

Propwash

The Newsletter of the Mercer County Radio Control Society
March 2006

Pork Fest 2006

What's it take to get a crowd of modelers out in the early hours of a new year following a hard night of partying? Usually not much more than an invitation to fly. But this year's New Years Day Ham Fly had a lot going for it. First, the weather cooperated. Although there was still ice on the ground and on the tables in the pit area, we had the good fortune to schedule the event on the clear day between two rainy ones.



Keith Zimmerly (a name rarely associated with small scale) readies his third-scale Cub for flight.



Paul Abati bridges the generations with an electric oldtimer.

Doug McMillan's legendary vegetable soup was a big draw as well: Those who had tasted it before knew that it would, in itself, make the trip worthwhile; those who'd only heard the stories found themselves strangely drawn toward the brew in an effort to see what all the fuss was about. The recipe, while not explicitly secret, remains somewhat mysterious.



Double, double, toil and trouble: Doug McMillan stirs his legendary brew.



Just souper!

And you see things on January first that you'd never see in July. Jim Feszchak's latest winter fashions, for example. The Russian hat, although somewhat unique

this day, didn't draw much attention. But the transmitter glove stood out at the impound table. With Jim's modifications to allow for a tray and to keep the plastic off of one's hands, the outfit provided a Jim-dandy approach to keeping fingers warm on the coldest of days.

We were all happy to see Warren Kruse at the event and were especially happy to see his longtime friend, Helen McDonald. Helen's delicious homemade choco-

late cake, which she provides for most of our events, was sure to settle any rumblings left by Doug's soup.

And, of course, there was the flying. Granted there are better days for flying than January first. But for January first, is there anything better than flying?



Jim Feszchak has a knack for keeping warm.



This year there were 43 flyers and 26 tasty Hatfield hams.



Helen McDonald and Warren Kruse, the heart and soul of Warren Kruse Field.



Joe Spett watches as Sal Lucania stirs the pot and Doug McMillan broadcasts the rules.



Mike Garze prepares to distribute Helen's chocolate cake to the swarming hoards.



The last ham went to Bob Scott, accepted here by his grandson Max.

Sunday Flyers

With the days short and the snow deep, and as we look forward to the warmer days of spring, perhaps the pictures in this article will help us to remember what flying is like on a perfect day in the late summer. These photographs were taken on a perfect Sunday morning, September 4th, the day before Labor Day. The sky was cloudless, the temperature was in the high seventies, the humidity was in the high thirties, and the wind was blowing lightly at eight miles per hour, almost right down the runway.



Bob Levanduski's Fokker patrols the early morning sky.

Although the perfect weather attracted about twenty pilots that morning, the pace was never hectic and the sky was not crowded. Bob Levanduski's white Fokker triplane owned the skies during the early hours, the closest thing to a cloud in the blue expanse.



Bruce Evertsen readies his giant scale Cessna for flight.

Then a Cub and a mid-sized electric meandered into the airspace. There are those that consider model aircraft incompatible with a nature preserve. And then there are the rest of us, who couldn't imagine such a beautiful environment without models in the sky. As the air

warmed up and the group of fliers grew, aircraft of greater scale begin to appear. Bruce Evertsen's giant-scale Cessna was one of the first: Not physically bigger than the planes flying earlier, but larger in scalewise proportion. Then work began around Keith Zimmerly's B-17. Scalewise, probably one of the smallest aircraft on the field, with a 120" wingspan and four .91s for power, it never gives the impression of being small. And when it flies, it flies alone. Big as the sky is, when Keith's B-17 is in the air, there doesn't seem to be room for anything else. (Or perhaps everyone would rather watch it fly than fly anything else.)



Keith Zimmerly's B-17 always generates a lot of interest.

Although crashes are rare, exciting takeoffs and landings are commonplace, especially among the warbirds with high wing loadings, like Tom Dyl's Spitfire. And some aircraft, notably anything controlled by the thumbs of Nobu Iwasawa, just seem to offer excitement from the time the engine starts until it is turned off. Or quits, as was the case with Augie Lucidi's biplane. Fortunately, Augie was able to execute a perfect deadstick landing.



A stalwart Augie Lucidi returns to the air just weeks after his award-winning mid-air collision.

All in all, a perfect day. Perhaps the only flaw was that it was too warm to allow us to wear our colorful, new club jackets. Oh well, we have plenty of opportunity for that now.



Flying stories, like fishing stories, are more interesting when well told.



Tom Dyl and Keith Zimmerly preflight Tom's Spitfire.



It has been suggested that Nobu Iwasawa never learned to fly straight and level.

How Things Work, Part I: The Clubhouse

We, the members of the Mercer County Radio Control Society, are fortunate to have a magnificent facility with a wide airstrip, a restaurant-class kitchen, and a cozy clubhouse. While the use of the airstrip is intuitive to most flyers, complexities of the clubhouse make operating it less so. This article is intended to correct that problem.

Note that the clubhouse is sealed with a padlock. When the overhead door is closed, no one would guess that behind that door lies a high-tech facility with all (or many of) the comforts of home. The padlock opens with a combination that all club members have memorized. (New members: Expect to receive the combination immediately following the blood oath at the secret initiation ceremony.) If you are fortunate, the previous user will have installed the padlock right-side up. If not, you may find it easier to work the combination while standing on your head. With the combination entered, push the shackle (the shiny part) in and it should click open. Spin the combination (so the secret combination is no longer visible), hang the lock on the hasp (the part of the door it goes through), and lift the overhead door. Viola, you can now enter the Secret Sanctum.



Behind this padlock lies the Secret Sanctum.

Outside the clubhouse, but inside the overhead door (i.e., the Outer Sanctum), you should notice several useful items. On the left wall you will find a weather station. The most useful item is the anemometer (wind speed) readout. New pilots be warned that if the needle registers anything at all, it's probably too windy to fly. A barometer is also provided, should you wonder if those clouds above are serious.

Two fire extinguishers can usually be found below the weather station. Contrary to popular belief, they were

not provided solely for the electric flyers charging LiPos.



These fire extinguishers are not just for electric flyers charging LiPos. Note the weather station above.

To the right of the entry door is the first aid station, containing items to treat (what we hope will be) minor injuries. Above the first aid kit are two toggle switches that control the lights. The red switch on the right controls the sodium-vapor lights that illuminate the pavilion outside the kitchen. Note that they don't illuminate immediately, leading some to believe the switch is not connected. These lights are probably useful for night flight instruction (or candle-lit dinners in the pavilion). Prior to this article, the red switch has also served as a puzzle goal for well-meaning members (often the same ones who thought the red switch wasn't connected) trying to figure out how to turn off the pavilion lights before leaving the field. The left toggle turns on the clubhouse lights, but this happens instantaneously, thus providing less confusion and entertainment value.



First aid is right next to the light switches.

Once inside the clubhouse, probably the most important machinery is found at the brewing station. We have a restaurant-grade coffee maker, a doll-house-grade coffee maker, and a microwave built back in the days

when they intended them to last. The novice user's first impression, noting that nothing at the brewing station works, is that everything is too old and/or complex to work. Such is not the case. A properly initiated member should know that almost everything in the clubhouse is connected to a timer. The timer to the right of the brewing station needs to be twisted a couple of hours clockwise before anything will work. Then it is important to determine that the right stuff is plugged in. (With three appliances and two outlets, this is often not the case.)



Three appliances, two outlets, and a timer.

Coffee is made by pouring water from one of the jugs in the clubhouse. (Use the big jugs; the little bottles are intended for drinking and should be used only in emergencies.) You may use either the big coffee maker or the little one. The big one makes real coffee, like you get in a restaurant, but after you plug it in, you have to let it warm up for 15 minutes. Then you can put coffee in the filter, pour water in the top, and get fresh coffee in a hurry (of course, be aware that the water in the internal tank has been aging since the last use). You may find the little coffee maker more convenient; although it takes longer for the coffee to brew, you don't have to wait for it to warm up. For those who prefer day-old (or older) coffee, feel free to use the cold coffee left over from previous days. However, please heat it in the microwave; do not pour it back through either of the coffee makers. Recycling is a laudable environmental practice, but it's really hard on coffee makers.

Note that the clubhouse has a furnace. This keeps the clubhouse temperature from falling below 38 degrees. If you want to warm up, you can raise the temperature. Contrary to common practice, however, you do this not by jiggering with the thermostat, but rather by twisting another timer, this time the one below the thermostat. The thermostat controls how warm it will get once you twist the timer. If you're the only one at the field, try to

remember to turn the timer back to zero when you leave (or when you get warm).



As noted in the instructions, twist the timer (at bottom) and leave the thermostats alone.

The clubhouse also contains a refrigerator, stocked with soda and water, and a collection of snack jars for enjoyment by members. Sodas are 50 cents and snack prices are marked. Note that the green stuff in the coffee can is not coffee gone bad.



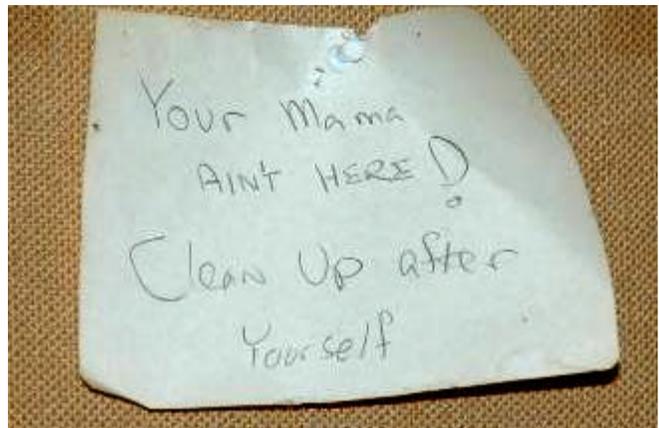
The green stuff in the can isn't coffee gone bad. Coffee is in the freezer compartment.

Finally, the storage cabinet at the back of the clubhouse contains useful items such as keys to the kitchen and the adjacent storage sheds (top shelf), coffee filters, a machete (for extracting airplanes from brush) and a bow and arrow (presumably in case you feel like hunting while you're searching for your airplane).

The clubhouse is a great facility for warming ones hands and spirit, refreshing oneself, or just shooting the breeze with fellow modelers. But as you enjoy it, be aware that we do not have a cleaning service. Thus, the handwritten note above the coffee pot says it all: Clean up after yourself.



Keys are on the top shelf, the bow is beside the cabinet, and arrows are around here somewhere.



Simple note, good advice.

Keith Zimmerly's B-17 in *Fly RC*

Is it possible, after seeing it fly for a season and taking countless pictures of it, that one could become jaded and think of Keith Zimmerly's B-17 as commonplace? No, probably not. But were that the case, we would be jarred back into reality, remembering that this airplane is really major league, when we see it featured in a major RC publication. (No, not *Propwash*.) And it did appear in the March 2006 issue of *Fly RC* as part of an article on Warbirds Over Delaware. The author, commenting that "it sounded absolutely gorgeous on its flybys," was obviously impressed. Obviously, so are we.

Terry Watros Flies With No Clip

At the first meeting of the year, club member Terry Watros announced that he had flown at the New Years Day Ham fly with wanton disregard for the impound and frequencies other pilots were on. How could a member, normally such a staunch advocate of safety, do this? With his new Spektrum DX6 spread-spectrum

radio system, of course. This radio, newly marketed by Horizon Hobbies, operates in a frequency band (2.4 GHz) far beyond that used by the rest of us, identifies unused channels, spreads its signals around the frequency spectrum, and couples transmitter and receiver by a unique signature. As a result, the pilot can ignore other radio users and be virtually certain (making a mistake once in about a billion flights) that he or she will not interfere with or receive interference from others. For the time being, the technology is only available for small models. This will almost certainly change. And then what will we do with the clip board?

MCRCS Board Meets



2006 MCRCS Officers and Directors.

The MCRCS Board of Directors met for the first time in 2006 on February 8th. Seated, left to right are Doug McMillan (President), Sal Lucania (VP, Membership), Jans Brower (Treasurer), and Jim Feszchak (Secretary). Standing are Directors David Vale, Augie Lucidi, Keith Zimmerly, Jim Meighan, Terry Watros, and VP (Events) Armand Graziani.

The agenda included a review of applicants. The following applicants were approved for membership: Randall Breuninger, Russell Breuninger, John Knipe, Walter Larson, and Richard Lee.

Save a Tree

Well, maybe only a branch, but every twig counts. Current and back issues of Propwash are now available on line at www.mcrs.com/news.htm. If you would like to read your newsletter on line and to not receive the paper copy anymore (or perhaps you don't enjoy the editor's wry wit and subtle humor), please send an email to that effect to Jim Feszchak, the club secretary, at jim.fesz@verizon.net. Please include *MCRCS* in the subject line. (The online version has color photos.)

Washington's Crossing Club To Host Lecture Series

The Washington's Crossing RC club will be hosting a series of lectures at its meetings over the next few months. MCRCS members are welcome to attend. Regular club meetings are held at 7:00 the last Thursday of each month at the Hopewell Branch of the Mercer County Library (245 Pennington-Titusville Rd. in Pennington); summer meetings are held at the club field across from 66 Church Road in Titusville. Lectures will usually begin about 7:45. Those currently scheduled are:

February 23: Mark Goresky, The Theory of Spread Spectrum and its Application to RC.

March 30: Bill Kellerman, Computer Aided Design Used in RC Airplane Development and Modification.

April 27: Dean Pappas, High Powered Electric Configuration, or the Real Meaning of 4S4P.

June 29: Dean Pappas, Achieving Reliable Roll Control. (A live demonstration held at the club field.)

For more details or directions, contact David Vale at 609-430-9635.

Found: Pair of Leather Gloves

A pair of tan leather gloves was found at the field after the Ham Fly. They can be claimed inside the clubhouse.

For Sale

Hitec Spectra Module, new in box, \$60. Contact Bob Scott, (609) 737-1252.

Contact David Maxham at (609) 521-0454 regarding the following ready-to-fly airplanes with engines and radios:

Flying Quakers: 10' span, 2.3 gas, \$450; 84" span, Magnum .52, \$250; 66" span, OS .40, \$200.

Curtis Robin, 99" span, ST 3000 engine, \$400.

Spirit of St. Louis, 8' span, YS .61 engine, \$400.

Corbin Baby Ace, 80" span, Saito .80, \$250.

Pipe Dream trainer, Quadra engine, \$250.

Miscellaneous aircraft, \$75-\$100.

Upcoming Events

March

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

April

- 4th Student Days start
- 5th **No meeting**
- 19th Meeting and static judging at Lawrence Library
- 30th Opening Day and Building Contest Fly Off

May

- 3rd Meeting at WWL
- 17th Meeting at WWL
- 26th Setup for Jumbo Jamboree
- 27th-28th Jumbo Jamboree

Club Information

The Mercer County Radio Control Society is a New Jersey-based 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

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