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At The Meeting

The meeting was called to order at 8:10 pm with 34 members in attendance. The minutes of the December meeting were read and accepted. The vice president called the roll of prospective members. Bob Passarella attended his second meeting. The vice president also announced the members of the membership committee. They are: Bob Bradshaw, Rich Onarato, Tom Voorhis, Gregg Clement, Dave Morgan, and Paul Gross. The field committee chairman reported the field was in good condition and requested that the road closest to the tree line be used. He also made note of the poor condition of the spools and suggested the club obtain some purpose built starting stands

OLD BUSINESS.

The president reported there was a big turn out for the "First Flight of the New Year Contest." Dave Morgan won the IC event, and John Schumacher won the electric event. The DF event is still open since there was not a winner as of yet.

NEW BUSINESS

Bob Lanard made a motion that the club give 1/3 of the proceeds from the sale of the planes and model equipment Emil Poljevka and Mrs. Yetter donated to the club. The motion passed unanimously. The president presented Bill Ansley with his first flight certificate.

Andre Clark presented the 2009 club awards to the following members.

Andre Askew Best 2009 Scratch Built Ducted Fan.
Rich Onarato Best 2009 Field Marshall.
Joe Mauriello Best 2009 Helicopter and Fastest Plane.
Jerry Jones Best 2009 Slowest Ducted Fan.
Barry Prather Best 2009 War Bird.
Doug Bateman Best 2009 Electric Ducted Fan.

With no further business Bob Lanard ran the 50/50 and raffle. Rick McIlvaine won the 50/50 ($5.00). Joe Mauriello won the raffle and chose the Extra ARF Gregg Clement won some wonderful glow plugs, and Frank Winkler won the #11 blades.
The meeting was adjourned at 8:40 pm. Respectfully Submitted Paul Gross.

Dues

If you haven't already paid your dues, they are now due. Dues are $60 a year. You can send a check to Bob Lanard at 95 West Broadway, Salem, NJ 08079. Here are some of the things you get for your yearly dues. A Christmas Party, a picnic for you and your family, donuts and coffee once a month, one of the greatest newsletters in model aviation, companionship, guidance, and a manicured and maintained flying field. If you can beat this deal, please let me know so I can get in on it.

How to Adjust a Two-Needle Carburetor

Typically, carburetors come from the factory close to being preset. If you have torn down your carburetor for a thorough cleaning and examination, or you just want it to run right, here's a good starting point.

With the throttle barrel in the full open position, close the high-speed needles until it stops. Then, back it out three turns. Now, with the throttle barrel almost closed do the same thing with the idle mixture screw. This is your baseline.

Some carburetors have a throttle-stop screw. Usually we set these so the air hole in the carburetor barrel completely closes off at full low throttle trim. When adjusting some idle mixture screws, the carburetor barrel wants to rotate and get pushed inward, making it a little difficult to get a good setting. All you have to do is lock the throttle arm so it cannot rotate or go in while you are adjusting the idle mixture screw.

Here are 10 steps for setting up almost any two-needle carburetor:

1. Start the engine and go to full power.
2. Set the high-speed needle to maximum power and back off about 1/4 to '/ turn.
3. Go back to as low an idle as you can achieve.
4. Turn the idle mixture screw until the engine stops. While the engine is off, back the idle screw out '/ to % turn.
5. Restart the engine at idle.
6. The engine should be idling pretty well.
7. Reset the high-speed needle to maximum rpm and back off
200-300 rpm.
8. Return to idle and let the engine idle for about 15 seconds.
9. Quickly move the throttle to full power and listen to the
transition from idle to full power. If it instantly goes to full
power, you are finished.
10. If it hesitates or sags a little, it is still too lean. Back out just
1/4 turn. Repeat step 9.

When you are finished, at about'/-trim setting, you should be getting a good fast idle at high-throttle trim. You should be able to shut the engine off at full low-idle trim. That's all there is to it!+

At The Field

This from JJ Deluca

Having made some mods (different engine and electronics) to my trainer I was anxious to try it out. Although light snow was predicted, the aviation weather site indicated just 5 mph winds NW so I chanced it today (Monday, Jan 19th). There was a heavy overcast, visibility a little on the poor side and very light snow flurries but no wind. The landing field itself had a light snow covering but was in great shape and its surface was frozen. Thankfully, Karl Kozuh met me at the field and stayed about an hour or so; I was there from 11 to 1:30; no one else showed up. Karl got the engine straightened out with some carb adjustments, and, during his checkout flights made some trim adjustments. He handed things over to me and, knowing my ever changing 'limitations', watched closely. In spite of my daily simulator usage, not having flown for a few weeks caused my meager flying skills to regress. I was having a great time of it (of course - I was flying, or sort of); but, a little after 1:00 PM the wind picked up and then changed to a crosswind - which I have a difficult time handling. So I called it quits and cleaned up. Proudly, I got the trainer home with it still in ready-to-fly condition. (That's twice in a row!)

At the last meeting a request was made for possible ideas for awards. Came up with the below as remote possibilities.
Most Difficult Landing - due to complete or partial failure of a system(s)
Most Entertaining Crash. (I've got a shot at this one.)

I was at the field on Sunday, and there were a few people there. Joe Maurielo and Tony Severino were thinking about flying Tony's new large scale Zero, but they were giving trouble getting the gasoline engine to run just the way they wanted, and due to the field conditions, I doubt that they did after I left. Gas and Go Greg Clements was there with his new giant scale Yak, but decided not to try it in the mud. Greg settled on his mid wing trainer type airplane, and mad a few good flights with that. Joe flew new member Jim -------'s trainer for him, but the trim was really way off, and Joe got into a little trouble but was able to land with no damage to the airplane. The weather wasn't too cold, and the sun was shining, so it was fun to get to the field for nothing other than catching up on what everyone had been doing during the cold weather.

Hey Tom
Just got back from the field, there were several people flying today. Gas & Go was there with his new YAK, it flies like it is on wires. Don R was there flying his Sig Rascal, J J was there with his trainer and our Vice Prez and Greens Keeper and your truly. Steve (Blazer) Balzer showed up with his Cub also a little later. You will probably need a HALF TRACK to get back to field after today, MUD, MUD, MUD. Taking off and landing on the grass area of the runway due to the MUD, You will sink at least a 1/2 inch if you taxi on to the runway, no real mishaps except for J.J. missing the runway a little and removing the landing gear from the plane. Should be a quick repair for him, I got in several flights with my new Slow Poke. It just needed a little trim adjustment during the first flight, and now she flies very well. That's about it for now buddy. Dave

Miscellaneous

Since there was not a lot of flying this month, and there being a lot of new members, his seems like a good time to include a glossary of some of the terms that we use in radio control modeling. I am sure that many of you will be familiar with a lot of these terms, but check them out anyway to see if you agree with my interpretation. I should 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.

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

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 parts can be stored before usage, if they are ever located.

Immelmann turn: The airplane maneuver discovered several years ago by the Swiss pilot Karl (with a K) Immelmann, while trying to find where 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 pilots legs, which 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 yours hasn't been charged, this forces you 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 whose 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 created 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.

Dihedral: The upward angles of your wings after one of them breaks off at the fuselage of your airplane while you are trying to do a loop. (See I told you there were more than one meaning for some terms.)

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, which caused all of that expensive glow fuel to go up in smoke. (This is especially true of helicopter engines.)

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

Too 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. Faster drying times allow the epoxy to set up before you can get all of the parts together and in there correctly aligned 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 slow drying Epoxy.

Pitch: This 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 and 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 gears, 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, butit has no wires plugged into it, except when charging. Itdoes however have a long metal tube thingy sticking outof 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, but just behind 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.

Wing Hold Down Dowel: These are hard wood dowels that are stuck through the fuselage just forward and aft (navy talk) of the wing. This positioning allows the modeler to stretch rubber bands across the wing there by holding it onto the plane. It has never been determined how many rubber bands should be stretched across the wing, other than knowing that too few and the wing will come off during flight, and too many causing the wing to be crushed before flight.

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 maki ng 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, but make for a lot of fun practicing your taxiing.
Fuel line: The mark that is left on your carpet after bringing your airplane into the house without first empting 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 selage: meaning sausage.
Cuban 8: Dezi Arnez's band.
Cuban 8: A maneuver sometimes used to avoid the Firewall. (See above.)
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 be-fore 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 al low 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.
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 an airplane 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 into a computer radio.
Ding: How you describe 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 devise 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 whole day at the flying field.
Flutter: What happens to your heart on the first flight of a new airplane.
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.
Roll Axis: The direction your airplane takes while it is cartwheeling down the runway.
Servo Reversing: What you should have done to the aileron servos on that new plane just before you took it off.
Solo: How low you are flying just before tearing the landing gear off. Sometimes referred to as too-low.
Tachometer: An instrument that keeps track of how many tacks you are using to hold a drawing to your work surface.
Tip Stall: Where all of the wing tips that were broken off, during poor landings, are kept.
Touch and Go: The term used by pilots when their plane bounces into the air during an unusually hard landing.
Washout: An intentional twist in the wing, as opposed to an unintentional twist in the wing, which is caused by poor building practices, causing the wing tips to have a lower angle of attack than the wing root. In other words, the trailing edge is higher than the leading edge at the wing tips. Washout helps prevent the use of tip stalls. (See above.)
Wheel Collar: The little round metal thing that falls off of your landing gear just before the wheel does.
Wheel Collar: The little round metal thing that will not fall off of your landing gear when thread lock is applied to the tiny setscrew that holds it on. This will however make the wheel collar impossible to remove, and will round over the tips of all of your Allen wrenches while trying to remove it.
Wing Loading: The process of putting your wing in the back of your vehicle. Sometimes, if the wing is too long or the vehicle too short, this can add inventory to your tip stall. (See Tip Stall above.)
Y-Harness: A bundle of wires with one connector on one end and two connectors on the other end. These wires are used to connect two wing servos to one output of your receiver. The theory being, that if one wing servo is good, two wing servos are twice as good. This theory was developed by the servo manufactures
Outside loop: An aerobatic maneuver, which cannot be performed indoors.
Inside loop: An aerobatic maneuver, which has to be performed indoors, or it would be called an outside loop.


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