

# Propwash

The Newsletter of the Mercer County Radio Control Society  
November 2006

## Skies Clear for Warbirds

The capricious nature of the weather has been the bane of aviation in virtually all forms since its beginnings. Model aviation and model air shows have no immunity to this problem. In fact, model air shows are affected as much by what the weather might do as they are by what the weather actually does.



**The Warren Kruse Café was a popular hangout during the damp early morning.**

Probably because of the threat of miserable weather spanning much of the weekend, attendance at this year's Warbirds Over Jersey show was down. Again. For at least the past three years, the weather for Warbirds weekend has either been terrible or threatening to be terrible. And for an event that requires people to plan days in advance and travel as much as several hundred miles to attend, the threat can be as significant as the final outcome. As had been the case last year, though, the threat of bad weather didn't really deliver. Except for a distinctly damp beginning, the weather for the Warbirds event was cool, clear, and generally quite favorable to flight. Unfortunately, the flyers and spectators who anticipated bad weather weren't there to enjoy it.

Our field is really ideal for large, slow models. The runway isn't terribly long, but it is quite wide. And the

surface is smooth, at least for everyone with wheels of greater than three inch diameter. But the lush grass can get long. The poor weather earlier in the week meant that the grass couldn't be mowed for the opening of the show. And the morning showers meant that it was wet. Thus, the early hours of the show were characterized by exciting flights by larger models and frustrating takeoff attempts by the smaller ones. (Small here refers to .60-sized models.)



**The .60-sized Hangar 9 P-51 flies great, but has a real problem taking off from wet grass.**



**Top Gun contender Dino DiGiorgio poses with his meticulously detailed FW-190A.**



**Rick Andrese (right) and his Sopwith Pup, “Phyllis M.”, have become regulars at our large-scale events.**



**Michaels Luciano (Junior and Senior) prepare Mike Jr.’s P-38 for flight.**



**As always, the People’s Choice judging was a popular event.**

Despite diminished attendance and a damp start, attendees were treated to exciting demonstrations of several truly impressive models. One that caught everyone’s attention was Dino DiGiorgio’s Top Gun entry, a Focke Wulf 190A that had placed sixth in the 2006 Pro-Am category. Displaying exquisite detail work up close and equipped with a five-cylinder radial engine, the

model looked and sounded like the real thing in the air. Note that Dino took the “Best Gas Performance” flight award at Top Gun, so the exciting nature of his aerial display should not have been a surprise.

The Peoples’ Choice competition at noon has always been one of the popular events at the Warbirds show. This event gives modelers a chance to show off their work to the public and the public an opportunity to look at the models up close. Charlie Kellogg brought another Avenger to this year’s show. Charlie, no stranger to Peoples’ Choice competitions, having won with a different Avenger at our 2005 Jumbo Jamboree, took the honor again at this show.



**And as has happened before, Charlie Kellogg (here with his new Avenger) was the winner.**



**A closer look at the cockpit of Charlie’s Avenger.**

The show, of course, was not dominated solely by these stars. Keith Zimmerly flew his giant-scale Jenny on Sunday, a sight that is always thrilling for flyers and spectators alike. Rick Andrese again flew his Sopwith Pup and the Lucianos demonstrated both their P-38 and P-47. And although there were no turbojets at this show, a propeller-powered F-16 and a ducted-fan F-86 (which didn’t get off the ground) at least hinted at the jet age.

Thus, the meteorological outlook for the weekend may have diminished attendance, but those who remained faithful through an early morning shower on Saturday were treated to a great weekend of flying, food, and fun that is typical of MCRCS events. Maybe next year, the weather forecast will improve.



**Keith Zimmerly walks through a sideslip with his Jenny.**



**Although not a “real” jet, this F-16 carried the military theme into the 21<sup>st</sup> century.**



**The loyal kitchen staff welcomed a new addition, club applicant Victor Filion.**

## EDFs Dominate Electric Fly

The weather wasn't bad. It was a bit intimidating, though. An overcast early in the day, with occasional drizzle, and gusts as high as 18 MPH might have grounded some electric flyers. But maybe it was that same weather that cleared the sky for others. In particular, a fast breed of electric aircraft with power transmitted through a ducted fan impeller seemed to dominate the skies that day.

It's not that we didn't have our own fast electrics. But a few members of the Pine Barrens club brought some models that made most of ours look like they were standing still. Favoring models from the Electric Jet Factory, Jack George demonstrated high-speed low passes with his F-16. Brian DeGinti demonstrated that doubling the power in the Alfa Mig-15 to about 250 Watts produced a dramatic increase in speed. (Members may have seen Dave Vale's Alfa Mig streaking by with 125 Watts. Brian's was harder to see, even with its highly visible paint scheme.)



**Jack George holds his F-16, one of several EDF jets demonstrated by members of the Pine Barrens club.**



**Brian DiGinti gave a show with his EDF Bob-E-Cat that kept spectators on their toes.**

But the real speed demon was Brian's 33-inch-wingspan Bob-E-Cat, a model available from the Electric Jet Factory. Sporting a few hundred Watts more than necessary for level cruise, this model's low passes could cause you to hold your breath—but fortunately not for very long.

It also provided an extra touch of excitement when Brian took off with his transmitter set to a different model. Those of us brave enough to peer around the cars we were hiding behind were treated to a masterful demonstration of how to land a plane when all the throws and trims are wrong. Fortunately, a couple of clicks on the transmitter and the model was back in the air for more conventional demonstrations.

All in all, not the best of weather for an electric fly. But those who were there got a good demonstration of how serious the performance of a modern electric airplane can be.



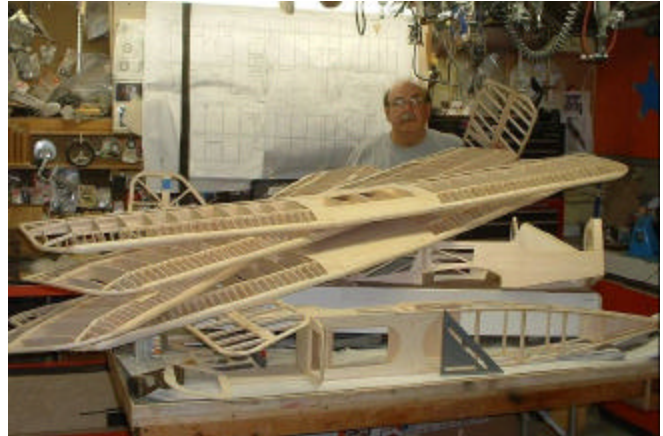
One of the slower EDF models, this Mig-15 still showed what you can do with 200 Watts per pound.

## On the Bench (And Off the Ground)

His recent retirement has sent Greg Lucidi energetically off on his avocation, building model airplanes. Simultaneously framing up two BalsaUSA SE-5As, one for himself and one for Keith Zimmerly, Greg's shop has taken on the appearance of a model airplane factory, which is probably fine by Greg. The SE-5As will have wingspans of 80" and weigh about 20-22 pounds. Keith's will be powered by a 3W50 gas engine.

Of course these aren't the only SE-5As on the aerodrome. Bob-Bennett recently flew his BalsaUSA SE-5A, powered by a Fuji 32cc gas engine. Bob's model suffered tail flutter on the maiden flight, but Bob was able to land it safely and is reinforcing the tail.

With the Allied factories in full production, those flying German machines near the Warren Kruse Aerodrome are probably well-advised to be wary. It appears to be just a matter of time before we see some serious action in the air.



Settling well into retirement, Greg Lucidi is now able to fulfill his ambition of mass producing model airplanes.



While some might shy from building atop a stack of wings, Greg says a few drops of CA here and there stabilize things nicely.



Fresh from Greg's factory, the framework of Keith Zimmerly's SE-5A sports a 3W50 gas engine.



**Bob Bennett poses with his SE-5A, prior to its maiden flight. (Photos by Keith Zimmerly)**

## Bomb & Parachute Drop Contest Results

**By Carl Gubkin**

It was a great day for the Bomb and Parachute Drop Contest on Sunday, October 8<sup>th</sup>. The weather was fantastic and the three-ring target was all set, having been painted the evening before. A small red flag marked the center.



**Contest originator Carl Gubkin in the bull's-eye.**

A total of eleven pilots entered the bomb drop contest and four entered the parachute contest. Results were as follows:

### Bomb Drop

1st place — John Tanzer, 6 points (John had a bull's-eye that was 37" from the flag.)

2nd place — Jim Feszchak, 5 points

David Ramsey — 2 points (David's 3rd drop hit the 4-point mark but the bomb was dropped on take-off. The rules were later reviewed and a bomb can only be re-

leased on a bomb run so the drop had to be disqualified. Sorry David)

Carl Gubkin — 2 points

David Vale — 2 points

Richard Lee — 2 points

Bob Bennett — 2 points

Mike Garze — 2 points

Bob Levanduski — 1 point

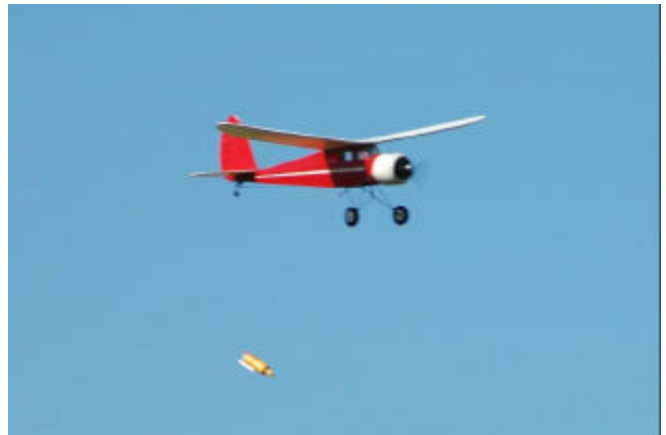
Stan Karczewski — 1 point

(Note: Bob and Stan lost their bombs after the 1st drop)

Jim Meigan — Pulled out due to technical problems.



**John Tanzer holds "Little Boy", his model atomic bomb.**



**Little Boy on its way toward the bull's-eye.**

### Parachute Drop

1st place - John Tanzer, 5 points (John's chute landed within the 2nd ring for 4 points and was 8'4" inches from the flag.)

Jans Brower — 2 points

Bob Bennett — 2 points

Carl Gubkin — 0 points (Hit target on first try but chute didn't open — After that, pilot was not the same and chute kept opening as plane was about to take off. I finally gave up rather than destroy my cub. That's what I get for going with a lighter pilot. So I decided to just fly the cub. Later I ran out of gas and had to ditch the plane in the farmer's field with only a broken prop and a crack in my new cowl.)



**A point shy of first place in the bomb drop, Jim Feszchak also demonstrated other valuable talents.**

I just want to thank everyone for participating in the contest and thanks to David Vale and Jim Feszchak for the nice lunch. Oh yeah, congratulation to John Tanzer for 1st place in both the Bomb and Parachute drops. It was nice that someone knew what they were doing!!!



**Lest we forget, Rick DeBastos reminds us it was also Cub Day. (Photos and captions by David Vale)**

## Supporting the Air Victory Museum

Our club has renewed its membership with the Air Victory Museum in Lumberton, NJ. Located at the South Jersey Regional Airport, the museum contains a num-

ber of historical aircraft in various states of restoration. These include a McDonnell Douglas A-4C Skyhawk, a Chance Vought A-7B Corsair, a Northrup Grumman E-2B Hawkeye, a Northrup Grumman F-14A Tomcat, a McDonnell Douglas F-4A Phantom, a North American F-86L Sabre, a Lockheed F-104G Starfighter, a Fisher FP-404 Biplane, and a Sikorsky RH-53D Sea Stallion.

Our club membership entitles you to free admission to the museum, which is open Wednesday through Sunday, 10:00 AM to 4:00 PM. Just tell them at the entrance that you are a member of MCRCS. The museum's web site is [www.airvictorymuseum.org](http://www.airvictorymuseum.org), if you would like more information.

## New First Aid Kit for Clubhouse

There are times it seems that Johnson & Johnson should recognize our hobby for the yards of gauze and boxes of band aids we use treating prop nicks. But we're generally on our own for providing first aid supplies. And over the years, the supplies in our first aid kit have dwindled and faded, some to the point that an open wound was preferable to a dressing from a faded package of questionable sterility.

To the rescue came club member Rich Green, who donated a brand new first aid kit to our club. The kit, now available in the clubhouse, should provide treatment for a couple years worth of minor injuries. Of course, it looks nice just sitting there too, which would be the ideal way for us to use it.



**Club president Keith Zimmerly (right) accepts a new first-aid kit donated by Rich Green.**

## Police Blotter

Although no one saw the perpetrators, we can assume they were young, intoxicated, and not very bright. Young because they were practicing their trade in the low-risk environment of Warren Kruse Field, intoxi-

cated because of the beer bottle behind the kitchen and the fact that they missed with their first sledge hammer blow, and not very bright because instead of breaking into the clubhouse where the cash was stored (all \$4.75 of it), they broke into the kitchen. The crime was discovered Tuesday morning following the Warbirds event. The kitchen door and its frame were severely damaged. Losses appeared limited to two pipes that we used to hold up the counter, but which will probably be put to some more nefarious use by these budding criminals.

Rich Green and Dan Geerders were summoned to the scene where they immediately secured the kitchen by screwing the broken parts of the door and frame back together. Later in the week, Rich purchased and installed a new door, a six-panel model that adds a touch of elegance to our otherwise functional kitchen.

It's unfortunate that the perpetrators didn't steal the refrigerator that was sitting outside the kitchen. But then, even a young criminal probably recognizes that a defunct refrigerator has less value on the open market than a couple of 2" pipes.



Master handyman Rich Green installed a new six-panel security door on the kitchen.

## Elections November 1<sup>st</sup>

Elections of club officers and two board members will be conducted at the club meeting on November 1<sup>st</sup>. Come cast your vote for the leadership of your club.

## Turkey Fly November 5<sup>th</sup>

The annual Turkey Fly will be held Sunday November 5<sup>th</sup> starting at about 9:00. The drawing will be held at approximately 1:00, or earlier if the weather is inhospitable. Be aware that there will be fewer turkeys available this year than were provided last year because of

leaner club finances this year. However, weather cooperating, the opportunities to fly will be as good as ever.

## New Grass is Growing

New grass seed has been planted in the pit and in the area where many of us park. While most of the grass is already establishing itself well, please be careful of driving or walking on the sandy area near the flagpole where new grass is just beginning to take root.

## The Plane Poet

### All-Season Flyer

The weather was gorgeous, except for the wind and the fact it was bitterly cold,  
as the pilot stood ready, plane clutched to his side,  
there awaiting his chance to be bold.

The fact that the windsock stood stiff at its length  
fully ninety degrees to his way  
only served to embolden his strength of resolve,  
and to make him determined that day.

But the field was empty; no other had shown  
there to challenge the wind and the chill.  
So he packed up his plane and the rest of his stuff  
and admitted a weakness of will.

It's one thing, you see, to be daring and bold  
when your friends are around to impress,  
but another to challenge the limits of sense  
when your only reward is distress.

## 'Tis the Season



Alex Nyere celebrates the spirit of the season by flying the Great Pumpkin.

## For Sale

**Quarter-scale Eindecker E-1** by SR Batteries, Inc. 101" span, antique gold fabric, pull-pull controls, Zennoah 26 gas engine, all in new condition. Have \$750 invested, asking \$725. Sal Cannizzo, (609) 693-5823.

## Upcoming Events

### November

- 1<sup>st</sup> Election Meeting at WWL
- 5<sup>th</sup> Turkey Fly
- 15<sup>th</sup> Meeting at WWL

### December

- 6<sup>th</sup> Awards Meeting at Lawrence Library
- 20<sup>th</sup> Meeting at WWL

### January

- 1<sup>st</sup> Ham Fly
- 3<sup>rd</sup> Meeting at WWL
- 17<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 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](http://www.mcrcs.com). This newsletter is available, in color, on the web site.

### Officers

President: Keith Zimmerly  
VP, Membership: Sal Lucania  
VP, Events: Armand Graziani  
Secretary: James Feszchak  
Treasurer: Jans Brower

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