

# Propwash

The Newsletter of the Mercer County Radio Control Society  
September 2008

## Dawn Patrol Day at WK Field

Blame global warming. Or maybe just the season. But whatever the reason, as had been the case with the Family Picnic, Dawn Patrol Day on July 20th was a scorcher--Almost no wind and a temperature of 95°.

It would be heartening to say that the heat failed to diminish the intrepid spirit of the Dawn Patrol, the WWI modelers of the Mercer County club. Alas, this was not the case and, where we'd hoped to see upwards of a couple dozen WWI models, the actual count was in the single digits.



**Despite the heat, Brian Bunda beamed enthusiasm to join his comrades in the air.**

The day started out a bit slower than some events, Keith Zimmerly's Nieuport 17 being the only WWI model ready to fly at 9:00. And even it proved somewhat temperamental, one of the cylinders of its 3W78 failing to fire reliably. But by 10:00, it had begun to look like an event. Keith's Nieuport was in the air, along with several others.

And there were some test flights. Seth Hunter returned to the field with his Junkers, freshly repaired from its previous landing near the top of a tree (a landing that took a greater toll on Seth's frame than that of the Junkers). And like Keith's experience, Seth's engine wasn't developing full power. Unfortunately, Seth was low

over the corn and headed for the trees at the south end of the field when he discovered it. But, having improved his depth perception after the previous flight, Seth was able to guide the Junkers through a low-altitude turn skimming the branches on the sides of the trees and gently land on the field. A few adjustments and he was back in the air, this time without the bent wing and sprained back.

The excitement wasn't over, though. Keith Zimmerly offered to test fly Ric DeBastos' Eindecker, a model Ric had purchased from a builder just days before. The



**Similarly, Keith Zimmerly could hardly wait to get into a dogfight --**



**-- but this day was instead dogged by engine trouble.**





**Seth Hunter's** freshly repaired Junkers demonstrated it hadn't entirely lost its affinity for trees.



**Ric DeBastos'** newly acquired Eindecker had an exciting maiden flight, cut short by elevator flutter.



**Armand Graziani's** Italian Nieuport 11 is a steady performer at these events.



This left **Bob Levanduski** and his DR.1 as one of two pilots representing the Axis.



Although there weren't a lot of Pups, the big A distinguished this one as Augie's.

meticulously detailed model hopped easily into the air, but quickly developed a severe case of elevator flutter. Fortunately, Keith was able to slow the model immediately, before the elevator failed, which would most certainly have resulted in a spectacular crash. Ric took the Eindecker home to tighten the pull-pull linkages that presumably caused the problem.



Although no one could identify this as a WWI model, **Dan Geerders** assured all present that it was a late entry in the conflict.

There wasn't a lot of dog fighting going on. It's difficult to say whether that was because the Allies so outnumbered the Axis pilots, or because key Allied pilot(s) had engine trouble. Most attacks appeared to be on the Junkers, possibly because it lacked the agility of the DR.1 and made it a better target. In a real fight, of



course, the rear-facing gunner might have evened the odds.

It was, nevertheless, exciting to watch the models fly, even if they weren't fighting. There's something about a sky filled with biplanes (and the occasional monoplane) that makes one forget they're just models. And that this is just a sport.

Our event also attracted veteran network news videographer Allan Schear, who recorded key happenings of the day. His video short is available for viewing on YouTube; the link is on the club website. (By way of full disclosure, Allan is no longer with the networks, but is in the process of becoming a member of our club. Welcome, Allan.)



**Allan Schear, providing coverage from Baghdad, Beijing, and Imlaystown.**

## Civil Air Patrol Weekend

On August 22<sup>nd</sup> through 24<sup>th</sup> our club, along with the Washington's Crossing club, hosted a training event for the Civil Air Patrol (CAP). This now annual training event began last year when then AMA District 2 Vice President Dave Mathewson facilitated contact between CAP and these two clubs.

The Civil Air Patrol, 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. Currently an organization of about 57,000 members, it has four primary missions: Aerospace education, cadet programs, homeland security, and emergency services.

The cadet program of the CAP includes approximately 23,000 members aged 12 to 21. Two years ago, under the guidance of Captain Ulric Gordon-Lewis, Commander of the New Jersey Bayshore Composite Squadron, CAP added radio control modeling to its cadet programs, the goal being to engender an interest in RC

modeling among cadets and then teach them to fly. This year Capt. Gordon-Lewis brought eleven cadets (ten trainees and one instructor) and about half a dozen fully tested flying models.



**Civil Air Patrol Captain Ulric Gordon-Lewis brought eleven cadets with him this year.**



**Capt. Gordon-Lewis organized the event, including flight, food, equipment, and accommodations.**



**SSgt. Scott Eshelman (ET) kept the models flying and also instructed on the flight line.**



FLIGHT CREW		1	2	3	4	5	6	7	8	9
1	Conrad/Novak	BUSMAN	INSTR	BLANK	RECON	CUNY	HOTMAN			
	Tauch/Woodward	Kodak	GS	WABET	ALL	WABET	WABET			
	Wladowski/	Sid	RECON	HOTMAN	SEANE	WABET				
2	Devitt/Novak	P40	WABET	GS	RECON	WABET				
	Welch/	WABET	WABET	WABET	WABET	WABET				
3	Hate/	E2	GS	WABET	WABET	WABET				
	WABET	E2	GS	WABET	WABET	WABET				
	WABET	E2	GS	WABET	WABET	WABET				
4	Cann/	GS	E2	E2	P40	WABET	WABET			
	WABET	GS	E2	E2	P40	WABET	WABET			
5	WABET	GS	P40	WABET	WABET	WABET				

A status board helped track who was doing what and when.



Nobu Iwasawa and several other Mercer County pilots also worked as instructors.



Washington's Crossing president Nick Maggio (center) was one of the instructors.



John Radway of Washington's Crossing instructed another pair of cadets.

Last year's two-day training program had proved a bit short to accommodate the content that had been designed into the program. Thus, this year the program was expanded to three days. Furthermore, the fleet of fully tested and ready-to-fly models resulted in a quick start. After a brief ground school, the first cadets were airborne shortly after 10:00 on Friday.



No, this is not a scene from *Field of Dreams*, but rather yet another search-and-rescue mission.



The corn was not always gentle.

The weather cooperated the entire weekend, skies remaining virtually clear the first two days and winds relatively calm the whole weekend. With the assistance of over a dozen instructors from the two clubs, the cadets were kept flying almost the entire day every day.

Of course, there was the occasional mishap, most frequently involving the corn field. But the CAP team, trained in search and rescue, was particularly adept at



finding and retrieving errant models from the corn. Although the recovery didn't always result in a repairable model, at least no model parts were left in the corn field to inadvertently enter the food chain.

Saturday night the cadets and interested club members were treated to a star party by the members of the Astronomical Society of the Toms River Area (ASTRA). Bringing their large, often computer-controlled, telescopes, ASTRA members provided clear views of distant stars, star clusters, and nebulae.



**A heli pilot from another club?**



**No, a visitor with the Astronomical Society of the Toms River Area (ASTRA).**

Graduation was Sunday afternoon and, this year, one student, Brian Cann (Ghost Eye) completed all the requirements to officially solo. Although it could be seen as disappointing that only one in ten soloed in three days of training, we must remember that it took most of us several months to solo.

Participating CAP members (along with their call signs) were:

C/CMSgt Ryan Olson - Romanian  
C/SSgt Scott Eshelman - ET (Instructor)  
C/TSgt Stephen Grover - Wyvern

C/SSgt Michael Zartin - Maverick  
C/SrA Jonathan Teuchter - Terminator  
C/SMSgt John Devin - Shamrock  
C/MSgt Vanessa Gonzalez - Monkey  
C/SSgt Brian Wlodawski - Viper  
C/SMSgt Blaise Hode - Eagle Eyes  
C/A1C Brian Cann - Ghost Eye  
C/TSgt Thomas Welch - Ghost Rider

Club flight instructors (also with their call signs) were:

Nick Maggio - Magician  
Keith Zimmerly - Taz  
Armand Graziani - Rocky  
David Vale - Goliath  
Pat Monacelli - Binky  
Walt Siedlecki - Sid  
Seth Hunter - Airbender  
Jon Radway - Hotshot  
John Kukon - Coolhand  
Nobu Iwasawa - Sushi  
Gene Goroschko - Gecko  
Sal Lucania - Oh No  
Bob Levanduski - Levy  
Dean Pappas - Buzzard

## First Solo

Even though Hitesh Anklesaria isn't a full member of the club yet, on the morning of Saturday, August 16<sup>th</sup>, he managed to become first in several things. It was that morning that Hitesh chose to take his first solo flight in the presence of instructors Bill Malinowski, Walt Siedlecki, and David Vale. In doing so, he became the first student to solo this year.



**Hitesh Anklesaria (kneeling), first solo pilot of the year, with his plane and flight examiners.**

Hitesh found out about our club by attending the flight school that we conducted this spring in conjunction with the Mercer County Library. By qualifying as a

solo pilot, he became the first in the history of the flight school to do that.

Earlier this year, a committee of trainers and instructors met and developed a new set of criteria for qualifying as a solo pilot. Under the scrutiny of instructors Malinowski, Siedlecki, and Vale, Hitesh became the first student to qualify under the new solo criteria.

Thus, when Hitesh is admitted into the club as a full member at the next board meeting, he will join the club representing a number of firsts.

## On the Bench

In his quest to build the biggest model under the 55-pound limit, it appears that Keith Zimmerly has finally hit a wall—literally. Assembled for rigging, the right end of the over 19' wing of his WWI twin-engine Gotha bomber touches the wall in one corner of his basement while the other rests in the distant corner of the closet on the far side of the room.



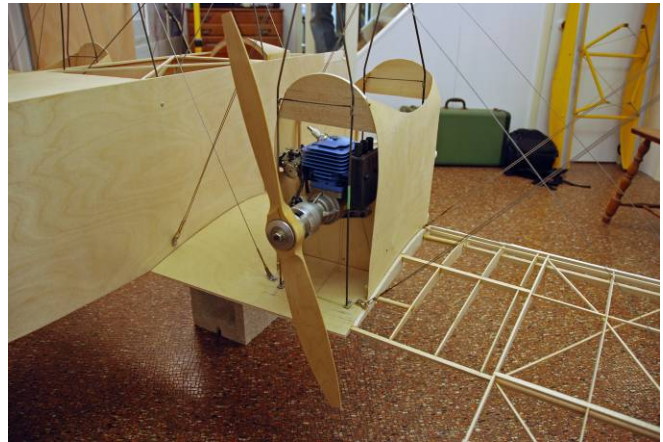
At over 19', the wing of Keith Zimmerly's Gotha bomber extends from one corner of his basement --



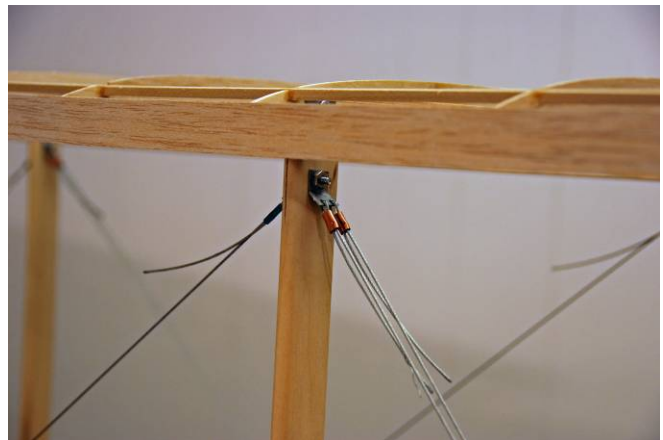
-- to the far corner of his closet. The short 9' fuselage is scale.

The project began to gain momentum in March of this year, right near the beginning of flying season. This may explain, in part, why the Gotha wasn't completed on Keith's typical three-week schedule. As of early April, plans hand drawn on two pieces of sheetrock were the only indication of big things in the works. But, perhaps indicative of the model to come (estimated to have a stall speed of about 9 MPH), progress has been steady, if not swift.

For power, Keith has installed two Fuji 43 gas engines swinging 20" props. Capable of producing 4.2 horsepower each, they should be capable of propelling this massive model through the skies at speeds approaching 20 MPH. Thus, those flying Nieuports may have the rare opportunity to find themselves on Keith Zimmerly's tail.



The Gotha is powered by two Fuji 43s swinging 20x8 props.



Doubled flying wires insure against disaster.

To stay within the weight limit, a model of this size has to be well engineered and lightly built. A lattice of 48 cables laced between the two wings provides the support and stiffness necessary for flight. Recognizing that the loss of a flying cable could spell disaster, Keith chose to "improve" on scale by doubling up on each of



the flying wires. Thus, if one breaks, Keith will have the opportunity to replace it.

As was the case with the full-scale version, Keith's model is crewed by a pilot and two gunners, one gunner in the front and one in the back. A hole in the fuselage provides the tail gunner with the unusual opportunity to shoot at enemies under the Gotha as well as above it. Looking closely at the pilot in Keith's Gotha one can detect an element of attitude. Probably it comes from commanding the biggest airplane in the sky.



**A crew of two gunners and one pilot are required for combat operations.**

Keith hopes to have the model ready for flight within a month. It looks like John Tanzer and Rich Lee may have some serious competition in the bomb drop contest this October.

## Warbirds and Electric Fly are-Coming

September is our big month for public events. The annual Warbirds Over Jersey show will be held on the weekend of the 13<sup>th</sup> and 14<sup>th</sup>, with setup on the 12<sup>th</sup>. The Electric Fun Fly will follow a week later on Saturday, the 20<sup>th</sup>. As always, volunteers are necessary to staff the kitchen, registration booth, flight line, parking, and several other functions. If you are unsure where you might best serve, come to the club meeting on September 10<sup>th</sup> to discuss it, or just report to the kitchen early Saturday or Sunday morning.

## For Sale

Contact Joe Raimondo at (609) 587-9047 about the following items from the estate of Joe Spett:

### Built airplanes

Bi-plane (type unknown, framed) \$20

Bi-plane, 40 size	\$20
Cadet wing	\$10
Clip Wing Cub, 40 size (unfinished)	\$10
Cloud King	\$40
Elder 40, size (partly built (2) wings)	\$25
Fokker D-7, 60 size	\$35
J-3 Cub with servos	\$65
Kaos (good shape)	\$30
Kaos with engine (ready to fly)	\$150
Rearwin Speedster	\$15
Stick biplane with OS Max 35 engine and servos	\$25
Taurus glass fuselage with wing (needs repair)	\$10
Trenton Terror with engine and servos	\$50
U-Control airplane with Fox 25 engine	\$15

### Airplane kits

Bud Nosen, (no plans) Good for wood	\$10
Cap 21, 40 size	\$40
Citabria, 40 size (Bud Nosen)	\$40
EAA Bi- plane, Balsa USA, 60-size	\$40
J-3 Cub, Carl Goldberg	\$50
Stade, 45-60 size	\$25
Taube, Balsa USA	\$35

### Engines

Enya 35 (used)	\$25
Enya 29 C/L (used)	\$15
Enya 40 (used)	\$30
Enya 45 CX(new in the box)	\$90
Enya 60 (used)	\$25
Enya 60 (used) (2)	\$35ea.
Enya II 45 (used)	\$30
Fox 15 (used)	\$10
Fox 15 C/L (used)	\$15
Fox 15 C/L (used)	\$10
Fox 29 C/L (used)	\$15
Fox 35 C/L (used)(2)	\$15ea.
K&B 40 (new in the box)	\$50
K&B 45 C/L (used)	\$10
McCoy 19 C/L (used)	\$10
McCoy 29 C/L (used)	\$10
OS 26 Surpass (used)	\$20
OS Max 15(used)	\$10
OS Max 15 (used)	\$20
OS Max 20(used)	\$10
OS Max 35 (used)(2)	\$25ea.
OS Max 40 (used)	\$20
OS Max 60 (used)	\$35
Super Tiger 60 (used)	\$35
Super Tiger 90 (new in box)	\$100
Webra 35 (used)	\$20

## Upcoming Events

### September

- 10<sup>th</sup> Meeting at WWL
- 12<sup>th</sup> Setup for Warbirds
- 13<sup>th</sup>-14<sup>th</sup> Warbirds Over Jersey
- 20<sup>th</sup> Electric Fly
- 24<sup>th</sup> Meeting at WWL

### October

- 5<sup>th</sup> Cub and Bomb Drop Day
- 8<sup>th</sup> Meeting at WWL
- 22<sup>nd</sup> Meeting at WWL
- 28<sup>th</sup> Student Days end

### November

- 5<sup>th</sup> Meeting at WWL to elect officers
- 9<sup>th</sup> Turkey Fly
- 19<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

### **Newsletter Editor**

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