is the other part, but it has no wires plugged into it, except when charging. It does however have a long metal tube thing sticking out of its top.

Trim Lever: This is the sliding lever on your transmitter, which is always pushed all the way to one side or the other when you take off. This causes the plane to go through a lot of uncontrollable gyrations until someone of your friends can move the trim back to center for you. I foresee that in the future model airplane flyers will have evolved having two thumbs on each hand, so that the trim lever can be adjusted with one thumb while the control stick is being held with the other. There have been numerous reports that some flyers are already all thumbs, but this has yet to

be substantiated

Rudder: The rudder is the control surface on the back of the airplane, also just in front of the rest rooms. The left stick of the transmitter controls the rudder. I mention this for all of those flyers who never use it.

Vertical Stabilizer: This is the part of the plane that the rudder, which no one uses, is attached to so that it will not fall off of the airplane. It is also another one of those parts that will become crooked while waiting for Epoxy to harden.

Wing Hold Down Dowel: Wing hold down dowels are usually made from a hardwood dowel inserted in the leading edge of the wing, and almost always never line up with the hole that you drilled in the bulkhead to receive them.

Z-Bend: The z-bend is one way of attaching the control rod between a servo and control surface. Although the z-bend is impossible to make unless you have a special tool, it is considered the best way of attaching the control rod to a servo or control horn. If it is so good, how come they don't use a z-bend on both ends of the control rod? They don't mention that do they?

Clunk: The noise your finger makes when you stick it in the propeller.

#@%&*\$#: The noise you make after you stick your finger in the propeller.

Z-Bend: (Other meaning) What your finger looks like after you stick it in the propeller.

Spinner: What a pilot becomes when his plane accidentally flies in back of him.

Prop nut: A flyer that has, in his flight box, every size propeller known to man.

Internal Combustion: (The other meaning) What happens to a pilot when his brand new airplane crashes into the ground on its maiden flight.

Glow Plug: The thing that sticks out of the top of the engine that you always blame for the engine not running right.

Head Bolts: Those things sticking out of the side of your neck that they connect the lightning rods to when you need to be recharged.

Carburetor: The round thing with the whole on top just behind the propeller that is supposed to make the engine run correctly, but either makes it run too rich or too lean and never can be adjusted correctly.

Motor Mount: The forklift looking thing on the front of the plane that holds the engine at the wrong angle.

T-Nuts: Sometimes called blind nuts, they are used in conjunction with bolts to hold the motor mount to the

firewall. They are called blind because they are always installed in a place that is impossible to see, and nuts which is what you become, when a bolt seizes in one, causing it to turn freely in an inaccessible place, thus making it impossible to remove the bolt.

Fan Jet. A type of airplane, with no visible propeller, which will not take off from a grass field.

Fuel line: The mark that is left on your carpet after bringing your airplane into the house without first emptying the fuel tank.

Firewall: The thing you encounter from your wife the next time you try to bring your plane into the house, even if you did empty the fuel tank.

Angle of Attack: The maneuver your wife uses during the initiation of the Firewall (see above) the next time you try to bring your plane into the house, even with an empty fuel tank.

Fuselage: A fancy name for the plane's body, derived from the French words fuite: meaning flying, and se-lage: meaning sausage.

Cuban 8: Dezi Arnez' band.

Antenna: The metal object protruding from the top of your transmitter which when not extended, will cause total destruction to your airplane, or when extended will come in contact with your propeller.

Spar: What two flyers do when flying combat.

Wingtip: The part of the plane that has the covering ripped off when landing on a paved runway.

Flight battery: The part of the radio control system that makes everything work, if you remembered to charge it before coming to the field, or not making everything work if you didn't.

Retracts: Those parts of the wheel assembly, which, after the first landing, will never again allow the wheels to fit in the wheel wells.

ABC Engine: The first thing you learn about engines.

ATV: Acronym for Adjustable Travel Volume. How far you can adjust your servo before stripping the gears.

Coming Attractions

The regular meeting will be held at the Woodbury American Legion Hall on Nov. 8th, with the Bull meeting at the same location on Nov. 22nd.

Don't miss the scheduled twin engine fly next month. That's it for this month, but there will be more glossary next month and plenty of reports from the field.

Tom Voorhis



Jack Kier



Jack Kier



Paul Gross



Bob Lanard



Scott Clark



Ray McCloy



West Jersey Radio Control Club
37 Winding Way
Gibbsboro, NJ 08026