

# Propwash

The Newsletter of the Mercer County Radio Control Society  
November 2007

## CAP Weekend Trains Eight Students

Immediately following the attacks on the World Trade Center in 2001, all civilian air traffic was suspended. However, airplanes owned by and piloted by members of the Civil Air Patrol were soon back in the sky, the first civilian aircraft allowed to fly, their mission to survey the physical damage that had been done by the attacks.

The Civil Air Patrol (CAP), established in 1941, is the civilian auxiliary of the United States Air Force. It was formed with an initial mission to patrol the mainland coastlines to detect enemy incursions, an effort believed to have led to the sinking of more than one enemy submarine as CAP members dropped bombs from the windows of their small aircraft. Currently an organization of about 57,000 members, it has four primary missions: Aerospace education, cadet programs, homeland security, and emergency services.



Harry Freeland and Steve Dinerman of the Philly Fliers demonstrated the art of control-line flying.



As part of his safety presentation, David Vale demonstrated safe LiPo battery handling techniques.



Nick Maggio of WCRC led the ground school training on Friday night.



Sarah Waters is President of the Astronomical Society of the Toms River Area (ASTRA). A moon enthusiast on a moonless night, she looked to the stars.





**Rich Brady and John Endreson focused on distant star clusters and nebulae with this larger telescope.**



**Cadets Thomas Welch and Jake Pospisil watched as WCRC instructor John Kukon demonstrated starting techniques.**



**Cadets Marvin Pineda and Ryan Olson and Mercer County instructors Seth Hunter and Nobu Iwasawa prepared for their first flight.**

The cadet program of the CAP includes approximately 23,000 members aged 12 to 21. Under the guidance of Captain Ulric Gordon-Lewis, Commander of the New Jersey Bayshore Composite Squadron, CAP recently added radio control modeling to its cadet programs, the



**WCRC instructor Dean Pappas adjusted the throttle linkage as Cadets Carlos Pineda and Esau Ozer and MCRCS instructor Pat Monacelli watched.**



**Washington's Crossing instructor Nick Maggio coached cadet Akil Romey through a turn.**



**AMA District VP Dave Mathewson, here with Keith Zimmerly, played a significant role in initiating the CAP training.**

goal being to engender an interest in RC modeling among cadets and then teach them to fly. Early in his planning, Captain Gordon-Lewis contacted Dave Mathewson, a District Vice President of the Academy of Model Aeronautics (AMA). Mathewson solicited



chartered AMA model clubs to participate in the CAP program. Two local New Jersey model clubs were selected to work with CAP in the development and implementation of this program: The Washington's Crossing Radio Control Flyers Association, which has a field in Washington Crossing State Park in Titusville, and our club, the Mercer County Radio Control Society.



**Cadet Jake Pospisil watched as CAP Captain Ulric Gordon-Lewis demonstrated a maneuver.**



**Flight instructor Alex Szemere appeared to assume a defensive posture as he guided cadet Esau Ozer through a tricky maneuver.**

The program came together at Warren Kruse Field on the weekend of September 7<sup>th</sup>, 8<sup>th</sup>, and 9<sup>th</sup>. Captain Gordon-Lewis, one cadet with modeling experience, and eight cadets who had never flown a model before arrived at the field with a van full of airplanes. Each cadet came with a call sign pinned to his chest. Maverick and Goose were prominent, although Iceman was nowhere to be seen. Call signs of less obvious origin were also in use: Red Dragon, Spartan, Arbiter, Nephew, Helmet, Romanian, and Raskle. The suggestion was offered that instructors have call signs as well, but when Predator, Terminator, and Duck failed to stick, the idea faded.



**Occasionally the situation called for full up.**



**Sometimes even that wasn't enough.**



**All the cadets were enthusiastic, but no one exhibited it better than cadet Akil Romey.**

Friday evening was ground-school night, which began with a demonstration of control-line flying by Harry Freeland and Steve Dinerman of the Philly Fliers. Steve demonstrated that 3D flight maneuvers were not limited to RC. Nick Maggio of WCRC gave a comprehensive presentation on flight controls, the forces of flight, and the mechanics of RC flight. Dave Vale gave a presentation on safety, which included peeling an apple with an APC prop and making smoke with a retired



LiPo battery. Finally, a star gazing party hosted by the Astronomical Society of the Toms River Area (ASTRA), gave participants an opportunity for a closer look at objects in the sky far beyond our reach and control. About half a dozen ASTRA members brought their largest portable telescopes to the field and, shortly after dusk, gave cadets and others a close-up view of several planets, constellations, star clusters, and nebulae.



**The graduating class:** Although no one made it to solo, six of the eight made an unassisted takeoff and landing.



**Capt. Ulric Gordon-Lewis and Cadet Capt. Carlos Pineda presented the clubs a Certificate of Appreciation**

Flight School began Saturday morning at 8:00. Eight instructors, drawn from both clubs, staffed three flight stations and an advanced ground school. CAP had provided a detailed syllabus, but before training could begin in earnest, the models received a thorough inspection by the instructors and most received some adjustment: two needed their fuel tanks secured and one needed adjustment in its throttle linkage. Inspections completed and adjustments made, by 9:30 the first flight was off the ground.

The weather cooperated with the program both days, providing clear skies and moderate wind. The syllabus called for students to learn to take off, land, fly aerobatics, and perform all the functions necessary to get a model in the air and safely back on the ground. The goal, a very ambitious one, was to get the students to the point they could be approved to solo, that is to fly without an instructor. None of the students actually achieved this ambitious goal, but six of the eight became sufficiently proficient that they were able to take off and land, at least once, without the instructor taking control. From an instructor's perspective, achieving this in two days is a significant accomplishment.

Of course that's not to suggest the weekend was totally without mishap. As every member knows, the flying field is surrounded by corn fields and a few large trees. Several cadets spent time in the corn fields retrieving aircraft. Usually a crash in the corn results in minimal damage, although one aircraft was too damaged to repair for further use that weekend. And one apparently undamaged airplane remained perched temporarily near the top of one of the big trees; it fell out a few days later and disappeared. But all in all, this was a relatively small price for teaching eight cadets to fly.

## Warbirds 2007: Weak Start but Strong Finish

On the surface, it might seem that we put on air shows like Warbirds Over Jersey to raise money by opening our field to non-member pilots and the public at large. And it is true that we raise money by selling food. But, fact is, we hold these events because we enjoy them. And not just the flying, but the opportunity to show off our field, our models, and our members. Meeting others in the sport and seeing the often rather exciting models they bring is pretty enjoyable, too.



**Assuming the head chef role for the Warbirds didn't seem to weaken Dan Geerders sense of focus.**





According to John Tanzer, the proper assembly of a tent is a matter of precise choreography, --



-- as illustrated here by the Pole Dance.



Assembly of the impound, on the other hand, requires a prophetic interpretation of the markings, --

For those members who take an active part in our events, the fun actually begins on Friday, when we do the setup. As seems to be common with individuals who have achieved the maturity of our membership, a certain outspokenness appeared to characterize those involved. The age-borne wisdom that provides confidence in one's ability to do most things tends to combine with that outspokenness to make



-- often accompanied by scholarly debate.



Waiting for the skies to clear, contest director Sal Lucania tied up a few loose ends.



CAP cadets in camouflage were at the field to fly and help with parking.

many of the interactions, while invariably amicable, somewhat animated.

Certain truths are best left unchallenged. The first of these is that there is one and only one way to assemble the impound shed, which is the way it was assembled last time. The second truth is that no one present this time can ever be expected to remember how it went





One can't help being impressed by the Lucianos' trailer --



Seth Hunter's Pfalz attracted interest from the most discriminating of builders.



-- unless, of course, you happen to have a truck like Richard Lee's.



A 15-knot crosswind buoyed our patriotism, --



Richard Lee's Vickers will someday take to the air, but did not fly at the Warbirds event.

together last time. Getting it together seems to require the emergence of a prophet who can interpret the scripture inscribed on the impound panels. Usually, this requires a certain amount of animated debate. But typically the task is completed in time for lunch, provided there are enough disciples and few enough prophets.



-- yet made landing somewhat tricky.

This year, while it was nip and tuck for a while, the goal was again achieved by the deadline.

The Warbirds show got off to a rough beginning this year. Starting off cool and wet, only one pilot had registered by 9:30; a couple more had registered by an hour later. And when the rain stopped at about 10:45 (with 15 pilots now registered), the wind came up and discouraged the more timid of the pilots from flying.





**Michael Luciano III graced the windy skies with his F4B.**



**-- but when its gear twisted on takeoff, --**



**Scott Bonono's Zero sliced neatly through the wind.**



**-- and its engine quit in flight, --**



**Ernesto Motta's Sea Fury, flown by Michael Luciano, appeared to have exciting potential, --**

Oddly, the less than ideal flying conditions had only minimal effect on the mood of the modelers who had come to the event. While rain will ground all but the most intrepid of flyers, a bit of wind seems to bring out the more adventurous among them.

So when wind replaced rain, the skies began to fill with airplanes. The Lucianos probably get credit for putting



**-- its fate on landing was pretty much sealed.**

the most models at risk, flying their P-47, F4B, and Chipmunk. Their luck came up short, however, when Michael attempted to fly Ernesto Motta's new Hawker Sea Fury. Trouble started when the left gear twisted on take off. Retracting the gear didn't straighten it. Then, when the engine quit, landing a new airplane dead stick with a twisted wheel in a 15-knot crosswind was more than even Michael could pull off. Damage actually seemed minor, though, compared to how it could have



At noon, Walt Siedlecki, Sr., accepted the \$105 prize from the 50/50 contest.



The Dawn Patrol was out in force on Sunday Morning, with ten planes in the air at one time.



This navy trainer decorated the skies both days of the event.



Looking a bit like a flying candy cane, Joe Hanson's 35-pound Albatross made a hard landing when its engine refused to idle.



Pat Monacelli's OH-6 demonstrated that helicopters are not affected by wind.

ended up. As the day went on and the wind continued to strengthen, more pilots were finding it difficult. By 1:30, only Pat Monacelli's Hughes OH-6 helicopter was still in the air. Many of us, having failed to master the technique of hovering even in the windless environment of a garage, had to marvel at his ability to hold



Larry Alles' Tiger Moth flew close formation with Keith Zimmerly's Jenny.

position in a wind that had effectively grounded everything else.

Sunday dawned a new day. The clouds were gone and so was the wind. The pilots remained and now began





**Six P-51s were registered; this one belonged to John English.**



**Charlie Kellogg's Avengers are regulars at our events.**

to register in droves. Where 15 had registered on Saturday, the total swelled to 46 on Sunday. And, though it's not expressed anywhere in the rules, on Sunday it appeared that dawn had been pretty much reserved for the Dawn Patrol. Keith Zimmerly's Jenny was the first up. Although a few models of later vintage flew early in the day, perhaps most the exciting part of the morning was when the vast majority of the WWI models present took to the air. While the density of air traffic precluded anything resembling a dog fight, one could have been forgiven for thinking that he or she had stumbled onto the set of the movie, *Flyboys*.

And then the P51s took to the air. Six of them were registered and most of those appeared to be in the air at once. The P51 is a graceful airplane and watching several of them zoom by, their engines thundering, it was hard to remember they were just models.

Generally, Sunday is about half as busy as Saturday at one of our events, both in terms of activity and revenue. But this time, when receipts were totaled and we had time to reminisce, it was apparent that Sunday had been

more like Saturday this year at the Warbirds. Where the Saturday air traffic had been exceedingly light, Sunday almost compensated for it. What had begun with a whimper went out with a bang.

## Rain Fails to Short Out Electric Fly

There was no reason to expect it to be a successful fly in. It was a one-day event; it was the weekend after our Warbirds weekend and the far larger NEAT fair; the weather forecast was dismal; and interest among members was slight, only three having volunteered to work the event at the meeting immediately preceding it. But some ideas are simply too good to extinguish, and the Mercer County Electric Fly appears to be one of them.

Thirty-eight pilots registered for the 2007 Electric Fly, nearly inundating Sal Lucania who ran registration and impound by himself for much of the day. Thirty-eight is more than twice as many as registered the Saturday



**Sal Lucania smiled, prepared to staff registration and impound alone. That was before he got hit with 38 registrants, just 10 less than at the Warbirds.**

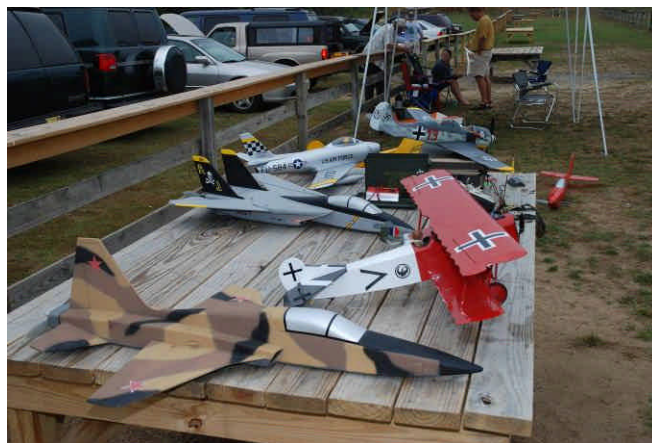


**His daughter Juliette eight days old, avid electric flyer Ron Niebo tried to keep his priorities straight.**





**Cub-master Adam Lilley brought his giant-scale electric Cub --**



**Electric models came in a wide variety of shapes and sizes.**



**-- and demonstrated that wet fuel is not a requirement for exciting aerobatic flight --**



**Ed Berchtold demonstrated that 250 Watts per pound is fast, even when you only have 65 Watts.**



**-- but that proper battery management is.**

before for the Warbirds Over Jersey event and just eleven shy of the total registration for that weekend. And where the 2006 Electric Fly consisted primarily of a few ducted fans, this year's event included everything from twin-engined foamies to giant-scale Cubs. While our club has thus far been immune, the facts are that tougher noise limits and electric-only fields elsewhere are making electric RC a dominant niche in the hobby



**Of course, he was also quick to show that 1600 watts is even faster.**

and our Electric Fly event provides us a window to the future.

We began this year to see significant overlap with our other events, the Warbirds and the Jumbo Jamboree. Early in the day, Adam Lilley flew his giant scale Cub, demonstrating many of the "Crazy Farmer" maneuvers





This electric F-14 had working swing wings that could be swept in flight.



-- Sometimes.



John Tanzer, shown with his scratch-built Junkers 88, is a major fan of detailed small scale electrics.



Despite rigorous controls, at least one non-electric flyer snuck into the pattern.



Posing with his electric P-38, giant-scale aficionado Don Rowley stands testament to the fact that you can teach old dogs new tricks --

he did earlier in the year at the Jumbo. This time, however, either as homage to the crazy-farmer roots of the routine or as a result of improper battery management, he finished the routine with a crash landing in the corn.



Seeing Barbie at the controls, we were left to wonder what Ken was flying.

Apparent speed distinguishes some of the models of the electric fly. While wet-fueled models have been known to approach 200 MPH at our field, they generally make enough noise in the process that it seems they are really working at it. Electrics, on the other hand, just zip in and out of the field of view with a kind of silent ease. Ed Berchtold of the Washington's Crossing club dem-



onstrated this with a couple of his models. His 4-ounce Adrenalin Rush by Stevens Aeromodel looked like a toy on the ground and a mosquito on steroids in the air. Although only boasting 65 watts of power, this produced significant speed in a nearly weightless model. Of course that was nothing compared to his 1600-watt LEA III hotliner from Northeast Sailplanes, which could zip vertically out of sight in an instant, with neither sound nor smoke as a clue to where it went.

We experienced a gap in flight activities for about an hour Saturday morning while the clouds drained on the field. Electric flyers tend to travel light, that is without the trailers and tents of their giant-scale colleagues. Thus, as the rain fell, the entire crowd squeezed into covered pavilion to drink coffee, eat doughnuts, and swap stories. It also seemed a good time for lunch, and Bruce Evertsen and Patty Sagot facilitated it. While, in dollar terms, electric flyers are somewhat less consumptive than wet-fuel flyers, the hamburgers and hot dogs provided the energy to get pilots back to the flight line as soon as the rain quit.

In the end, in spite of the shortcomings in its environment, the 2007 Electric Fly was an exciting event, a harbinger of greater things to come next year. The only limitations apparent in electric flight these days are the cost of the batteries and the noise (or lack thereof) of the models. The success of this year's Electric Fly should serve as notice that it's time for us to take this event more seriously.

## Second Annual Parachute and Bomb Drop (and Cub Day)

This fall has been a busy time full of events at Warren Kruse Field. The final event of the fall was the Bomb and Parachute Drop Contest, held in conjunction with Cub Day on Sunday, October 7<sup>th</sup>. Conceived and managed by Carl Gubkin, the event focuses on three concentric rings drawn in the middle of the field. The objective is to drop a bomb or a parachute in the center ring, or as close to that ring as possible. Now in its second year, the competition is getting more serious.

John Tanzer was clearly the one to beat this year, having walked away with first-place prizes in both classes last year. And equipped with his venerable Quaker and its deadly accurate "Atomic" bomb, he was clearly set to offer serious competition. But this year, newcomer Richard Lee, flying his high-wing Stick at low altitude, dominated the competition. Dropping one bomb right into the center ring and another into the second ring, he handily secured first place in the bomb-drop portion of



The legendary high-altitude accuracy of John Tanzer's "Atomic" bomb was good for second this year.



Meanwhile, Rich Lee placed first with his low-level runs --



-- dropping two on the target, one of them in the bulls eye.

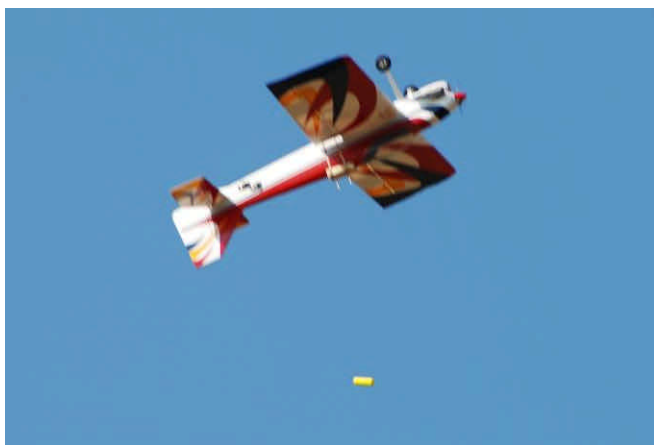
the contest with nine points. His closest competition came from John Tanzer and Ron Niebo, each with four points (and, notably, too few to top Richard even if combined). Honorable (and less-than-honorable) mentions were received by Carl Gubkin, John Braun, David Vale, Jans Brower, Stan Karczewski, and Bob Levanduski.



**John Braun's bomber sported a uniquely located bomb bay --**



**John Tanzer's Quaker could drop parachutes as easily as bombs --**



**-- and a simple, if difficult to use, release mechanism.**



**-- which were somewhat easier to photograph as they floated to earth.**



**Probably best not to ask what this model was dropping.**

John Tanzer was back in form for the parachute-drop portion, however, managing to place first by dropping parachutes onto the field twice. Jans Brower, who placed second, only managed to hit the field once. (The ringed target is more a dream than an objective in this contest.) Carl Gubkin had three drops; the chutes



**It was also Cub Day, so some models were dropping nothing.**

failed to open on two of them. On the third the chute opened prior to release, resulting in an opportunity for Carl to demonstrate his superior flying skills and calmness in crisis.

As a finale to the event, John Tanzer demonstrated the versatility of his Quaker and its release mechanism





**John Tanzer's versatile Quaker demonstrated not only the ability to air drop a glider --**



**-- but to have a midair with it as well.**

by dropping a foam glider from altitude. When all went as planned, the glider descended in gentle circles to the field below. At least one drop was a bit more exciting, however, when the glider tangled with the Quaker's empennage after release and stayed with it through landing. Damage was minimal, though, and the attempt provided an entertaining conclusion to an enjoyable event.

## A New Niebo

Ron and Kara Niebo are proud to announce the arrival of their new daughter. In Ron's words, "Juliette Rose Niebo was born at 8 pm on September 14, 2007 weighing 7 pounds, 8 ounces. She was a week late but the delivery went very smoothly and everyone is well."

Congratulations, Ron and Kara. We look forward to seeing Juliette at the field in the near future.



**Ron Niebo poses with daughter Juliette Rose Niebo, born September 14<sup>th</sup>.**



**A devoted father shown here with son Trevor, Ron finds flying is totally compatible with parenthood.**

## Off the Bench and In the Air

Club member Dave Ramsey builds industrial models for a living. He builds fascinating model airplanes for a hobby. He recently appeared at the field with his Gemini Twirl, a twin-rotor gyrocopter designed by Al (T) of Scotland. Dave's model is built from sheet foam and carbon fiber rods. Even the rotors are constructed from foam and carbon rod. The model is powered by two Himax HC2815 motors and a 3S-2100 LiPo battery.

With Dave at the controls, the model flew very well, circling the field for about five minutes and nearly hovering to a landing. The only drawback to the model is that it is difficult to photograph. At a standard shutter speed for a long telephoto, the rotors stop, making flight appear incredible. The second photo below required a slow shutter speed and a steady hand to avoid blurring.



**Dave Ramsey with his Gemini Twirl. Even the rotors are made from foam and carbon rods.**



**Settling in for a landing, almost at a hover.**

## **Zimmerly Nearly Loses License, Receives Award Instead**

Keith Zimmerly's Jenny is becoming a model with a world-wide reputation. If the fact that he managed to stretch the wingspan of this biplane to 16 feet while keeping its weight under 55 pounds wasn't enough, the two-page photograph in the December issue of Fly RC should also help. But it may be his experience at the Dawn Patrol Rendezvous World War I Fly-In held this September at Wright-Patterson AFB in Dayton, Ohio that seals his fame. The event, sponsored by the National Museum of the U.S. Air Force features both full scale and miniature aircraft of the WWI era. Flying of the full-scale aircraft is controlled by officials from the FAA.

As the story goes, it was a blustery day at the field. Winds were whipping at 15-20 MPH and shifting directions as a front moved in. While the winds shifted through a crosswind situation, the FAA had determined that safety would be best served by suspending flights of full-scale aircraft until the wind shifted to a more

favorable direction. Although the grounding did not apply to models, most model flyers considered the winds a bit stiff for them, as well. Except Keith, who welcomed the opportunity to fly in the turbulent, but uncrowded skies.

The FAA official's reaction was swift and sure: "Who the hell's flying that Jenny? I didn't authorize anyone to fly. When that SOB lands, get him in here. I'm going to pull his damned ticket." (Or something like that.) Of course, cooler heads prevailed and someone mentioned that, even though to untrained eyes it looked real, the Jenny was in fact an unmanned model. Rumor has it the red-faced inspector got considerable ribbing throughout the weekend. Keith, on the other hand, came home with the "Pilot's Choice Gas Engine" award for his Jenny. His model's demonstrated realism probably had something to do with it.



**Keith Zimmerly with his latest trophy.**

## **Club Elections on November 7<sup>th</sup>**

The annual election of officers will be held at the club meeting on November 7<sup>th</sup>. Five offices and three board positions are up for election. All regular members are eligible and encouraged to attend and cast their votes.

## **For Sale**

**Hangar 9 T-34**, .40-sized model for glow or electric. Airframe only, \$60. With AXI 4120, 77 Amp ESC, UBEC, & servos, \$430. Contact David Vale at [cdavidvale@gmail.com](mailto:cdavidvale@gmail.com) or (609) 430-9635.

**ARF Twinstar** includes 4 mini servos and two 9.6 Ni-Cad batteries. Flown two times and is a great flyer. \$150. **ARF Soarstar** includes 2 mini servos. Like new and is a great starter airplane. \$100. Contact Stan Blyskal at (609) 586-3239.



## Upcoming Events

### November

- 7<sup>th</sup> Election Meeting at WWL
- 11<sup>th</sup> Turkey Fly
- 21<sup>st</sup> Meeting at WWL

### December

- 5<sup>th</sup> Awards meeting at Lawrence Library
- 19<sup>th</sup> Meeting at WWL

### January

- 1<sup>st</sup> Ham Fly
- 2<sup>nd</sup> Meeting at WWL
- 16<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: Bob Levanduski  
VP, Events: Armand Graziani  
Secretary: James Feszchak  
Treasurer: Bruce Evertsen

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