

Propwash

The Newsletter of the Mercer County Radio Control Society
March 2009

Propwash Grounded — This is Your Final Issue

As a result of advancing technology and receding budgets, this will be the final issue of Propwash. The Board of Directors of the Mercer County Radio Control Society, at its February meeting, decided that budget cuts were needed to avoid raising dues. Given that the club operates a website at www.mcrcs.com and can communicate club news through that portal in a timely manner, the Propwash budget was a reasonable item to target.

Thus, this will probably be the last issue of Propwash you ever receive. It will not be the last news you receive of the club, however. The club website has been modified slightly to make it easy to keep up with current club events. Details on how to access the news are given in an article later in this issue.



Augie Lucidi and Bob Levanduski were the first to appear in Propwash.

Propwash has been published, on and off, for a number of years. Its current format and bi-monthly publication schedule began with the installation of the current editor in April of 2005. That issue, sporting pictures taken with a pocket digital camera, highlighted the trimming of the trees in the north woods surrounding the field, rules for the 2005 Building Contest, an article on the

construction of Keith Zimmerly's B-17, and a short poem from The Plane Poet.

The Plane Poet made only a few contributions, once hinting that editorial policy only allowed poems to fill in where the news left off:

He said he was just a poem-monger:
The muses had rhymes that were stronger.
Yet the business was such,
if the poems weren't that much,
when the news came out short they got longer.

Unfortunately, for the poetry lovers in the club, the news rarely ran short. Pictures generally occupied more space than words, a tribute to the late Doug McMillan who, upon appointing the new Propwash editor, advised that "Members like to see airplanes; no one wants to read."

Some members occasionally wondered if the pictures were a blessing or a curse. In a sense, the prospect of appearing in a Propwash picture probably enforced a sense of decorum at the field: No one wanted to be immortalized in a compromising pose.



(Almost) no one wanted to be immortalized in a compromising pose.

Generally the newsletter was eight pages in length, the maximum number of pages that could be mailed on a single stamp. Occasionally the editor splurged, though,

like the one issue covering Civil Air Patrol Weekend, Warbirds Over Jersey, the Electric Fun Fly, the Bomb and Parachute Drop Contest, Dave Ramsey's new gyrocopter, Keith Zimmerly's trouble with the FAA in Dayton, and the birth of Juliette Rose Niebo; that one ran 16 pages.

For those who thrived on the sardonic wit and dubious wisdom of the Propwash editor, four years of back issues of Propwash are available on the club website and the editor, who doubles as the webmaster, will continue to provide his slant on the goings on at Warren Kruse Field, but now only on the web.

2009 Ham Fly: A Might Chilly — And Darned Cold Too!

Over the past few years we've come to expect that the weather will be great for our Turkey Fly and miserable for our Ham Fly. This year we got something of a surprise: As the Ham Fly opened Thursday morning, January 1, 2009, the ground was dry, the sky was blue, and the sun was bright. In fact, the weather was almost identical to the terrific weather we'd had for the Turkey Fly. Except it was 40° colder. The predicted temperature was 22° with a wind chill of 9°. However, local car thermometers suggested the actual temperature was more like 17°, which would have resulted in a wind chill of about 4°. Not to dwell on the temperature, just note that it was COLD.



No one displayed the temperature quite as graphically as did Seth Hunter.

The temperature and wind chill affected some more than others. In general, the electric flyers were able to get their flights in quickly, without the additional insult of cold glow fuel on their fingers. Probably none demonstrated better adaptation than Alex Nyere and Rich Lee, who in a well choreographed display of launch-

land-launch-land managed to both get their three flights in before the first battery got cold.



And no one appeared to defy the cold with quite the same attitude as Stan Karczewski.



Augie Lucidi found that Jans Brower's heat gun warmed his feet ...



... and his heart.

Staying warm between flights proved a good alternative to hypothermia. Members approached this in several ways. Some clustered together in cars, absorbing all the BTUs available from their car heaters. Others huddled in the kitchen, nursing a cup or two of Dave and Patty

Sagot's hot and spicy minestrone soup. But judging from the pictures, no one experienced more pleasure from getting warm than did Augie Lucidi at the exhaust of Jans Brower's heat gun. And then there was Stan Karczewski; not even a near-zero wind chill was sufficient to get Stan into long pants.



Patty Sagot, along with her husband Dave, kept everyone warm with hot and spicy minestrone soup.



Several members managed to ignore the chill and fly; Jim Van Buren was among the first.



Alex Nyere and Rich Lee demonstrated speed flying, achieving six flights on a single battery.

Fueled flyers showed remarkable success and perseverance, however, demonstrating how with a powerful starter and a well-tuned engine, the winter is no deterrent. Flying was maybe a bit less daring than in warmer weather, though, as no one wanted to spend time sorting servos from balsa at a crash site. Perhaps as a result, all models that flew went home relatively intact.

Brian Bunda, with the help of Pat Monacelli and Drew Watros, took care of the record keeping for the event. Brian handed out the tickets, one for showing up and one for each of up to three flights. Winners were determined by lottery.

This was Allan Schear's first Ham Fly, but it provided him with an opportunity to demonstrate a sense of timing possibly developed by years in the news business. He had been at the field probably less than ten minutes when he secured the first ham with his winning ticket.



Vigilant attention, a skill honed on the flight line, is also handy for winning a ham.



A master at timing, Allan Schear arrived at 11:45 and won the first ham at 11:52.

The drawing proceeded with reasonable haste, the temperature remaining near its morning low. As Brian presided over the distribution of over 30 hams, he had to wonder when his turn would come. The answer came

on the last ticket: Brian Bunda was this year's winner of the last ham.



Satisfaction flashed across Brian Bundas's face as he realized he had called his own number for the last ham.



A parting shot of the 2009 MCRCS Ham Fly participants.

It's possible that flying went on well into the afternoon and that members huddled around the soup kettle frittering away the hours. However, the newsletter editor didn't wait around to see. Rather, following the award of the last ham, he led what appeared to be a tight string of vehicles leaving the field for a presumably warmer environment. It was a great day for flying and camaraderie, but it seemed prudent to save some fun for the rest of the year.

Preliminary Sound Limit Program

Those who attend club meetings know that Jim Meighan has long taken a serious interest in noise control at our field. On a moment's reflection, keeping the noise our models produce to a level low enough to please the neighbors is likely a requirement for main-

taining the right to fly at our field. A 103 dBA sound limit was adopted by the membership at a regular meeting on January 21st. Jim has taken it upon himself to evaluate the requirements for noise control and form them into a program, the details of which follow.

Measurement Technique

A. Sound measurement can be performed on the flight line or the open field by the engine test area.

B. Use existing sound measurement data sheets to record all information and file in the three-ring binder. This binder is an excellent source of recorded sound data and can be made reference to by all club members. It is a Lesson's Learned Library.

C. Sound measurement is to be performed 25 feet from the noise source. A 25 foot nylon cord has been attached to the sound meter tripod and this will establish the distance.

D. The sound measurement recorded will be at a pseudo nine-foot distance on the "A" and "C" weighted scales of the sound meter. Add 9 dB to the indicated level to obtain the level at a 9 foot distance from the noise source. The level of 9 dB is derived from the following formula:

$$20 \text{ Log } (25/9) = 8.87 \text{ dB}$$

To make it easy to add to the sound meter indication, just add 9 dB.

E. MCRCS has two Radio Shack sound meters and tripod located in the trailer and they are calibrated to within 1 dB of each other.

Sound Limits

The sound limit will be 103 dB maximum. If an engine, muffler, and prop combination just meet the requirement of 103 dBA, the owner should strive to lower that sound level at a later date to further improve the margin for error. Margin for error is due to hardness of ground, ambient temperature, wind, sound meter accuracy, etc. A simple propeller change could lower the sound level by 1, 2, or more dBA.

Sound Meter "A" Weighted Network

A. The frequency response of the "A" weighted scale is equal to the human ear audio response with an undistorted sine wave; no harmonics. See Figure 1 for a typical frequency response of the "A" weighted scale.

B. The fundamental exhaust note with harmonics, prop tip, and air frame noise becomes a complex audio spectrum. Reduction of these components is trial and error.

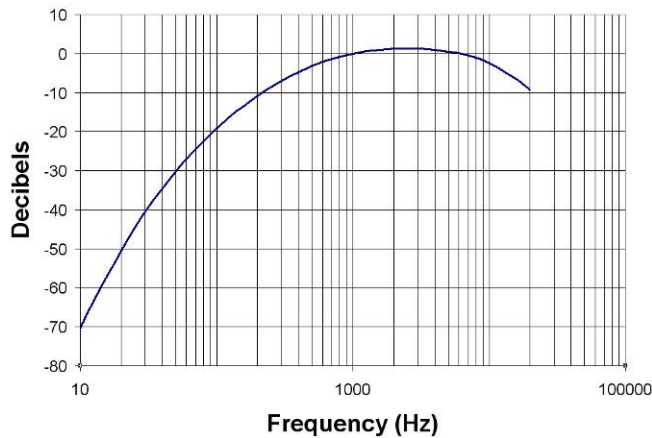


Figure 1. Sound Meter "A" Weighted Network Model Aircraft to be Tested

Most of the model aircraft within MCRCS will not require characterization. Only the models that sound louder than normal will be tested. If they do not meet the limits, they cannot be flown until corrective action has been taken and verified with test data.

No Fly Zone

Do not fly past the trees on the northern boundary of the field. The aircraft sound plus the reflected sound off the hard surface water will add to the total noise level. If a model aircraft is marginally passing the noise limit, then employ throttle management when you are close to the northern boundary.

Sound Limit Program Objective

The objective is to limit the worst case sound to 56 dBA at the closest neighbor's property line. That level is 6 dB above the noise floor of 50 dBA.

Get Your News Online

Although the club will no longer be publishing Propwash, the club newsletter, you will still have access to club news and announcements, now in an even more timely manner. The club website is available to all on the Internet at www.mcrs.com. It is most easily viewed using Internet Explorer, but is also accessible using other browsers, such as Mozilla Firefox.

To access the club website, simply type the address into your browser and hit Enter. The home page should immediately pop up on your screen. The home page has a menu of links on the left-hand side of the page and a picture on the right, often containing a few alternate links.



The home page contains a menu of links on the left and a picture on the right.

The link menu on the left changes occasionally. The current main links are:

Home Page – The site's main or home page.

News – Current club news and announcements.

Club Information – Information about the club, including an application for membership.

Public Events – Stories and pictures from recent public events, such as the Jumbo Jamboree.

Club Events – Stories and pictures from recent club events, such as the Family Picnic and Ham Fly.

At the Field – A guided tour of the field and unscheduled field happenings, such as Inverted Night.

Photo Gallery – Galleries of photos from events.

Directions – A map and directions to the field.

Calendar – The annual calendar of club events.

Newsletters – An archive of all issues of Propwash.

In Memoriam – A tribute to members who are no longer with us.

Contact – Club contact information.



To activate a link, simply place the mouse cursor on the link and click the left button on the mouse.

To activate a link, simply place the mouse cursor on the link (which causes it to highlight) and click the left button on your mouse. Clicking the News link will cause the Club News and Announcements page to appear. Note that the left-hand menu remains the same and appears along with every page, allowing you to navigate to any place on the club website from any page. You are welcome to copy and print any of the information on the website, especially the pictures, for whatever use you may have for it.



Clicking on the link causes a new page to appear.

Feel free to look at the website as often as you like. There is no charge for it and we do not collect any information about who uses it. It is there for you (and the rest of the world) to enjoy.

Bigger is Better

“Bigger is Better” is the motto of the International Miniature Aircraft Association (IMAA) and no one in our club (in fact very few in our country) are more ardent supporters of that motto than Keith Zimmerly. Attendees of our annual Jumbo Jamboree come year after year, in part at least, to see what new model Keith will use to block out the sun. This year they will not be disappointed to see his Gotha bomber. Here is a preview for club members.

Keith began building the model in March of 2008. Drawing plans on a few scrap pieces of sheetrock, Keith envisioned a model that would have a wingspan of slightly over 19 feet, be powered by two Fuji 43 gas engines, and cruise around the sky at speeds approaching 20 MPH. As is the case with all Keith's large models (including a 16-foot Curtiss Jenny and a 12-foot B-17), the Gotha was designed to have a flying weight below the AMA's 55-pound limit.



Modern Art? Maybe, but it's also plans for Keith's Gotha bomber.



The influence of Keith's construction background is obvious in his techniques.



By most standards, Keith's workshop is not nearly as small as it appears.

When Keith brought his Gotha to Warren Kruse Field for its maiden flight on October 26th of 2008, it naturally drew quite a crowd of spectators. Granted most of them had come to fly their own models, they nevertheless had keen interest in watching Keith's.



The Gotha drew a lot of attention when it made its appearance at the field on October 26th.



A few feet, a few MPH, and it's off.



With Keith's models, the concept of Almost Ready to Fly takes on a whole new meaning.



A quarter mile out, it doesn't look so big anymore.



Keith taxis for takeoff on his maiden flight.

It was a great day for flying and a great day for taking pictures of flying when Keith prepared for that maiden flight. What would make most of us jittery, however, Keith simply takes in stride. Almost no sooner had he tightened the last bolt and ensured that all of the 48 support cables were secure than he checked the controls, checked the engines, and taxied out for takeoff.



A gentle landing finished the flight as easily as it had started.

The takeoff, the flight, and the landing were so effortless that it was almost possible to forget that we were witnessing a flight of perhaps the largest aircraft to ever lift off from Warren Kruse Field. But no, what we have come to expect as routine by Keith is no small feat. And come the Jumbo Jamboree in May, by no standard will this model be considered routine.

Upcoming Events

March

- 4th No Meeting
18th Meeting at WWL

April

- 1st Meeting at WWL
7th Student Days begin
15th Meeting at WWL
26th Opening Day and Building Contest

May

- 6th Meeting at WWL
20th Meeting at WWL
22nd Setup for Jumbo Jamboree
23rd-24th Jumbo Jamboree Airshow

Club Information

The Mercer County Radio Control Society is a New Jersey-based AMA Chartered club (#422). Its field is in Assunpink Wildlife Management Area off Exit 11 of Hwy 195. It usually meets twice each month on the first and third 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.mcrcs.com. This newsletter is available, in color, on the web site.

Officers

President: Keith Zimmerly
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VP, Events: Armand Graziani
Secretary: James Feszchak
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