

Propwash

The Newsletter of the Mercer County Radio Control Society
July 2005

Jumbo Jamboree: Grand Models, Great Weather.

Each year on Memorial Day Weekend the Mercer County Radio Control Society hosts its Jumbo Jamboree, a giant scale event jointly sanctioned by the AMA and the IMAA. This year it occurred on May 28th and 29th. Except for some evening storm activity, the weather was perfect: mostly sunny with temperatures in the 70s. The great weather and the MCRCS reputation for running a quality event attracted over 70 participants (and even more airplanes).



The registration booth was active early Saturday morning.

Coffee was on by 7:30, the registration booth opened at 8:00, and after the national anthem at 9:00, the field was active for the better part of two days. The event drew a number of exciting airplanes from the WWI era to the present. Included in the field were a couple of Sopwith Pups, three PT-19s, a GeeBee racer, a Chipmunk, a Spacewalker, two massive Carden 40% Extra 330s, an Avenger, a B-17, and of course a Cub.

The People's Choice event took place at noon on Saturday. Participants pushed, pulled, or carried their airplanes out to the runway and the spectators were

afforded an opportunity to look at them up close. The spectators also voted for their favorites.



Tents and wings lined the field.



Spectators picked their favorites at the People's Choice event on Saturday.

This year the People's Choice Award went to Charlie Kellogg for his extremely detailed Avenger. This airplane was scratch built from Charlie's own plans, had a wingspan of 108", and was powered by a 3W75. It was in its second summer of use and had about 15-20 flights on it. In addition to detail in the cockpit and elsewhere, Charlie had equipped it with retracts, position lights, landing lights, flaps, bomb-bay doors, and a bomb-drop capability.



Charlie Kellogg's Avenger was the People's Choice.



Detail started in the cockpit and included retracts, flaps, lights, a bomb-bay, and a bomb-drop.

Five 50-50 drawings were held during the weekend. For this event, participants buy raffle tickets. When the raffle is closed, the money is counted and a ticket is drawn. The holder of the winning ticket gets half the money and the other half goes to fund our donation to the Sunshine Foundation. This year there were five drawings and four winners—Fortune smiled on Woody Miller, who twice found himself holding the winning ticket.

Although there were a few crashes, the real excitement occurred Saturday night after flying was done for the day. The nearly perfect flying weather of the day was replaced with a storm system that included lightning, torrential rain, and significant wind. One of our tents was blown down, a vendor's tent was rolled into a ball of twisted metal, and one attendee was injured when hit by the wind-blown door of his mobile home.

But by Sunday morning, the weather was clear again and flying resumed. Although the crowd was smaller and giant-scale flying only lasted until noon, the day still offered opportunities to see some magnificent airplanes in flight.



Albert Santiago poses behind his Carden 40% Extra, one of the larger entries.



Keith's Forest-Service B-17 simulates a fire run.

The airplane that perhaps best grabbed everyone's attention on Sunday morning, was Keith Zimmerly's B-17, which had not flown Saturday. Sporting a one-piece 112" wing and powered by four four-stroke .91 engines, all eyes were trained skyward each time it flew. Even the kitchen suspended service while all of the staff left to observe the show.



William Blake and Keith Zimmerly pose with their planes, a 1:7 scale P-51 and a 1:11 scale B-17.

The show was also a financial success. After expenses, combined profit from the food concession, the 50-50 raffle, and the donation bottle exceeded \$2,600. This amount will all be applied to the club's 2006 donation to the Sunshine Foundation in support of its May 2006 Dreamlift.



John Tanzer (right) covered the event for High-Flight magazine (Photo by Augie Lucidi).



Curse you Red Baron! Snoopy pilots Larry Alles' smoking Sopwith Pup.



Althea and Jans Brower tirelessly collected money for two days.

Building Contest Takes Off

After one cancellation due to inclement weather, the MCRCS building-contest flight tests took place on Sunday, May 15th. This time the weather was pleasant and the wind was mild.



Most of the contestants, prior to the flight demonstrations.

The flyoff began with a P-51 noseover on takeoff in the grass and experienced the typical glitches of new airplanes and new engines, but by the 2:00 PM cutoff, 14 of the 17 static entrants had achieved qualifying flights.

The official winners won't be announced until December at the awards meeting, but perhaps the unofficial Perseverance Award should go to Bill Zentmayer. After a crash less than two weeks earlier that destroyed everything in front of the wing (damaging the engine as well), Bill, with significant help from Woody Miller and Doug McMillan, managed to recreate his airplane. It takes a critical eye to detect the differences between the two versions. It also inspires a math problem: If three men can build half an airplane in two weeks, how long would it take one man to build a whole airplane? (Answer: Two years)



The lush grass proved difficult for some ...



... Others had no problem with it.



Woody Miller and Bill Zentmayer prepare Bill's rebuilt Skyraider for flight.



Contest Director Joe Raimondo was much happier with the weather this time.

Family Picnic/Scout Day: Old Hands and New Faces

Great weather and a good turnout led to a successful family picnic this year. A small but dedicated kitchen crew consisting of Jim Feszchak, Doug McMillan,

Terry Watros, and led by chef Brian Erxleben turned out the palate-pleasing entries that MCRCS events are famous for. Terry gets the Alacrity Award for serving up tasty fries at the same time he was turning out qualified junior pilots.



Chef Brian Erxleben led the kitchen crew for the picnic.

The annual family picnic originated as Scout Day, when scouts from the local troops and packs were invited to experience the thrill of RC flight (and MCRCS hospitality). This year five scouts of Cub Scout Pack 87 from Groveville, NJ, were accompanied by their families, Cubmaster Joseph Zola (who provided the three photos shown below), and Den Leader John Scordo. Guided by the watchful eyes and experienced hands of MCRCS instructors, these five scouts (and the adults that accompanied them) got the chance to fly, and even land, a radio controlled airplane.



Scouts and their leaders absorb ground-school wisdom from Sal Lucania.



Instructor Terry Watros guides a budding pilot while Walter Siedlecki flies backup.



According to Terry, you can't start too young.

Setup Friday: A Collaborative Effort

For most of the year, Warren Kruse Field, the flying site of the MCRCS, presents a neat but unpretentious appearance as a place a few dozen RC flyers congregate on a daily basis to practice their art. But twice a year, once in the spring and once in the fall, the field is transformed into an event venue capable of accommodating, entertaining, and feeding several hundred participants and spectators. The transformation this spring occurred on Friday, May 27th.

The transformation is such a tradition that the duties are ingrained in the minds of the members. Each transformation begins with the opening of the sheds and the transport of impound and tent parts. It's always exciting to learn which animals have established habitat in

our sheds over the winter. The number of feathers this year suggest it may have been a well-nourished fox.



Untangling the flags is a team effort.

Of course many of the details of the operation are lost from year to year. The parts of the transmitter impound, for example, are numbered, but each year there is discussion regarding which end is number 1. The tent poles are color coded, but each year requires a brief review and training session to get them up. And depending on the tastes and activities of the local mice, the PA system occasionally needs some rewiring.



Mike Garze and Bruce Evertsen assemble tent frames.

But by midday Friday, everything seems to come together. The impound is up, the speakers of the PA system are on their platforms or poles, the parking lot is divided, and the kitchen is ready to go. Which leaves time for the real activity of the club, a bit of flying in the afternoon.



John Tanzer gives a lesson in tent building.

Kitchen Duty: As Much Fun as Flying (Almost)

By David Vale

This is the second season I have worked in the kitchen for the Jumbo Jamboree. Last year I was an apprentice, working under the masterful management of Armand Graziani. This year, I was elevated to acting manager, as Armand was unable to fill that role. Kitchen duty is odd: There are members who wouldn't be caught dead in the kitchen and others who like it so much that they are there every year. I guess I must be one of the latter group.

Being the manager is a lot like being an apprentice. Last year, I spent a lot of time watching other people work because I didn't know what I was doing. This year I did pretty much the same thing, a year's experience having taught me that management is mostly a matter of staying out of the way. That's the way it works when you have a really capable staff. And we really do at the MCRCS kitchen.



Dan Geerders cleans the rust and grime from the small grill.

This became apparent soon after I took on the job, at Doug McMillan's request. Augie Lucidi, one of the members who often functions behind the scenes to make things happen, showed me the equipment and put me in touch with people who really knew what they were doing. Rich Green and Dan Geerders, for example.



Rich Green Sr. cleans and polishes the grill hood.

Rich and Dan offered to help me set up the kitchen for the Jamboree. Work began the Tuesday before the big weekend. Rich, his son Rich, and Dan met me at the field that morning to open the kitchen. We needed to sweep the floor, vacuum the walls, patch all the leaks we could find, fire up the equipment to see what still worked, and make sure everything was spotlessly clean for the weekend. Ben D'Amico and Bill Collier, who had come out to fly, also lent helping hands to the cleanup effort. By noon, everything was looking pretty good.



Rich Green Jr., a new recruit, showed uncommon enthusiasm for cleaning the fryer.

On Thursday, Rich, Rich, Dan, and I descended on Sam's Club to acquire the basics we would need for the weekend: A few hundred hamburgers, a hundred or so

hotdogs, sausages, peppers, onions, pickles – a long list. Rich had emptied his van. We filled it up. Over \$500 worth.

Friday we met again to slice vegetables and pork roll in anticipation of the next day. Doug McMillan loaded his pickup with water and sodas. Rich brought his van filled with 450 pounds. of ice. That night, Joe Gendron, who had spent much of the day peeling onions and chopping peppers, boiled sausages. I made filling for the BBQ sandwiches.



Joe Gendron likes lots of ventilation while peeling onions.

Saturday is always the big day for food. We started off with about 30 orders of pancakes, two or three times that many Heartstopper sandwiches, and an assortment of pastry and drink sales. By the end of the first day, we had sold \$2,000 of food. Sunday was a slower day, accounting for about half as much volume.

We had additional help on the weekend, including “Iron Chef” Brian Erxleben, Irwin Keshner, James Vale, Terry Watros, and Harry Werner. All in all, we had a great crew who did a great job at staving off hunger of the crowd we had at the field.

If I were to be totally honest, I’d probably have to say that flying is a little more fun than working in the kitchen. But when you’re part of a friendly, capable crew that is dedicated to providing good food to an appreciative crowd and making significant profit to fund our annual contribution to the Sunshine Foundation, the experience is one not to be missed. If you’re interested, I’m taking applications to work the Warbirds event.

Bears in the Woods

According to a May 25th article in the Allentown Examiner, two black bears currently reside in the Assunpink Wildlife Management Area that encompasses our field.

The two black bears are classified as category 3 bears, or bears that attracted attention while moving from one wooded area to another. (Tougher bears are classified as category 1 or 2 if they commit some mischief while wandering through residential areas.) One of the two bears wandered into Woodbridge on May 14th. The other took a walk through Trenton on the same day. Both bears were captured and released into the Assunpink Reserve shortly thereafter.

Commercial Broadcasters on 72 MHz: Nothing to Fear (Yet)

By Jim Meighan

There are now two commercial stations that fall within the 72 through 73 MHz range as monitored at our club field. One of the commercial stations is located between channels 28 and 29 with a field strength of 30 μ v maximum, measured at ground level. The other is between channels 55 and 56 with a field strength of 10 μ v maximum. These stations do not pose an insult to our flying site as they are well below the 100 μ v threshold level established by Bill Hershberger of the AMA in a letter dated May 5, 1995.

If your 1991-ready receiver cannot handle channels 28, 29, 55, or 56, please let me know about the problem. I will use our spectrum analyzer to monitor the adjacent commercial frequency while you are flying to help determine the cause. In the worst case, you will need to send your receiver and transmitter to the repair shop for retuning and realignment.

On a routine basis, I scan all the RC channels on 72 MHz to determine the commercial user frequencies and record the field strength. In the near future, more of these stations will be coming on line. It is our duty to be vigilant of these activities and to monitor signal strength. Should it ever be a problem, MCRCS will post an RC Channel Alert at our flying site.

At this time, all of the 72 MHz channels are usable at our field. I am also monitoring the six meter frequencies and they currently appear to be free of insults as well.

The Plane Poet

An air show attendee named Woody saw the lens in his face and thought, “Goody, I can stick out my tongue, show my heart is still young,” and was caught ‘fore he thought about, Should he?

Upcoming Events

July

6th Meeting at WWL
20th Meeting at WWL

August

3rd Meeting at WWL
17th Meeting at WWL

September

7th Meeting at WWL
16th Setup for Warbirds
17th-18th Warbirds Over Jersey
21st Meeting at WWL
24th Electric Fly

Free Lunch on Tuesday(s)

We have a few left-over hamburgers and hotdogs in the freezer. We'll barbeque them and provide buns on Tuesday, June 28th (and July 5th, if supplies last). So leave your lunch and bring your hunger.

Club Information

The Mercer County Radio Control Society is an AMA Chartered Gold Leader Club. Its field is in Assunpink Wildlife Management Area off Exit 11 of Hwy 195. It meets at the West Windsor Branch of the Mercer County Public Library on the first and third Wednesday of each month at 8:00 PM. The club publishes this newsletter for members approximately six times a year and operates a web site at www.mcrcs.com.

Officers

President: Doug McMillan
VP, Membership: Sal Lucania
VP, Events: Armand Graziani
Secretary: James Feszchak
Treasurer: Jans Brower

Newsletter Editor

C. David Vale
Phone/Fax: 609-430-9635
Email: cdavidvale@gmail.com

Propwash Newsletter
Mercer County Radio Control Society
P.O. Box 84
Hightstown, NJ 08520