

# Propwash

The Newsletter of the Mercer County Radio Control Society  
January 2008

## 2008 Meeting Schedule SNAFU

Having attended to the matter later this year than was customary in the past, MCRCS officials discovered that the anticipated meeting schedule was “Frequently Untenable Based on the Availability of Rooms” (FUBAR). Thus, although meetings in 2008 will continue to be held on Wednesdays approximately two weeks apart, the meetings will not regularly fall on the first and third Wednesdays, as has been our tradition. The official meeting schedule is provided in the calendar on page 7. To help you remember when the 2008 meetings will be held, a pocket sized “Schedule Notice Aide for Forgetful Users” (SNAFU) has been provided on page 6 of this newsletter. **Notice that the first meeting of the new year is now scheduled for January 9<sup>th</sup>.** Note also that the second meeting for each of the summer months will be held at Warren Kruse Field. It is our hope and expectation that that this will be the only SNAFU for 2008.

## Paying Your Dues

Make a new year’s resolution in 2008 to pay your club dues on time, or at least almost on time, as they are (were) due on January 1<sup>st</sup>. Dues are \$75 for regular members and \$37.50 for junior members. Club treasurer Bruce Evertsen will be happy to collect them at any January club meeting. As is the usual custom, dire consequences (the phrase “outer darkness” might come to mind at this point) await those members foolhardy enough to neglect this duty past the end of January. Remember to show Bruce your AMA card when you present your dues payment.

## Thirty Days Hath November

But this year the Turkey Fly had 31 pilots and 31 turkeys, so everyone who flew went home with a bird. It was held on one of those days when the sky was clear, but the air was cold: The kind of day that’s great for airfoils and photography, but requires extra precautions

to keep batteries and pilots warm. Nevertheless, as shown by the photos provided by Tom Keegan, there seemed to be a lot of flying and a lot of fun.

The Turkey Fly is a longstanding tradition at our club, although efforts to uncover the true roots of the event have failed. Even past-president and long-time member Dave Babcock could only recall the time when he expanded the event from a few to “a lot of turkeys,” and carried the concept over to the Ham Fly on New Year’s Day.



**Open cockpit WWI models, like Armand Graziani’s Nieuport 11, remind us that, yes, they did fly the full-scale aircraft on cold days too.**



**Warm clothing makes it hard to identify the pilot, but we’d recognize Jans Brower’s Cub anywhere.**





**To most members, nothing is more exciting than a clear day and a fleet of model airplanes --**



**-- except, perhaps, a stack of frozen turkeys.**



**Adhering to our philosophy that big is better, Keith Zimmerly and Bruce Evertsen display a large pile of prizes.**

Of course, a little thought can result in at least some idle speculation regarding the origins of the event: Ours is a sport pursued primarily by men, sort of like hunting or fishing. And we are something like the sportsman who, having spent several hundred dollars, several days, and significant mental and physical energy pursuing the elusive buck or the big one that got



**Skilled in accounting and inventory management, Treasurer Bruce Evertsen directs disbursement.**



**John Tanzer, well known for his sage advice on many topics, advises turkey winner Ric deBastos.**

away, faces his wife and her perennial question: "What'd you bring home, Honey?" Of course, more often than not, we as pilots are greeted with the related query, "Honey, did you crash anything?"

The sports of hunting and fishing, having longer traditions than our sport, have developed defense mechanisms for handling the inevitable question. The fishermen had it the easiest: "Honey, I'm a catch-and-release guy; we don't keep the whoppers we hook." It was more problematic for hunters, though, as "shoot and release" never seemed to catch on. This probably resulted in the turkey shoot in which hunters could exercise their expensive Browning automatics, blasting clay pigeons from the sky for the better part of a day. And with a modicum of skill, they could then respond, "I got a 24-pound turkey, Dear, a real beauty. And it's already been cleaned."

So it isn't a real stretch to imagine a time when one of our early pioneers, say Warren Kruse, or Doug McMillan, or Joe Spett was out flying on a cold fall day. If a hunter had stumbled across the field, the men

would have shared conversation and perhaps a cup of hot coffee. Say, in the midst of discussion, the topic of wives came up and how sometimes they just don't understand. At that point the hunter offered how he'd had the problem until he discovered the turkey shoot. He wasn't sure, he'd said, that his wife really believed he'd shot the bird, but that didn't really seem to matter. Regardless of its source, she was proud of him for bringing it home. The conversation may have gone off on a tangent at that point as the hunter wondered out loud what it would be like to shoot an RC model down, and discussion would have ended shortly thereafter. The important thing is that, somewhere during the conversation, Joe, Warren, Doug, or some unsung hero realized we could hold our own turkey event, a turkey fly. And when queried by our wives about whether we'd crashed, we'd have the response, "No, but the strangest thing happened as I was flying the pattern. This big flock of white turkeys flew right into me. It really didn't do much damage to my plane, but I brought one of the big ones home. It's already cleaned and it's a real beauty."

## Club Election Results

The annual election of officers was held at the club meeting on November 7<sup>th</sup>. Five offices and three board positions were up for election. Incumbents in all eight positions ran unopposed and were re-elected by unanimous acclamation. The re-elected officials were:

Keith Zimmerly, President  
 Bob Levanduski, VP of Membership  
 Armand Graziani, VP of Events  
 Jim Feszchak, Secretary  
 Bruce Evertsen, Treasurer  
 Sal Lucania, Board Member  
 Augie Lucidi, Board Member  
 David Vale, Board Member

Officers were elected for one year terms; board members were elected for two year terms. Board members Terry Watros and Jim Meighan did not stand for re-election, both having a year remaining in their terms.

## Awards Meeting 2007

The MCRCS Awards Meeting, traditionally the first meeting in December, is usually the best attended meeting of the year. It's popularity may result from the doughnuts and coffee, the long awaited results of the Building Contest, or the hotly contested Crash-of-the-Year Award. This year, cold weather and icy roads intervened, limiting attendance to just 26,



**Despite the promise of coffee and doughnuts --**



**-- the cold, snowy weather kept attendance light.**

which included one guest. But the show must go on, and immediately following the motion to close the business meeting, the award festivities began.

Keith Zimmerly, acting as proxy for contest director Joe Raimondo, began by announcing the winners of the building contest. Bill Malinowski easily won first place in the non-scale category with his stand-way-off-scale AT-6. ("Easily" as used here must take into account that his worthy competition, Paul Abati, failed to hit the field in his landing attempt and was disqualified, thus receiving a participant award.)

Tom Dyl set a frightening standard of finish for the ARF category with his highly detailed P-51; his entry was certainly deserving of first place. Of course, Jim Meighan's giant Rascal was a laudable second-place winner. Not only did Jim's detailing look worthy of the space shuttle, his landing during the flyoff demonstrated that you can still land when the wind exceeds the stall speed. Frank Figurelli received a participant's award for his Reactor, which had mechanical problems the day of the flyoff.

Mike Luciano won the scale category with his Sopwith Pup, a model that exhibited fantastic attention to detail,





**Bill Malinowski took first place in non-scale with his non-scale AT-6 Texan.**



**Tom Dyl won the ARF category with his extensively customized ARF P-51.**



**Mike Luciano took top honors in scale with his Sopwith Pup.**

right down to the real bullets in the ammo belt. Brian Bunda took second place with his Stuka, which was also notable for Brian's fine detail work and its complex mechanical surfaces. Bob Levanduski's Fokker Dr. 1 would have been a significant competitor as well, but high winds kept it grounded the day of the flyoff.



**Patty Sagot accepts a Thank-You award for her tasty chili and assistance throughout the year.**



**Keith Zimmerly presents Dave Vale with the Doug McMillan Award for Outstanding Leadership.**



**In this rare file photo of his award-winning model, Seth "Crash" Hunter demonstrates the importance of endpoint adjustment to a ground school class.**

The MCRCS Board gave six awards. Bob Soden's name was added to the Honor Roll plaque in the clubhouse for his service to the club. Patty Sagot, wife of member Dave Sagot, received a "Thank You" award from the Board. In addition to serving as cashier for some of our public events, the Board believed the soul-

warming chili Dave and Patty served at the 2007 Ham Fly (and plan to serve again in 2008) was significantly Patty's contribution.

Walt Siedlecki, Jr. received the Instructor of the Year Award, having been named the best instructor by this year's student pilots. David Vale received the Doug McMillan Award for Outstanding Leadership, in part for his work on this year's ground school program and the Civil Air Patrol Weekend.

The Board recognized two pilots for their notable demonstrations of skill. As Most Improved Pilot, the Board recognized Paul Stutesman. For providing the Most Spectacular Crash of the Year, the Board recognized Seth Hunter. (See the Crash Report on page 6 for more details of Seth's award-winning performance.)

Finally, Keith Zimmerly displayed a certificate awarded to our club and the Washington's Crossing club by the Civil Air Patrol for sponsoring the CAP cadet training weekend. In spite of the weather, the awards meeting was a satisfying conclusion to a successful year of model aviation activities.



**Keith Zimmerly displays a Certificate of Appreciation presented to the club by the Civil Air Patrol.**

## Why Are We Here?

Why do we exist? It's an eternal question. As human beings, even as Americans, that difficult question can spawn a variety of answers. But as a club and as members of that club, the Mercer County Radio Control Society, Inc., our purpose is clearly spelled out in Section 1 of Article II of our constitution:

*The objective of this Society shall be to promote the sport of radio control model building and flying in Mercer County and in this county's general locality, and to aid, insofar as possible, the continual advancement of radio control model aviation in all its*

*phases, in the United States, as a chartered club of the Academy of Model Aeronautics.*

There's a lot said in those fifty-nine words. First, note that we identify RC as a sport rather than a hobby. While the distinction can be difficult, even after consulting Webster, the distinguishing characteristics seem to be that a sport involves physical activity, competition, and skill. Granted the degree of physical activity is related to our skill in landing our models on the field and the competition is more often for airspace than prizes, but the craftsmanship we display in our models and the skill we exhibit in keeping that craftsmanship intact renders our pastime a legitimate sport in which we can be proud to participate.

Also note that our objective includes the promotion of the sport. Sex, drugs, and rock & roll have always provided competition for the attention of our youth. Now, video games have been added to the mix. And while there's no denying the significant role of sex in the furtherance of our species, there are few innovations within the scope of our memory that have had more significant effect on our culture than has the mastery of flight. As much of full-scale flight becomes the domain of the professional, our exploits into the history and practice of flight offer a singular opportunity to keep interest in this aspect of our culture alive.

We've always been more than a group of people drawn together by a flying field. Advancement and promotion of the sport are central to our club. Through the three events we host each year, the ground and flight training we offer, and the assistance we provide to other groups (recall our efforts this year with The College of New Jersey and the Civil Air Patrol), we go the extra mile to show the residents of Mercer County and its general locality how much we value the contributions of aviation to our lives and modern culture. Fifteen articles in the local newspapers and four mentions in *Model Aviation* this year also speak to our success in those efforts.

Webster defines a hobby as "something that one likes to do in one's spare time." In that sense, what we do certainly qualifies as a hobby. But as we practice it, with our interest in history, our eyes on craftsmanship, our continuing efforts to do it better, and our sense of mission to recruit others, what we do is a legitimate sport. And, if not an altogether adequate reason for our existence as individuals, it certainly justifies our existence as a club. Of that, we can all be very proud.

## Crash Report

On November 4<sup>th</sup> an OS120AX powered 2006 Quest G2 operating in Assunpink Aerodrome airspace with 5 servos on board lost control and crashed on the center of the field. Investigation concludes the incident was due to pilot error. Weather was not a factor. The aircraft was traveling southwest at an altitude of one mistake high when the pilot, area resident Seth Hunter, observing no other aircraft were operating nearby, switched the triple rate control to "RT" (ridiculous throw). Records show the experienced instructor-pilot did not have RT certification. The aircraft successfully completed a one-second procedure turn over the south cornfield and while over-flying the runway the pilot attempted a 45G horizontal 13-point-snap-Chavock (executed by spastically wiggling the sticks). The aircraft exited the maneuver inverted at vastly reduced airspeed (due to the 100+ degree throw on the huge control surfaces).

Aircraft was now at an altitude of one-half mistake high on a vector that would over-fly the parking area north of the field. To avoid restricted airspace incursion, witnesses report the pilot hammered full down, completing a sort-of-high-G-reverse-Immelman maneuver. Now westbound at negative airspeed the pilot suffered vicarious G-LOC (high-g-related loss of consciousness). Recognizing the immediate need to [learn to] 3D-hover, the pilot applied full throttle. With the OS120AX sputtering and coughing, the pilot punched full down, executing an emergency descent to gain airspeed. The aircraft rotated and descended nose-down, clawing for speed while trailing the elevator-air-brake in the breeze. Servo buzzing could be heard from the ground. Witnesses near the impact site could clearly see the fearful blinking LED's on the Volt-Magic inside the canopy. Approximately two wingspans from the ground, the pilot attempted to terminate the descent with a very smart looking but futile square-loop kind-of-pitch-up. The Quest rotated immediately, "flaring" to present its landing gear defiantly to the upcoming ground. Just as the OS120 roared to life, the pilot cut the throttle and prepared for a vertical landing.

The loud clapping sound as both the wings hit the ground simultaneously was heard by residents miles away. Jim Meighan, a pilot and witness, said he did not see the shenanigans in the air, but heard the sound of impact: "It was awfully loud, a sickening crunching sound." The landing gear functioned flawlessly, separating the front of the fuselage from the rest of the aircraft. The energy absorbed by shattering balsa no doubt saved all five servos on board. One Powerbox

muffler was a casualty. No servos on the ground were injured.

Rescuers responding to the scene found the pilot wandering around his airplane in surprisingly good spirits, possibly still suffering from G-LOC. Another witness, Tom Keegan, was heard saying he "Couldn't understand it – the flight seemed to be going so well." The ground team reportedly had to break open the fuselage with their bare fingers to free the servos in the tail. Onlookers said twisted and mangled 4-40 threaded rod was everywhere. Members of Seth Hunter's family say he has another QUEST G2 in the box. Club members say they will check his throws before allowing him to fly it.

*Editor's note: This crash report was taken almost verbatim from documentation provided by the pilot, Seth Hunter.*

## Fuel is Available

Although the club is no longer in the business of selling fuel, club members Stan Karczewski and Bob Soden keep the business alive. Buying in quantity and passing the savings on to club members without taking a profit, Stan and Bob are able to provide fuel at prices that are generally lower than those of alternate sources. Although the price may vary, their recent quote for 20-20 fuel was \$16.25 per gallon. Anyone wanting to purchase fuel should contact Stan at 609-586-4712.

## For Sale

**ARF Twinstar** includes 4 mini servos and two 9.6 Ni-Cad batteries. Flown two times and is a great flyer. \$150. **ARF Soarstar** includes 2 mini servos. Like new and is a great starter airplane. \$100. Contact Stan Blyskal at (609) 586-3239.

## Schedule Notice Aide (SNAFU)

2008 MCRCS Meeting Schedule	
January 9, 23	July 9 at <b>Lawrence</b> July 23 at <b>WK Field</b>
February 6, 20	August 13 August 27 at <b>WK Field</b>
March 19	September 10, 24
April 2 April 23 at <b>Lawrence</b>	October 8, 22
May 14, 28	November 5, 19
June 11 June 25 at <b>WK Field</b>	December 3 at <b>Lawrence</b> December 17

# MCRCS 2008 Calendar of Events

January	February	March	April
<p>1 Ham Fly</p> <p>9 Meeting</p> <p>23 Meeting</p>	<p>6 Meeting</p> <p>20 Meeting</p>	<p>19 Meeting</p>	<p>1 Student Days start</p> <p>2 Meeting</p> <p>23 Meeting and static judging at <u>Lawrence Library</u></p> <p>27 Opening Day &amp; Fly Off</p>
May	June	July	August
<p>14 Meeting</p> <p>23 Setup day</p> <p>24- Jumbo</p> <p>25 Jamboree</p> <p>28 Meeting</p>	<p>8 Family picnic</p> <p>11 Meeting</p> <p>25 Meeting at <u>WK Field</u></p>	<p>9 Meeting at <u>Lawrence Lib.</u></p> <p>20 Dawn Patrol &amp; Oldtimers</p> <p>23 Meeting at <u>WK Field</u></p>	<p>13 Meeting</p> <p>27 Meeting at <u>WK Field</u></p>
September	October	November	December
<p>10 Meeting</p> <p>12 Setup day</p> <p>13- Warbirds Over</p> <p>14 Jersey</p> <p>20 Electric Fly</p> <p>24 Meeting</p>	<p>5 Cub Day/ Bomb Drop</p> <p>8 Meeting</p> <p>22 Meeting</p> <p>28 Student Days end</p>	<p>5 Meeting to Elect Officers</p> <p>9 Turkey Fly</p> <p>19 Meeting</p>	<p>3 Awards Meeting at <u>Lawrence Library</u></p> <p>17 Meeting</p>

## Upcoming Events

### January

1<sup>st</sup> Ham Fly  
9<sup>th</sup> Meeting at WWL  
23<sup>rd</sup> Meeting at WWL

### February

6<sup>th</sup> Meeting at WWL  
20<sup>th</sup> Meeting at WWL

### March

19<sup>th</sup> Meeting at WWL

### ***Club Information***

The Mercer County Radio Control Society is a New Jersey-based AMA Chartered club. Its field is in Assunpink Wildlife Management Area off Exit 11 of Hwy 195. It meets twice each month on Wednesdays at 8:00 PM, usually at the West Windsor Branch of the Mercer County Public Library. The club publishes this newsletter for members six times a year in odd-numbered months and operates a web site at [www.mcrs.com](http://www.mcrs.com). This newsletter is available, in color, on the web site.

### **Officers**

President: Keith Zimmerly  
VP, Membership: Bob Levanduski  
VP, Events: Armand Graziani  
Secretary: James Feszchak  
Treasurer: Bruce Evertsen

### **Newsletter Editor**

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