

# Propwash

The Newsletter of the Mercer County Radio Control Society  
March 2008

## Ham Fly 2008 – Wet and Wild

Reliability. Maybe it comes from belonging to a club that flies quarter scale and larger, where intermittent performance is not an option. Maybe it's the result of habit. Or maybe it's the great field, the great camaraderie, and the great food. But whatever the reason, members of our club are reliable. When we schedule an event, it happens, come hell, high water, or inclement weather. Reliable. The annual Ham Fly is reliable.

Although it wasn't high water, it was wet for the better part of the morning on January 1<sup>st</sup>. So wet that other local clubs had cancelled their planned New Year's festivities. But not only did our members show up in force, they actually flew. Some under umbrellas with their transmitters in plastic bags. Was it the prospect of a ham? Probably not. We just love to fly, and what's a little rain when you have a model, a field, and a bunch of friends.



**Patty and Dave Sagot kept the flyers warm with a bubbling pot of vegetable soup.**

This year the club provided 23 hams of high quality. Keith Zimmerly took responsibility for this year's ham procurement. Aware of the tradeoff between quality and quantity, his attitude was best summarized by, What's the point of giving away a lot of hams that no one wants to eat? That wasn't an issue with these

hams. We'd have probably eaten them on the spot, except for the fact that there was hot soup to eat instead.

Those who remember Doug McMillan (that would be most of us) remember that he traditionally brought hot vegetable soup to the Ham Fly. With Doug's passing, Dave and Patty Sagot took over that tradition. Those of us present on the cool January 1<sup>st</sup> morning certainly appreciated their efforts. And if the aroma from that bubbling pot rose as far as heaven, Doug most certainly was pleased.



**Keith Zimmerly, a gourmet cook as well as a model builder, procured 23 hams of high quality.**



**William Blake was the first to defy the rain, demonstrating the convenience of an electric model.**



**Ever mindful of his equipment, Nobu Iwasawa protected his transmitter with a plastic bag.**



**A ham can't really explain one's willingness to fly in the rain, but it's a welcome reward, nonetheless.**

## MCRCS 2008 Building Contest

The annual MCRCS Building Contest is on the calendar again. This year, the static judging will take place on April 23rd at the Lawrence Library. The fly-off will be on Opening Day, Sunday April 27th.

The building rules are published below. Anyone with questions should contact Contest Director Joe Raimondo at (609) 587-9047.

### **Building Contest Rules**

1. Contestant is allowed only one entry in each class. A contestant must be a current member in good standing. A separate category will be provided for junior members (ages 12 to 17).
2. Classes shall consist of scale, non-scale, old timers, almost ready to fly (ARF), and unorthodox.
3. The model that places first, second, or third, may not be entered in future contests.

4. The model, as flown, must meet all AMA and club rules.
5. Model must be built and finished by the member entering model.
6. The builder of model is not required to fly the model; a substitute pilot is acceptable.
7. The contest committee and/or Contest Director will select judges.
8. The judges may not have an entry in the class that they are judging.
9. Static judging will be held on a regular meeting night as specified by the Contest Director.
10. Model airworthiness will be judged at a later date as specified by the Contest Director.
11. Weather conditions for flying will be determined on the field at 9:00 AM, on the day of flying. If weather conditions are unfavorable, flying will take place two weekends later, between the hours of 9:00 AM and 2:00 PM.
12. Flying must be conducted between 9:00 AM and 2:00 PM with no exceptions; builder of model need not be present.
13. Models presented for static judging must be demonstrated to be operational at the static judging.
14. The flying portion will consist of a takeoff, a 360-degree turn, and a controlled landing as a minimum (hand or bungee launching is acceptable).
15. If a score of zero is received for the flying portion, the model will be disqualified.
16. An award will be given to each member entering a model. The top three (3) scores in each category will be recognized as first, second, and third.

## Flight School Starts April 1<sup>st</sup>

By many measures, last year's ground school program was a resounding success. Over 50 students attended the program and 32 of them completed all three sessions of training. Evaluations of the programs by the students were strongly positive. But of the 32 that finished, only one joined the club.

Building on the successes of last year and recognizing the shortcomings of the program, the MCRCS Training Committee discussed possible changes to the program and came up with a new more hands-on format. This year, the intensive ground-school instruction will be reduced to a single two-hour session. The program will open with a more low-key open house this year, at which attendees will be able to talk with club members, look at their airplanes up close, and try their hand at

flying a flight simulator. Those with interest will continue on to the two-hour ground-school class and one flying session at our field, where they will be able to fly one of the club trainers on a buddy box.



**The Open House sessions will give attendees a chance to see models up close --**



**-- and to try their hands at flying a simulator.**

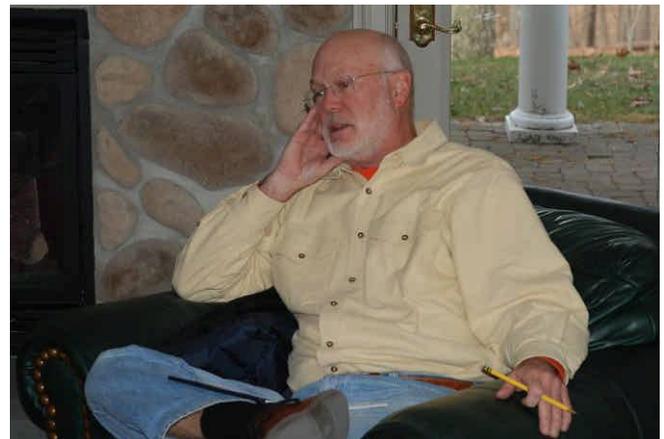
As was the case last year, we are teaming with the Mercer County Library System to provide this program. Details are currently on our web site and will soon be posted at most of the libraries in the Mercer County system. Library sessions are scheduled for April and field sessions are scheduled for the first part of May.

This program will obviously require significant support from club members. In particular, we will need members to attend the open houses and bring models. We can also use all available laptop-based flight simulators and any video projectors members may have access to. Open houses are scheduled for the evenings of April 1<sup>st</sup> and 7<sup>th</sup> and for the mornings of April 5<sup>th</sup> and 12<sup>th</sup>. If you would like to participate in the open house sessions, please contact David Vale at (609) 430-9635 or [c davidvale@gmail.com](mailto:c davidvale@gmail.com).

## New Club Rules

The MCRCS Training Committee, a committee chaired by David Vale at the request of president Keith Zimmerly, met to discuss the training and qualification activities of the club. Club members participating in the meeting and/or subsequent discussions included Bill Collier, Armand Graziani, Seth Hunter, Bill Malinowski, Nobu Iwasawa, Walt Siedlecki, Terry Watros, and David Vale.

The committee discussed three issues regarding certification and instruction. First was whether there should be an explicit and enforced currency requirement for club instructors. The committee decided that a qualified instructor should remain an instructor as long as he so desired, regardless of whether he actually instructed or attended training.



**Avid WWI flyer Bill Collier was mindful that enjoyment is central to this sport.**



**A full-scale pilot, Bill Malinowski's prime concern in adjusting rules and requirements was safety.**

The second issue was whether a non-instructor should be able to certify his own guest to fly at the field, rather than requiring an approval by an instructor, as is currently the case. The rationale for allowing a solo-

qualified pilot to qualify his own guest included the facts that (1) an instructor is not always available at the field, especially during the week, (2) most guests planning to solo at our field have been solo-qualified elsewhere, and (3) a solo-qualified member should be trusted to be able to determine if a guest has been solo-qualified and can perform the basic maneuvers required to fly safely at our field. Thus, the committee recommended changing the rule for qualification of guests. See Field Rules 18-20 for the details regarding guests.



**Long time member Terry Watros took particular interest in the new field rules.**



**One of our most active instructors, Walt Siedlecki carefully scrutinized new instructor requirements.**

Third, the committee considered the issue of allowing guests to instruct at our field. At issue here were jointly sponsored events, such as last year's CAP program, where by existing rules technically qualified instructors from other organizations were not allowed to instruct at our field. The committee recommended that guests be allowed to instruct at special Board-designated events after being qualified technically by two club instructors.

The committee also recommended some changes to the skills required for solo and instructor qualification. All

recommendations were expressed as proposed rule changes, which were presented to the Board of Directors on February 19<sup>th</sup>. The new rules, as approved by the Board, are printed below. Additions are underlined and recommended deletions are shown as stricken. Changes in Field Rules 1 and 7 and well as the deletion of Field Rule 15 were initiated by the Board; all other changes were the result of committee recommendations.

The committee discussed the ground school conducted last year and suggested a new format for this year, a format described in the flight-school article on page 2 of this issue. It also discussed continuing member training and created a list of possible topics that might be presented at club meetings throughout 2008. Armand Graziani was tasked to follow up on these ideas.

## ***Field Rules***

Each member has the responsibility to see that the rules are followed and operations are conducted in a safe manner. If you see a violation, do something about it.

1. All flyers must have a current Open or Youth AMA membership; a Park-Pilot membership is not sufficient.
2. Visitors must be accompanied by a member in restricted areas.
3. All children and pets must be under complete and continuous control of an adult.
4. Transmitters must be impounded on the impound table and equipped with AMA frequency identification and owner's name. Transmitters may not be turned on without the proper frequency clip. Turn off the transmitter when you return it to the impound table.
5. Engines are not to be run before 9:00 AM.
6. All engines must be equipped with a safety nut or spinner and approved noise reducing muffler.
7. Engines are not to be started in the pit area; an engine run-up area is provided. ~~unless the plane is securely tied down in the designated area.~~
8. Plane may only be started and launched from the flight line.
9. There will be no flying behind the flight line.
10. When retrieving from a field that is cultivated every effort must be taken so as not to damage any of the existing crops.

11. Dead stick landings have the right-of-way and should be announced and acknowledged by all active flyers on the flight line.
12. Anyone entering the active flying field to retrieve a plane must announce his or her entrance and exit to other pilots on the flight line and should be acknowledged by those active flyers.
13. No one may fly while the field is being mowed or if anyone is working on the active runway.
14. Flyers are encouraged to limit their flights to 15 minutes.
15. ~~No more than five (5) planes are permitted in the air at one time.~~
15. When assuming a designated flying spot on the flight line the pilot should be prepared to fly. After a flight the pilot should promptly remove his gear from the flight line.
16. No member shall fly by him- or herself until he or she has been appropriately certified as qualified to solo by an instructor or team of instructors.
17. No member shall act as an instructor unless he or she has been appropriately certified as an instructor.
18. Non-member pilots may fly only as guests of members. A member hosting a guest is responsible for explaining club rules and procedures to that guest and must certify the guest's qualifications to fly, which will include the possession of both a valid AMA card and appropriate skills.
19. Solo-qualified members may certify guests to solo provided that the guest is currently solo-qualified at another AMA-sanctioned club and the member is confident the guest is able to safely perform the MCRCS solo-qualification maneuvers. Guests who do not meet these requirements must be certified by an MCRCS instructor before being allowed to solo at the MCRCS field.
20. It is anticipated that guests will only occasionally fly at the MCRCS field. "Regular" guests should apply for active membership.
21. Non-members may be granted "guest instructor" status allowing them to act as instructors at training events conducted jointly with other clubs or organizations. Such status shall require the Board of Directors to authorize the

event and each guest instructor shall satisfy two club instructors with his or her competence.

## ***Instructor Requirements***

The Instructor Candidate must:

1. Be an active MCRC club member who participates at the field.
2. Express interest in helping other MCRC members learn to fly.
3. Pass the MCRC Instructor Certification.
4. ~~Attend at least 1 of 2 scheduled instructor meetings per year.~~

## **Instructor Certification**

The Instructor Candidate must: (Three instructors observing, one acting as a student)

1. Explain field rules and safety rules to the student.
2. Perform pre-flight check of the airplane and radio.
3. Explain the terminology and the procedures that will be used during the instruction.
4. Demonstrate the flight controls and explain associated airplane reactions. (This will be done both on the ground and later in flight.)
5. Prepare airplane and start engine for the student.
6. Taxi, take off, and trim the airplane.
7. Allow the student to take control of the airplane and give flight instruction.
8. ~~Demonstrate recovery of the airplane from unusual attitudes.~~
8. Land the airplane and perform end-of-flight procedures.
9. Critique the lesson with the student.
10. At this point, the instructor candidate will take off again and demonstrate ability to perform the designated maneuvers:
  - Three consecutive inside loops
  - Stall turn
  - Roll
  - Split "S"
  - Immelmann
  - Inverted flight (straight pass across field)
  - Simulated "Dead stick" landing

- Slow flight near stall speed
- Stall and recover
- Spin and recover
- Precision pattern, approach, and landing
- Recovery from "student-induced" unusual attitudes.

## **Instructor Currency Requirements**

Instructors will be encouraged to instruct students each year and to attend instructor training seminars, which will be held from time to time. Instructors may be recognized for their efforts to be active and current in their instructional capabilities.

## ***Solo Pilot Qualification***

The ~~student~~ Candidate must:

1. Answer questions about MCRC rules correctly.
2. Demonstrate proper field procedures.
3. Perform pre-flight check of airplane and radio.
4. Perform start-up procedure safely.
5. Taxi and take off both to the right and to the left (if wind conditions permit).
6. Demonstrate trimming the airplane.
7. Perform straight-and-level flight.
8. Perform right and left ovals.
9. Perform figure 8.
10. Stall and recover.
11. Perform procedural landing pattern from both the right and the left (if wind conditions permit; if not, only approach is required from downwind).
- ~~12. Perform a touch and go.~~
12. Perform a balked landing (go around).
13. Perform a full-stop landing.
14. Taxi back to the flight station.
15. Perform a simulated "dead stick" landing.

In the candidate is a student pilot, two instructors must observe the exercise and certify that the student is generally a safe pilot. If the candidate is an experienced pilot who has previously soloed elsewhere, a single instructor's observation and certification will be sufficient.

~~At the end of the exercise, both observing instructors must agree that the student is generally a safe pilot.~~

## **Vandals Strike Again**

There's something about the MCRCS kitchen. Maybe it's the smell of food bits left from last year's events that attracts vandals. Maybe the kitchen's sturdy, rectangular shape resembles a bank. Or maybe the type of people who try to break in just aren't all that bright to begin with and, in its relative isolation, the kitchen looks like an easy target. But whatever the reason, vandals seem to find our kitchen irresistible. This time they attempted to enter it with an axe. Fortunately, Dan and Rich were on the job and were able to quickly put it back in functional condition. We won't know what they took until we can't find something. Last year's break-in netted the vandals a couple of pipes used to support the counter. This year, it'll probably be the stoppers that keep the water in the sinks.



**This sturdy door has historically been a popular target for vandals.**

## **On the Bench -- Briefly**

The definition of an ARF, or Almost Ready to Fly model, varies from person to person. To many of us, an ARF comes out of the box in half a dozen pieces and, with a couple bottles of epoxy and couple of weeks, ends up as a finished model ready to fly. Keith Zimmerly is a fan of the ARF concept, but to Keith an ARF is a stack of balsa, an idea of how the finished model should look, and a plan to transform one to the other in a couple of weeks.

Since the last newsletter, Keith has turned out more models that can be reported in this column, but two are shown here. The first, a third-scale Balsa USA Nieuport 17, sporting Keith's reflected-k logo, made it from the box to the air in three weeks. Weighing 30 pounds and powered by a 3W78, the model has proven itself airworthy and ready to challenge the Axis forces this spring, or earlier if need be.



**Keith can turn out a third-scale Nieuport 17 in the time it takes most of us to order one.**



**A modest man, Keith (here with his Avro 504C) does not like to appear bigger than his models.**



**Sporting a full instrument panel, this pilot knows both how high he is and how nearly out of fuel.**



**From the bench to the air in three weeks.**

The Avro sprang from Keith's head and a set of plans drawn on a piece of wallboard in his shop. Ultimately weighing about 40 pounds, the model sports a 12'2" wingspan, a 32" prop, a 16-ounce wing loading, and a 3W70 engine. According to Keith, the model is near scale: Although the skid is a bit short and the bungee fairings are not to scale, the 140' of support wires and the rest of the dimensions are all scale.

And as is typical, nothing Keith builds stays on the bench long enough to write about it. This bird has already been airborne several times. And the time from balsa stack to sky? You guessed it: Three weeks.



**The size of Keith's models is not usually influenced by the available building space.**

But one has to understand that to Keith is never satisfied that anything he's built is big enough or was built fast enough. To demonstrate this point, no sooner had the Nieuport made its maiden hop than Keith was fast at work on his next specimen, an Avro 504 C.

## For Sale

Great Planes Sportster Bipe 40 with OS .40 engine and JR 4 channel radio. 46" wingspan, complete and ready to fly. \$200. Contact Brian Bunda, (609) 298-0411.

## Wanted

Four metal paper towel holders for the kitchen. Contact Dan Geerders at (609) 581-3664.

## Upcoming Events

### March

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

### April

1<sup>st</sup> Student Days start

2<sup>nd</sup> Meeting at WWL

23<sup>rd</sup> Meeting & Static judging at **Lawrence Library**

27<sup>th</sup> Opening Day & Fly Off

### May

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

23<sup>rd</sup> Setup day

24<sup>th</sup>-25<sup>th</sup> Jumbo Jamboree

28<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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