

# Propwash

The Newsletter of the Mercer County Radio Control Society  
July 2008

## Jumbo Jamboree 2008

We always strive to make our public events the best that they can be, but we can't control the weather. This year the weather was in almost full cooperation with our efforts to stage a great event: The skies were brilliant blue with occasional well-defined clouds, the temperatures were in the seventies, and there wasn't even a hint of rain. The wind, at about 15 MPH on Saturday, was maybe a bit higher than we would have liked, but we weren't complaining.



Some pilots came in mobile homes, others came with trailers.



There were a few minor mishaps Saturday morning as pilots adjusted to the wind and the field.



Britt "Big Daddy" Hubert's Sopwith Pup was hard to miss in the air or on the ground.



John Braun's PT-17 was a bright spot in the sky.

The field filled with pilots on Saturday, a total of 57 registering by the end of the day. They came from New Jersey, New York, Pennsylvania, and Connecticut. Some came with trailers, some came in mobile homes, and others came in cars so stuffed with airplanes that there was no room for passengers. Each pilot, it seemed, brought about three airplanes. As the event was for large models, they quickly covered much of the pit area. By mid morning, the pit was decorated by some of the most interesting and best finished models in the country.

This annual event is sanctioned jointly by the Academy of Model Aeronautics (AMA) and the International Miniature Aircraft Association (IMAA). To fly at the event, models have to be big. This means that monoplanes must have a wingspan of at least 80" and biplanes must have a wingspan of at least 60". An exception is made for true scale models that are at least quarter-scale in size. Of course, those are just the minimums.

Keith Zimmerly usually takes honors for the largest model with his Curtiss Jenny. But he recently donated that model to the Air Victory Museum in Lumberton, NJ. His entry this year, a 12'2" span Avro 504C, still managed to edge out the competition, Larry Alles' Tiger Moth, but this time by only six inches.

There were a few minor mishaps Saturday morning as pilots adjusted to the wind and the field. Most were limited to a sheared landing gear or a crumpled nose, though. Except for takeoffs and landings, a 15 MPH wind doesn't have much effect on models of IMAA-legal size.



**His Jenny now in the Air Victory Museum, this year Keith Zimmerly flew is Avro 504C.**



**Larry Alles' Tiger Moth was second in size but first in the hearts of the judges of the Peoples' Choice.**



**Peter Malagrega's 105" GBee cut a dashing figure in the sky.**



**The "Flying Farmer's" wife, Jennifer Lilley, flew her Taube this year.**

As has been our tradition, the Jumbo Jamboree is a fun-fly and the only special events are at noon on Saturday. The Peoples' Choice event drew 26 models to the center of the field and attendees were invited to look at them up close and vote for their favorite. Larry Alles' Tiger Moth, a 140" wingspan biplane, was the favorite this year.

Although 3-D flying was not allowed during the fun-fly portion, three 3-D demos were given on Saturday at noon. Lee Morey, a member of the JR Aerobatic Team, demonstrated his skills with his 110" Extreme Flight Yak 54, delighting the crowd with hovers, tumbles, and precision maneuvers. Twelve-year-old Alex Davis followed, flying his own SD Models Yak. Watching his repertoire of 3-D maneuvers, many of us recalled our own skills at a similar age, usually a successful loop at the end of the control lines. Trent Schneider gave the final demonstration, with his gorgeously decorated Extreme Flight Yak, offering up a mix of 3-D and classic precision aerobatics.





**The noontime 3-D demo included a show of the agility of Alex Davis' Yak 54 and 12-year-old thumbs.**

We were pleased to have AMA District Vice President Gary Fitch and Associate Vice President Tony Rossi attend the event on Sunday. Gary expressed interest in learning how the AMA could assist clubs such as ours and noted several programs, of which we were unaware, that may help us fund our activities.



**AMA district AVP Tony Rossi (left) and VP Gary Fitch (right) attended the Jamboree this year.**

All in all, it was a great event for both pilots and spectators. And due to the diligent efforts of our crack kitchen staff, no one went home hungry. (Except possibly on Saturday, when the crowd ate everything up.) Members presented a check for \$2,250 at the Sunshine Foundation's Dreamlift in the early part of May, the result of last year's fund raising efforts. We expect, in large part due to the profits from this event, to provide a similar donation at the next Dreamlift in May of 2009.

Photos from the Jumbo Jamboree are displayed in the Photo Gallery page of the club website, [www.mcrcs.com](http://www.mcrcs.com). Medium resolution photos can be copied from the site; high-resolution photos of their planes are available to pilots upon request.

## Family Picnic: Hot! Hot! Hot!

We hold our annual family picnic in June each year, relatively early in the summer before it gets uncomfortably hot. Of course, the weather doesn't always conform to our planning and at our June 8<sup>th</sup> picnic this year, the temperature got a little high. Well, actually it got a lot high. The forecast was for 97° and it seemed pretty accurate. Attendance was a bit less than in years past. No one actually took a count, but the hamburger and hotdog inventory would suggest about two dozen people were there.



**As temperatures hit 97° the tent was a popular spot for pilots and spectators.**



**The shade tree was less popular, but equally effective.**

And five of them were wives. Ann Breuninger, Judy D'Amico, Janet Hunter, Carolyn Vale, and Janet Zimmerly all braved the heat to see their husbands fly. Or, in some cases, just to be with them. Wives are good. Wives that support their husbands' passion for RC are great.

To be honest, there wasn't a lot of flying going on. There was a lot of talk about flying while sitting in the shade of a tent or under a big tree enjoying the gentle



breeze. And there were several airplanes sitting around reflecting the sun. But only the determined few actually made it into the air.

The determined few included a potential applicant who took the opportunity to take an Intro Flight as part of our new Introductory Pilot Program. It included two generations of Siedlecki's, who rarely miss the opportunity to fly on a weekend, regardless of the weather. It also included a webmaster who flew despite the rumors that he spends more time with his computer than with his transmitter.



**The Siedleckis were not about to let the heat interfere with an otherwise good day for flying.**



**When one person starts a biplane —**

And there was the Dawn Patrol. Back in the early 20th century, the pilots of WWI lived to fly and to prove who controlled the sky. The spirit is alive at Warren Kruse Field, or Assunpink Aerodrome, by its alternate name. Regardless of the temperature or the weather, it seems, when one pilot starts a biplane, others will follow. Sometimes it's just to fly in formation. But other times what happens looks more like – dare we say? — a dogfight.



**— others will follow suit —**



**— and before you know it, the chase is on.**



**Of course, what would a picnic be without food?**

Of course, what would a picnic be without food? With some help from Pat Monacelli and Russ Breuninger, the meat patties became hamburgers and the weiners became hotdogs. And Judy D'Amico and Dave Vale brought desserts. The grand potluck idea didn't really come together, but it was a start. Maybe next year.

## An Upside-Down World

It's anybody's guess how these things get started. Maybe you could blame it on the sun. The sun sets in the west, which puts it right in your face when you're flying during the late afternoon or evening hours at Warren Kruse Field. Generally we like a bright sun and blue skies. But when the sun is staring you in the face, it requires a different sort of flying. And that's where this story starts.

The sun was approaching the horizon on the evening of Tuesday, May 6<sup>th</sup>. Although it was a designated student night, there was only one student, who was being well taken care of by instructor Bill Malinowski. This left a cadre of hot-shot instructor pilots standing around the field with nothing better to do than fly. Of course, with the sun just a couple of feet (visually speaking) above the horizon, there are only two ways to fly the pattern: above the sun and below the sun. Below the sun is preferable as the bright light is blocked by the brim of your cap. To most pilots, flying under the sun within a wingspan or so of the ground is pretty exciting, especially at full throttle. But to the unique breed of instructor pilots present that evening, some distinguished and others just distinctive, a recurring close call with the ground just isn't enough.



**It's anybody's guess how these things get started —**

As these things go, it's often unclear who starts it, but credit for this evening probably goes to Russ Breuninger who, flying Pat (Binky) Monacelli's Corsair, decided to cross the field inverted. One has to understand the atmosphere that prevails with a group of hotshot pilots watching the flight line. Anyone who has bounced a trainer in these circumstances, especially if that person is a qualified pilot or an instructor, knows that the commentary is not just an assault to one's ego, but to one's very manhood. And anyone making an inverted pass in these circumstances knows that one such pass will call for another lower one—and another.

It would probably be an overstatement to suggest that Keith Zimmerly is an instigator. But when things happen at Warren Kruse Field, he is usually somewhere around. Keith is known as a good and careful pilot, one who never takes undue risks with his airplanes. But he also builds them to fly: Scale biplanes are intended for scale flight and simple aerobats are intended for fun. Inverted flight is probably a WWI scale maneuver, even at low levels. But, although it was inspiring to see his SE-5a making relatively low inverted passes, Keith was obviously not going to risk a good scale model to what, in more youthful days, might have been considered a urinating contest. But when he fired up his Tiger 60, an aging beater of an airplane, it was a different game.



**—But this Corsair would be a good suspect.**



**Keith Zimmerly guided his Tiger 60 within an inch of his goal —**

The invariably winning stunt in an inverted-flight contest is to safely land your plane after obtaining grass stains on its rudder. This trick requires not only the right airplane, but the right speed and the proper attitude (pitch attitude, that is). It's important to touch the rudder with a nose up (or down, relative to the airplane) attitude so that the tail touches and the propeller does



not. There is no room for error as the airplane approaches its shadow on the field.

All eyes were on the yellow Tiger as it made pass after pass, nearly tickling the grass with it's rudder as the model came closer and closer to its shadow. But remember that, in a contest such as this, attitude can be everything. As it happened, the pass that might have attained the grass stains on the rudder got them on the propeller instead. A little grass trimming with the propeller is hair raising, but plowing the earth is usually flight ending. And that's how Keith's final pass ended: A cloud of dust, a final leap through the sky with the engine dangling from it's broken nose, and the Tiger crumpling into a pile of balsa and covering on the ground.



— And then about half an inch too far.



**Monacelli tried to duplicate the feat, but the ground showed no fear.**

Sometimes a crash will end a contest, but Pat Monacelli was not one to accept defeat (especially someone else's) on the ground. No sooner had Keith picked up the pieces than Pat's Corsair was back in the air, trying for grass on the tail. Alas, he never did succeed. But he did take his model home in one piece.

## July 20<sup>th</sup> is Dawn Patrol Day

Anyone visiting Warren Kruse Field on a Saturday or Sunday would find the preponderance of large WWI biplanes difficult to ignore. It's not that we don't fly other types of models; clearly the aerobats, the electrics, and the ubiquitous ARFs would confirm that. But by their size and unusual quantity, the big biplanes do make an impression. Of course it's the rare day when all two dozen or so of them show up at the same time. And one such rare occasion is Dawn-Patrol day, which this year is scheduled for Sunday, July 20<sup>th</sup>.

Keith Zimmerly probably gets much of the credit for the current enthusiasm with WWI models. Having built and flown his 16' Jenny, he just couldn't stop building and now has a garage full of WWI biplanes, including a 12' Avro 504C, a third-scale Fokker DR1, a Fokker D-7, an SE-5a, and others too numerous to list.



**Keith Zimmerly's third-scale Fokker DR1, one of the smaller models in his WWI collection.**



**Bill Collier's Fokker DR1 has seen combat several times.**

But Keith's garage is just the tip of the iceberg. Augie Lucidi's hangar includes a Nieuport 28, as does Ric DeBastos' and Pat Meighan's. Bob Levanduski has a

collection of Fokkers including a DR1, and a D-7. Bill Collier flies more than one DR1. And Armand Graziani and Nobu Iwasawa each have a Nieuport 11. But this is still just the tip of the iceberg.



**Not every airplane at the aerodrome is a Fokker.**



**Ric DeBastos' Nieuport 28 has yet to see combat at Assunpink Aerodrome.**



**Bill Collier has a fondness for Fokker DR1s.**

Should a low-budget director decide to make a WWI film, the Mercer County RC club could probably provide all the aircraft he would need. And he wouldn't even need to direct the aerial battles. When these mod-

els take to the air in any quantity greater than one, some sort of a chase seems inevitable. So bring your camera on the 20<sup>th</sup>. And quiet on the set!

## Students Take Flight

Nine students from this year's flight school took the opportunity to fly a club trainer at the field. Two of those students applied for membership to the club. Dave Loreti went from applicant to member in record time, achieving three of his four "meetings" by working all three days at the Jumbo Jamboree. Hitesh Anklesaria is still an applicant, but has already acquired a trainer and is putting it to serious use learning to fly.

The club announced its "Fly One for Free" program at the Jumbo Jamboree, through which interested spectators could return for a half-hour "crash course" in RC and fly one of the club's trainers. Both the flight school and the Fly for Free program take advantage of the AMA's Intro Pilot program, which extends AMA insurance to non-member students of designated Intro Pilot Instructors, of which our club has twelve.



**Walt Siedlecki assists student Dave Loreti on one of his first flights.**



**Hitesh Anklesaria (right) has already accumulated several flights on his newly acquired trainer.**

## Upcoming Events

### July

- 9<sup>th</sup> Meeting at Lawrence Library
- 20<sup>th</sup> Dawn Patrol & Oldtimer's Day
- 23<sup>rd</sup> Meeting at WK Field

### August

- 13<sup>th</sup> Meeting at WWL
- 27<sup>th</sup> Meeting at WK Field

### September

- 10<sup>th</sup> Meeting at WWL
- 12<sup>th</sup> Setup for Warbirds
- 13<sup>th</sup>-14<sup>th</sup> Warbirds Over Jersey
- 20<sup>th</sup> Electric Fly
- 24<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

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