

Propwash

The Newsletter of the Mercer County Radio Control Society
July 2007

2007 MCRCS Picnic: Food, Family, Fun, and (of Course) Flying

Our club's family picnic happens once a year at Warren Kruse Field. This year it was June 10th and everybody had a good time, both the flyers and their families. To the casual observer, the picnic might not have looked a whole lot different than any other Sunday: At the core of the activity was a bunch of guys with airplanes chasing each other around the sky. But looking a bit closer, there were some differences. Not everyone was a guy, some of the flyers having brought their wives or girlfriends along. Some of the participants looked really young, say a year old or less. And at some point in the day, you might have noticed that two or three of the flyers had set their airplanes aside to concentrate on barbecuing hamburgers and hotdogs for the crowd.



Julie Waltrip watches as Mathew assembles his model.

This year weather was pretty cooperative. Although it was a bit cloudy in the morning, even this problem dissipated by noon. Everyone who brought an airplane had a chance to fly and there seemed to be a preponderance of WWI models on the field that day. Although not a designated sortie of the Dawn Patrol, that didn't prevent the occasional mock dog fight from breaking out when as many as half a dozen of these biplanes and triplanes took to the air.



A typical day at the aerodrome as the Dawn Patrol prepares for flight.



Jim Meighan took the opportunity to introduce his great grandson Zach to the sport.

And whoever said, "There's no such thing as a free lunch," never attended one of our picnics. Hamburgers, hotdogs, chips, sodas; perhaps not the sumptuous feast like the Jumbo or Warbirds event, but tasty and free of charge to members and guests.

Maybe it's the food, which always tastes pretty good when served out in the middle of Assunpink Park surrounded by trees, wildlife, and a lake. Maybe it's the kids, who are sometimes as interesting to watch as the airplanes. Or maybe it's wondering what the wives and

girlfriends are saying about their flyboy mates when they get together. Whatever the reason, the family picnic gives everyone an opportunity to kick back and marvel with our families at the machines, the field, and the friends we have as a result of this sport.

It's really the families that make family picnics enjoyable. Sure, lots of us have families, but how often do we bring them out to the field to show them off? It's fun to see the kids, the grandkids, and even the great grandkids. These picnics are so much fun, maybe we should do them more often.



Using the new grill, Pat (Binky) Monacelli and Armand Graziani satisfied the demand for food --



-- Reactions to their efforts were often enthusiastic.

Building Contest Takes Flight

The rains of the preceding days and the moderate winds of the morning suggested that the flight demonstrations, a required part of the MCRCS Building Contest, might prove challenging. And although the early winds were modest, they were directly across the runway. At some fields, this could have proved a problem. With the wide runway at Warren Kruse Field, though, they just meant that takeoffs were across the runway, instead of down it.

Bill Malinowski was the first to demonstrate airworthiness, aiming his AT-6 Texan across the runway and into the sky. Although the grass could have been a problem to a small plane like his, he demonstrated that it could also be no problem.



Bill Malinowski demonstrated that, with sufficient power, even a small AT-6 could get off the grass.



Meanwhile, Tom Dyl's P-51 illustrated that, for getting off grass, size offers no guarantee.



Paul Abati's Sportmaster flew well but failed to qualify with its one-point landing.



This year Mike Luciano easily started his Sopwith Pup, which completed a picture-perfect flight.



Brian Bunda's Stuka, perhaps the most technically complex entry this year, was impressive in the air.



Bob Levanduski's affinity for the Axis continued with his Fokker DR-1.

But size isn't everything. No sooner had Bill successfully navigated the grass with his tiny AT-6 than Tom Dyl attempted a takeoff with his 85" wingspan P-51. Those who have flown P-51s know that they love to nose over on takeoff and landing, especially if something is providing resistance to their landing gear. It took a couple of attempts (and a couple of props), but

Tom got his P-51 off the ground, and it looked terrific in the air.

As the morning wore on, however, the wind continued to rise. Paul Abati's Sportmaster lifted off without difficulty. It's hard to say what happened on landing, but the wind certainly played a part in it. On an angled final, Paul's model suddenly lost the line of its approach and crashed in the empty field to the west of the runway. Unfortunately, that did not count as a landing and Paul was disqualified. Meanwhile, Frank Figurelli's Reactor experienced mechanical problems and Frank was forced to withdraw from the competition.



Although small beside the tractor, Jim Meighan's 108" Rascal dwarfed most other entries.



Frank Figurelli had to withdraw his Reactor because of mechanical difficulties.

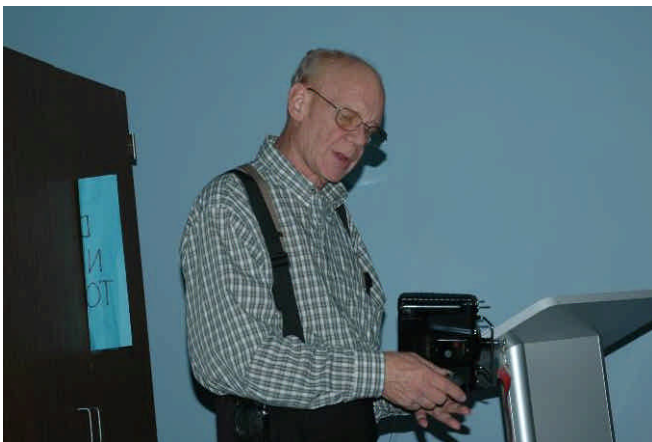
A couple of relatively uneventful exhibition flights followed with Mike Luciano's Sopwith Pup and Brian Bunda's Stuka easily conquering the grass and the wind. And once in the air, it was virtually impossible, except for size, to distinguish these models from their full scale counterparts. Brian did capture our attention with his landing technique in which his final deceleration was achieved by momentarily dipping the spinner into the ground before settling back onto the gear.

By the time Bob Levanduski tried to take off, the wind was strong enough that he didn't have enough rudder to keep his Fokker pointed down the runway. Valuing his model more than a plaque, Bob elected to withdraw from the competition at that point.

The final flight of the day occurred when Jim Meighan took off with his giant Rascal. The Rascal, kind of a modern variation of an old-timer, is not known for its ability to penetrate wind. Although the cross-runway takeoff was uneventful, cross-runway landings at Warren Kruse field are never routine. In fact, they're not really cross-field, but rather dog-legged from the notch in the trees at the south-east corner of the field. Landing a floater like the Rascal in these conditions would be a challenge. But Jim, through a combination of talent, perseverance, and a half dozen failed attempts managed to put the airplane back on the runway without damage. All in all, it was an exciting conclusion to a contest that had washed out almost 40% of the participants.

Ground School Touches Down

Perhaps the classes weren't quite as extensive as their counterparts in full-scale flight training, but the students who completed the model airplane ground school taught by the club left with a solid understanding of the sport of radio-controlled modeling. The last of the free six-hour classes taught at three branches of the Mercer County Library concluded on May 19th. The classes provided students an opportunity to become familiar with the sport and prepare to fly models of their own.



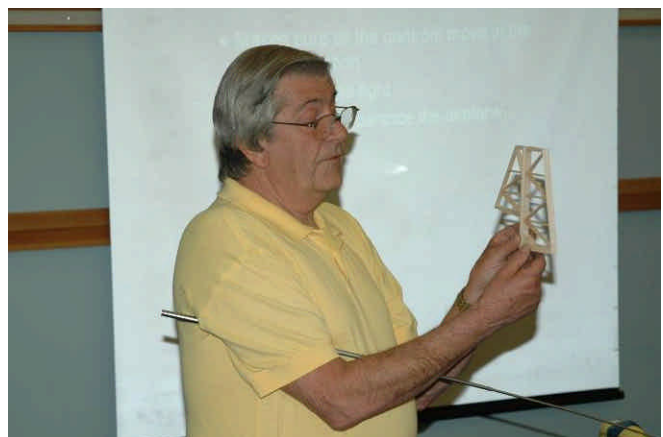
Although known as "Mr. Motor", Terry Watros also spoke on radio systems.



Nobody had cooler visual aids than "Mr. Radio," Jim Meighan.



Don Rowley could always capture the audience with the toys he brought.



Sal Lucania shows that not all models are made from foam.

The classes were conducted by instructors using PowerPoint slides of the pictures and diagrams and demonstrations with physical models and equipment to support the lectures; both the slides and class notes of the content presented are available on the club web site at www.mcrcs.com.

David Vale enumerated three goals of conducting the classes when he first proposed the ground school:

- To raise awareness of radio control modeling in the community and promote it as a worthy sport.
- To identify and attract enthusiastic new participants to join the club.
- To increase attendance at the club's revenue-producing events through free media coverage of the ground school.



"Maintain thy airspeed, lest the earth shall arise and smite thee." Bob Bennett discusses the first flight.



Ground school graduates from the Washington Branch pose with Don Rowley's Aeronca.

Regarding the first, twelve articles regarding the ground school and related club activities were published in local newspapers in the two months encompassing the classes. In addition, numerous posters were displayed in local schools and countless cards were distributed by the Mercer County Library System advertising the classes. A feature article that ran in two of the local publications featured club member Keith Zimmerly with his sixteen-foot wingspan Jenny. Both figured prominently on the cover of one of the publica-

tions. It is too early to tell how many graduates will join the club, but several have been spotted at the field, at least five have taken intro flights with club instructors, and at least one has purchased an airplane. Finally, although the club has never actually counted attendees at its events, it appeared that more families came this year than had in the past, a good sign that the event was attracting more of the general public.

This year the ground school program consisted solely of classroom training. It was designed with the intention that graduates would be ready to join a club, build a model, and start flying. A total of 53 students attended the first session. Of these, 32 finished the third session. Although planning for programs like this goes slowly during flying season, informal discussions are already underway regarding how the program can be improved and expanded for next year. We are also discussing how the materials and methods may be used to teach Civil Air Patrol (CAP) cadets to fly. (See article below.)



Although not part of the syllabus, several ground school students took to the air.



Student Mike Sinocchi (right) takes flight, fellow students Irwin Math and Merrill Ockun (left) observe, and instructor Walt Siedlecki assists.

Jumbo Jamboree Raises over \$2,000

Every Memorial Day Weekend, the Mercer County Radio Control Society holds a benefit air show featuring large-scale model airplanes flown by local pilots and others from surrounding states. Although admission to the show is free, club members raise money for charity by selling food and collecting donations.



John Tanzer can build anything, be it an airplane or a tent.



Nobu Iwasawa just feels more comfortable with a bit of altitude.

This year, as has always been the case for this event, the beneficiary of the proceeds was the Mercer County Chapter of the Sunshine Foundation. This local chapter of the national Foundation sponsors a Dreamlift each May, an event in which seriously ill and disabled children are flown to Disney World for a day of Disney magic. This year's air show raised over \$2,000 toward next May's Dreamlift.

The financial success of the event depends on good weather, good participation from the pilots that come every year from surrounding states, and the energetic

support of the club members who organize and supervise the event. But ultimately, it depends on the club's ability to produce a show that will provide exciting entertainment to members of the local communities who attend and support the event.



Fred Doldy and Sal Lucania handled registration like they'd done it a hundred times before.



Nothing escaped the vigilant eye of contest director Forrest (Woody) Miller.



This year the event attracted the media, shown here interviewing Sal Lucania for a documentary.

And for anyone with even a passing interest in aviation, this year's event provided plenty of excitement. With

up to five aircraft in the air at any one time, spectators were treated to quite a variety in flight performance. Many of the aircraft were large scale models of military fighters and bombers. Viewed up close on the ground, some had such exquisite detailing that it was difficult to remember they were just models. Only the size gave them away.



Documentary producer Bill Mechanic (right) wires Seth Hunter for sound.



Frank Beshears' Taube taxis onto the runway for takeoff.



Mike Inserro brought his reliant from Staten Island.



Hank Likes poses with his scratch-built Curtiss P-6C, which he believes is the only one of its kind.



As always, the Peoples' Choice was a popular event --



-- Especially with the kids.

But there were exceptions even to that. Each year at this event, club member Keith Zimmerly flies his Curtiss JN-4 Jenny. The outstanding feature of the Jenny is that its wings span sixteen feet. While still smaller than the original Jenny, Keith's model is actually larger than some full-scale aircraft. Of course at fifty pounds, it's much lighter.



The kitchen had a new crew chief this year, Chef Ron Niebo.



The kitchen was where we earned most of the Sunshine donation, --



-- And fed the hungry hoardes.

But while it is usually possible to recognize them as models on the ground, watching them in the air is another story. Hearing Dino DiGiorgio's Focke-Wolfe FW-190 roar past, it's five-cylinder engine humming, it was really difficult to remember that it's just a model. Watching the World-War-I bi-planes and tri-planes swarm in the sky made it easy to imagine re-living an aerial battle in 1917 France. And when Keith

Zimmerly's orange and white Forest Service B-17 bo-rate bomber skimmed the tree tops, one could be forgiven for wondering, Where's the fire?



Frank Figurelli and Terry Watros sold sodas and traded Sunshine buttons for donations.



Tom Keegan and Mel Weast helped with the 50-50 this year.



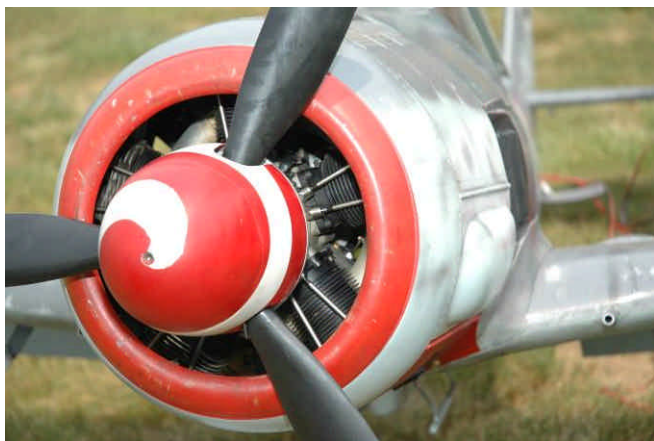
It wouldn't be an air show unless something fell off of Adam Lilley's Cub.

Of course, some of it was just for show: When Adam Lilley's Piper Cub executed a perfect landing after losing a wheel, show veterans remembered that this had happened to this aircraft several times before. And at a

special demonstration of 3-D flight, show attendees were able to watch models do things airplanes are not supposed to be able to do, like hover in one spot a foot off the ground.



Top Gun winner Dino DiGiorgio's FW-190A is always exciting to watch --



-- Both in the air and up close.



Peoples' Choice winner Larry Alles poses with his award-winning Sopwith Pup.

The Jumbo Jamboree is our biggest public event of the year and, although many club members' efforts help to make it possible, we can always use more volunteers.

Our next big event is the Warbirds show in September. If you're not already on a committee to help, see Armand Graziani to learn how your talents can best be put to use.

TCNJ Model Finishes Fifth in SAE Aero Design Contest

You and your team have spent the better part of the past year designing and building an airplane that will lift more payload for its size than has ever been lifted before. But now you have a problem: You're not a test pilot, none of your team members is a test pilot, and the new airplane is bound to have some aerodynamic quirks that will challenge the best of pilots. So, what do you do?

If you're Emily Maguire, engineering-management senior at The College of New Jersey (TCNJ), you start with the Internet, discover a local airplane club with members who love this sort of challenge, and give them a call. In her web search, Emily found our club and called its webmaster, Terry Watros. Although declining the job himself, Terry recommended veteran pilot Keith Zimmerman for the job. Thus was the game afoot.

Emily, and the rest of the team, including TCNJ engineering students Al Berry, Bill Denheyer, Nick Piciocco, Ryan Schmitz, and Jeremy Street, along with the team's advisor, mechanical engineering professor Dr. Lisa Grega, brought the plane to our field. There, one bright if somewhat windy Tuesday afternoon in late April, they met their test pilot and several other helpful members of the club with the intention of discovering what their airplane could do.

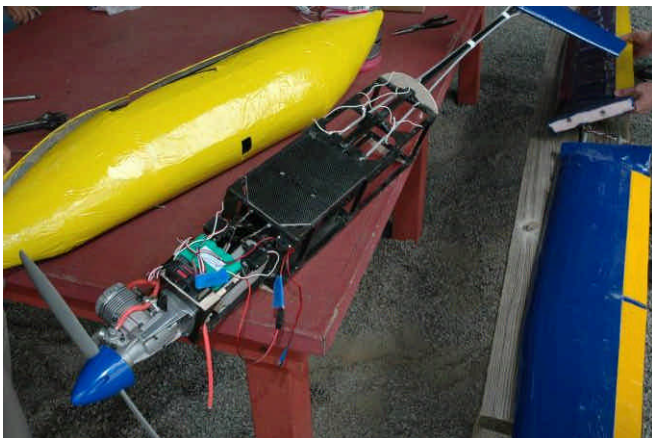
Club members watched with rapt attention as the team assembled the unusual airframe. The competition in which they were entered was the Aero Design contest sponsored by the Society of Automotive Engineers (SAE). This competition, which is now in its twelfth year, challenges engineering students to create an airplane of their own original design, subject to contest rules, that will lift a heavy payload and complete a specified pattern of flight. Where most model club members use balsa and plywood to build an airframe, the TCNJ team relied heavily on space-age carbon composites and adhesives.

As the team worked, it was apparent that each team member had an assigned role, each role integrated with every other to get this new design into the air. Nick Piciocco appeared to be the lead assembler, wielding a screwdriver in one hand and part after part in the other. Bill Denheyer was the software expert, programming

the electronics to integrate the many control surfaces of the model into usable functions such as roll, pitch, and yaw controls, as well as controls for thrust, flaps, and airbrakes. Although other roles may not have been as well defined, all of the six team members worked together to produce from a collection of parts a light-weight machine that looked truly airworthy.



Chief aircraft assembler Nick Piciocco wielded a screwdriver in one hand and part after part in the other.



Using the latest composite technology, the model's construction appeared somewhat unconventional.

Of course, the proof of a design is in the flying, and that's where our club and test pilot Keith Zimmerly came into play. As Keith noted, "A first flight can quickly get pretty hairy. It's important to solve as many potential problems as possible before you start the engine. From that point, experience and skill with model flight are key." Looking over the resulting airplane, Keith and other club members noted the placement of the landing gear relative to the center of gravity and questioned whether the airplane would rotate adequately for takeoff. Other members checked the electronics and the direction and degree of deflection of all the control surfaces. Although the airplane only had a nine-foot wingspan, any time you're flying a ten-pound

model, certain precautions are essential. Members of our club take these precautions seriously.



Jim Feszchak offers advice to Ryan Schmitz, and Nick Piciocco.



"But will it fly?" Project Manager Emily Maguire shows concern as her team assembles the model.

Other issues, beyond the model itself, were also of concern that Tuesday afternoon. First on everyone's mind was the wind. While the wind has little effect, theoretically, on an airplane in flight, it is a significant concern when the airplane makes contact with the ground; on takeoff and landing, for example. The wind was blowing at about 15 MPH that afternoon, with gusts significantly higher. Although Keith does not fear the wind, he does respect it, and his recommendation to the team members was that they take an early dinner and come back in the evening, when the wind typically dies down a bit. Determined to see it fly, but equally determined not to see it crash, the team members followed his advice. Fortunately, so did the wind.

Three hours later, the wind had dropped to a tolerable 8 MPH and the team and the test pilot were ready to give it a go. The engine started on the first try and with a little adjustment of the idle, Keith was ready to fire it. Ideally, an airplane takes off down the runway di-

rectly into the wind. Sometimes the wind fails to cooperate, however, by blowing directly across the runway, rather than down it. But at our field, the runway is about 500 feet long and about 250 feet wide. When testing a new airplane, it is usually possible to take off across the runway, rather than down it, which was what Keith planned for the first attempt.



Test pilot Keith Zimmerly conveyed the importance of solving as many potential problems as possible before you start the engine.

Giving it power, Keith watched the plane began its takeoff roll. After a few feet of acceleration, however, the nose gear folded back, the propeller dug into the ground, and the takeoff came to an abrupt halt. Team member Al Berry lifted the undamaged airplane and carried it back to the starting point for another similarly fated attempt. The nose gear was simply too flexible for the grass field, recent rains having given the grass an opportunity to grow taller than was usually allowed.

Undaunted, the team considered methods for strengthening the gear. Bailing wire was considered, but none was available. Electrical wire was substituted, restraining the nose gear by effectively tying it to the nose of the airplane. Aiming the model into the wind, Keith again applied full power. Unfortunately, the result was the same: The model accelerated about 20 feet and the nose gear collapsed. As the evening sky darkened, the team dismantled the model and loaded it back into the car for a trip to the shop and a few modifications. The next day it rained.

It was Saturday, April 28th, before everything came together again for another attempt. This time, the nose gear had been strengthened, the angle of the nose with respect to the ground had been increased, and the grass had been mowed. Anticipating another windy day, the build team and test pilot met at 9:00 in the morning, hoping to accomplish the test flight before the wind picked up. After a short taxi test to determine that the

nose gear problem had really been corrected, test pilot Zimmerly pointed the nose into the wind and gunned the throttle. The plane moved forward with considerable authority and after about forty feet, the nose came up and it gently lifted off the ground. The sound of the engine was momentarily drowned out by the whoops and cheers from the audience, which was composed of club members, the design team, and a few TCNJ faculty members who had come to watch. As the crowd cheered, the plane rose above the trees and circled back toward the field.



At times awkward looking on the ground, the model looked remarkably graceful in the air.



Like a hero, carried back from its first flight on the shoulders of the building team members Emily Maguire, Nick Piciocco, and Al Berry.

Some test pilots seeing a new plane break ground take the opportunity to wring it out a bit, finding out what it will do and how it will behave in critical circumstances. Keith Zimmerly is all business when it comes to an initial test flight. His mission was to get it up and safely back down, where any issues identified in the brief first flight could be corrected. Thus, as quickly as the airplane had risen, it descended, settling onto the field at perhaps a faster than normal speed, where it slowed to a

near stop and then flipped on its back. Oh, well—Any landing you can walk away from.

And the minor incident of the flip did little to dampen the excitement of the build team. Perhaps, in part, they were happy to get their airplane back in a single piece. But it was really much more than that. Nearly a year's work and all their calculations had been proven by a real flight in the real world.



"I never doubted it." Emily Maguire was obviously relieved by a successful test flight.



Champagne is not allowed at the field, but team spirits were bubbly nevertheless.

In the debriefing, Keith noted a few issues that should be corrected. First, it needed more up elevator. He'd had to land it fast because he didn't have enough up elevator to slow it down. Also, the center of gravity was a bit too far forward, as he'd had difficulty rotating to get it off the ground. Finally, the model had flipped on its back because the nose gear had come loose in its bracket and twisted ninety degrees, thus bringing the model to an abrupt stop.

The team set to work and the model made three more flights that day. On the final flight, with the center of gravity adjusted somewhat rearward, the airplane left the ground in what appeared to be less than its length,

suggesting considerable capacity for payload. Of course, as the three flights before, the landing ended with the model on its back. Oh well—Probably the grass.

Following the test flight program, the team drove the airplane to Texas for competition. According to Emily Maguire, in addition to demonstrating the model, the team had to make an oral presentation on the design and its implementation. Of 51 teams participating, the TCNJ team placed fifth. Unfortunately, conditions for flight were something less than ideal and flying in high winds, the model crashed and could not be repaired. The team was thus eliminated from the overall competition. But those of us at Warren Kruse field saw that, with a skilled pilot, the model could indeed fly. And, for our club's small part in the team's success, and for the team itself, we should be very proud.



The TCNJ team and air crew: Kneeling (l to r) are Al Berry, Jeremy Street, Ryan Schmitz, and Nick Piciocco; standing are Bill Denheyer, Emily Maguire, Terry Watros, Keith Zimmerly, and Lisa Grega.

Mercer County and Washington's Crossing clubs to Support CAP Cadet Training Program

The Civil Air Patrol (CAP) is the auxiliary of the United States Air Force. It was formed in 1941 with an initial mission to patrol the mainland coastlines to detect enemy incursions. Currently an organization of about 57,000 members, it now has three primary missions: Aerospace education, cadet programs, and emergency services.

The CAP is attempting to add radio control modeling to its cadet programs, the goal being to engender an interest in RC modeling among cadets and then teach them to fly. The cadet program includes approximately

23,000 members aged 12 to 21. Dave Mathewson, AMA District II vice president, initially solicited model clubs to participate in the program. Nick Maggio, president of the Washington's Crossing club, responded. After some initial discussions with the CAP, Nick approached our club. Keith Zimmerly, David Vale, and Ric DeBastos met with Nick of WCRC and Captain Ulric Gordon-Lewis, Commander of the New Jersey Bayshore Composite Squadron of the CAP, to discuss the program.

The current plan is that CAP will bring ten cadets together for a three-day intensive training session in September. The cadets will be selected, one from each unit of the New Jersey wing of the CAP. A few members of the Mercer and Washington's Crossing clubs will provide ground and flight instruction to the cadets, the plan being that all cadets will have soloed by the end of the session and be prepared to return to their units and recruit other cadets to RC. The CAP will provide airplanes for the program.

For the plan to work, three flight stations are required for three days. In the meeting with CAP, it was agreed that Keith would approach the MCRCS membership about making three (of its five) flight stations available for the program the weekend of September 7th, 8th, and 9th. Keith presented the plan at the June 20th meeting. Although a quorum was not present, the support was essentially unanimous and Keith made the executive decision to make the field available for the program.

Be aware that flying opportunities at Warren Kruse Field will be reduced somewhat on that weekend. Be aware also that, in addition to the good feeling that comes from helping the CAP with this worthy program, there are a couple of other compensations. First, the CAP has agreed to provide us six cadets to assist with the Warbirds event; parking and kitchen team leaders will almost certainly applaud this. Second, the Washington's Crossing club has extended an open invitation to our club members to fly at the Washington's Crossing field the weekend of September 7th-9th. Field hours are 10-dusk Friday and Saturday and 12-dusk on Sunday. Also, please observe that the field has a 92 dB noise limit, so fly your quieter models that day.

The details of the program are still coming together and more information will be in the September Propwash. If you are interested in helping with the program, please contact Keith Zimmerly or David Vale, who can provide more information.

WWI Day is July 22nd

Mark your calendar for Sunday, July 22nd, which has been designated as Dawn Patrol and Piper Cub Day. If you have either a WWI airplane or a Piper Cub, bring it and participate in the event. If you don't, just come to watch. It isn't a competition and it is limited to just our club, so come and have a good time.



A small sample of the Dawn Patrol fleet.

PCK Acquires Pro Craft Models

Larry Katona, owner of Precision Cut Kits (PCK), has announced the acquisition of the designs, copyrights, and manufacturing rights of Bob Ankne's "Pro Craft Models". This new addition to Precision Cut Kits will be marketed as "Pro-Line Aerobatic Aircraft." PCK will be the exclusive distributor of these build-it-yourself kits.

For Sale

Electric Soarstar w/3ch. FM receiver (Ch. 20), ESC, 2 mini servos, brushed motor, & 9.6v 600ma NiCad. \$75.00 or BO. Also **Electric Twinstar II**. Two brushed 400 motors, ESC, Futaba 4 ch Skysport radio (Ch 35), 4 mini servos, two 9.6 v 2000 ma NiMH batteries. RTF, Like new, flown once. . \$150 or BO. Stan Blyskal . (609) 586-3239.

Futaba T-6XA transmitter, never used, \$100. Supertiger G51 in box, \$60. Magnum XL52 RFS, ran one tank of fuel for break in, \$80. Old timer **Quaker**, ready to fly, needs receiver, \$175 or best offer. Tony Iraca, (609) 585-7944 or email awi1@optonline.net.

Upcoming Events

July

- 4th No Meeting
- 18th Meeting at WWL
- 22nd Dawn Patrol & Oldtimer's Day

August

- 1st Meeting at WWL
- 15th Meeting at WWL

September

- 5th Meeting at WWL
- 7th-9th CAP training camp at WK Field
- 14th Setup day for Warbirds
- 15th & 16th Warbirds Over Jersey
- 19th Meeting at WWL
- 22nd Electric Fly

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 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 six times a year in odd-numbered months and operates a web site at www.mcrcs.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

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