



THE TRANSMITTER



THE NEWSLETTER OF THE

JERSEY COAST SPORT FLIERS

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JULY 2018

IT'S FLY-IN SEASON!!!

You might think by this picture that our club members are just hanging lazily around the old swimming hole, enjoying the warm weather. But look closer— those are airplanes in their hands! Yes, float flying is back, and it's been a great addition to all the fun we've been having.

It's mid-July, and here we are— fly-in season!!! Our club members have been all over the northeast, traveling as far as Michigan to find some great flying. It's prime time for getting out to the major events, whether it be warbirds (i.e. Warbirds over Delaware) or electric events



Photo by Mike Cripps

(such as Warwick or the Mid-America Electric Fly), there's something worth taking the trip to check out. Although I try to cover the local events in our newsletter, I suggest checking out the back of your AMA magazine to see what other events are coming up that you might want to check out. Taking a road trip with a few friends is a great way to spend a weekend, and you may find a new event that will become a regular entry on your calendar going forward. I know that's happened to me more than once :)

We have a major event coming up at Dorbrook in early August—our annual **Open House on Saturday August 11th**. This event runs for several hours starting around 11am and is our prime opportunity to share our passion for model aviation with the public. Gary Swist II will once again be organizing the demo flights that we'll be holding during the course of the day, and he always comes up with a fun mix of activities that allow us to show off our stuff. In order for this to be successful though we need club participation, in the form of both members and their planes. Please bring out your best and most interesting stuff to either fly or simply show off— we've had great attendance from both the membership and the public before and I hope for the same this year!

Lastly, our monthly club meeting is this **Wednesday night, July 25th starting at 8pm at the Eatontown Public Library**. We'll talk more about the open house plus our upcoming club picnic on August 5th. Be sure to also bring in entries for this month's Model of the Month contest!!!



Recording Secretary's Report

by
Darryl Schlosser

Our **June Meeting** was held on the 27th at the **Eatontown Public Library** meeting room, 21 members were present.

Dave called the meeting to order. I read the Secretary's Report and Stu reported on the club finances.

Business

- On Saturday June 9th, The JCSF hosted our **15th Annual Electric Fly-In**. See Rob's article in this issue of The Transmitter.
- Much chatter about all of the flying and festivities that took place at the **Warwick Fly-In** last weekend. The weather was good.
- Stu briefly discussed his **Musical Chair Fun-Fly** to be held on July 1st.
- On July 11-14th many of our gang will be journeying to Delaware to participate in the annual **Warbirds Over Delaware** event.
- In case you missed Delaware, the NJ Pine Barons RC Club will have their 6th Annual Warbirds event on July 29 -29th.
- Don't forget to come out to our Club Picnic on Aug 5th and Open House on August 11th.

Model of the Month



1. Rob finished putting the pieces together for this Zeke's Drake Flying Boat laser cut short kit. When Rob brought this model in for project night the fuselage was just coming together. This 40" kit weighed 2# w/o LiPO.



2. Gary brought back his Millennium RC Micro SSX Biplane after showing it for project night. The wings span 21.5" and weight is about 6ozs w/o battery.



3. Lee is holding his Maxford Models Neuport 28



3. Adam finished lightening, converting and covering this old control line biplane. He made it a Waco ZKS6. We first saw its bones on Project Night. Adam said its maiden voyage was exciting. George K. diagnosed the flight irregularities as the tail feathers being too small for a RC Plane.

4. Mike assembled this Douglas A1 Skyraider. He said the Top RC Hobbies model went together in 5 minutes. 3c lipo.



Stu won the RadJet 800 Raffle Prize.

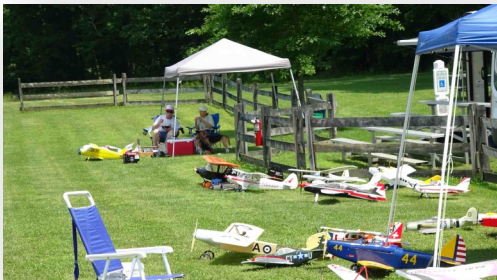
15th Annual JCSF Electric Fly-In

It's hard to believe, but our little electric event turned fifteen this year. I suspect the flying gods recognized this and blessed us with wonderful weather—partly cloudy skies, low winds, and high 70 degree temps. This was a big deal, as the weather in June up to this point had been pretty nasty, and the weekend of June 9th turned out to be one of the best we had yet this year.

After our normal Friday night setup we had the field looking pretty good. We had a great turn-out, including Mike K. with his toy carrier/camper. He normally uses this setup to carry his motorcycles to the various races he attends in the area, but it also turns out it's a fantastic model airplane carrier. In addition, it has a rollout shade that's a real blessing on a hot summer day.

On Saturday we assembled at the field before 9am to set up the registration booth and associated items, which was a good thing, as before we knew it we had pilots showing up to get their spot on the flightline. By the end of the day we had over 30 registered pilots at the field, which is about our average for the past few years. With the excellent weather the flightline was full all day, and we even managed to get in a Mass Warbird launch, abet without the normal chaos.

I can tell when we're having a good event when no one wants to go home, and this year's fly-in definitely fell into that category. Before we knew it 4pm came and went, and a number of our pilots had to hit the road as they had traveled from Connecticut and beyond, so we started to wind down the event and pack up. In the end, we had another excellent electric event, and I'd like to thank Mark and Kris who once again provided the food (and the excellent desserts) and Stu for manning the registration booth, plus everyone who came out on Friday night for the setup. Next year will be sweet #16— make sure you have it on your calendar!



The flightline...



Gaggle of planes.



Deep conversation.



Gary getting ready for another flight.



CyberMike's Muscle Coupe.



New project!!!

2018 Warwick Electric Fly-In

As regular readers will recall, our club made the **NEAT Fair** one of our 'must attend' electric fly-ins a number of years ago. Into that same vein we have now added the **Warwick Electric Fly-In**, an excellent event hosted by the Bergen County Silent Fliers (BCSF) that is situated at a public airport in Warwick, NY. This event is held the weekend after Father's Day, which equated to June 23-24th this year. Warwick has a unique twist in that it not only has a grass and an asphalt runway, but also a large lake for float flying, so it's a true triple-threat from a flying perspective.

While this is officially a two-day event, the host club extended an invite to us to join them early on Friday morning for some "set up" and flying. Most of our crew, which consisted of Adam, Chuck, Dave, Tony, Jake, Bob, and Stu, showed up early and set up camp. I had some personal items to deal with so I didn't make it until later that night. Frank, Mike, and Sandy also joined us for the fun as the event progressed.

The forecast was eerily similar to the one from last year's event— 80+% chance of thunderstorms over the course of the entire weekend. This naturally had a chilling effect on the number of pilots who came out, but even with that the turnout was remarkably good. Our hopes were that we'd have a repeat of last year, where the bad weather skirted us, which is exactly what happened. There were strong storms all around the area but not at Warwick. The weather was rather pleasant, with cool temps, light winds, and lots of clouds. But that only made the flying conditions that much better.

Because of how the sun tracks at this field, we normally spend the mornings on the water flying our float planes, then shift to the grass runway in the afternoon. This plan worked out well again this year, and it gave me a chance to spend some time on the lake with my new Drake flying boat, which I'm happy to report flew excellent! The water and surrounding air was full of planes, complete with Gary boring large holes through the sky with his high-powered *Northstar*. I think it's fair to say that this year we spent more time on the water than the land, but we had a great time!

The BCSF always have a pilots raffle, which normally we never win. However, this year was definitely different, as the JCSF pilots had a hot hand in the raffle this time! Our pilots won about 30% of the prizes given out, and we also had a fun streak. When a pilot won a prize, they then pulled the next winning ticket. I first won (getting a new HP Vapor) then pulled Tony's ticket, who subsequently pulled Dave's number. It was hilarious, and great to win for a change.

After Saturday afternoon's raffle we took our annual trek with the Sawn Craft guys to the **Cancun** restaurant in Sugar Loaf, an excellent Mexican establishment that Adam and Chuck has found a few years earlier. This is a real treat for us, as not only is the food excellent, but the owner is a showman who's slight-of-hand is superb. We always walk out of there with a smile on our faces and full bellies.

On Sunday morning we started the fun task of breaking down camp and heading back to reality. Once again we had a great time, and we'd like to thank Carlos, Mike K. (who's also a JCSF member) and the rest of the BCSF crew for a most excellent weekend!



Bob and the guys surveying the lake.



A shot of the flightline.

34th Mid-America Electric Fly

I have a bucket list of RC events I want to eventually get to—places like the AMA Nats, Joe Nall, and SEFF. Recently I checked an event off of my list—the Mid-America Electric Fly, or the **Mid-Am**. The Mid-Am is the longest running electric RC event in the country, and is CD'ed by Keith Shaw and Ken Myers. For those of you who don't recognize the name Keith Shaw, he's generally regarded as the father of electric RC flight, and has built some of the most incredible scale planes you have ever seen. The Mid-Am takes place just northwest of Detroit, and is about a 1400 mile roundtrip from NJ. With all this info in mind, I hit the road solo on Thursday July 19th to make my way to Michigan. Almost twelve hours later I made it to my first destination—the home of Pete and Carolyn Foss, friends of the JCSF crew at NEAT, who graciously offered me a place to crash before we all headed to the Mid-Am the next day. After a day of driving a soft bed was just what the doctored ordered, after a great meal of brats and sauerkraut!

On Friday we hit the road with our campers, taking the 1 1/2 hour drive to the flying field. One thing I found with the Midwest is that it gets REALLY hot during the summer, and this Friday was no exception. Regardless we set up camp before the official start of the show, and got in some flying before heading into town to grab some dinner and some AC. Another thing about the Midwest is that the bugs are nasty after dark—MUCH worse than we get here in Jersey. The net-net of that is that night flying is not something that's very enjoyable, so you end up getting to be much earlier. In other words, I caught up on some sleep that night and the next.

On Saturday the event kicked into full gear, and the local club set up, as well as a few other friends. Ray Foley from Toledo took the trip to the Mid-Am, as well as Don Belfort from Ohio. Normally I only get to see these guys at NEAT, so it was great catching up with them.

The reason I wanted to attend the Mid-Am was two-fold. First, getting to the granddaddy of electric events was a big deal. The second—this is a builder's meet. Let's just say there weren't many ARFs at this event. The guys attending this event represent a significant part of the builder's community, and they brought out the planes to prove it. I saw some of the most awesome scale and sport planes that I've seen in a very long time. Not only are these guys fantastic builders, but they are also well-known designers as well, so most of what you saw was self-designed and built. I got a chance to talk shop with these guys, and it definitely gave me some great ideas for the upcoming building season.

While the event officially runs both Saturday and Sunday, I ended up leaving shortly after noon as I wanted to get home sometime Sunday night. After another 11+ hours of driving I pulled into my driveway and put my teardrop away, and slowly made my way into the house, just a bit tired. But I did get a nice surprise when I got home. The CD's of the event give out awards both days to recognize different models, and my *Weekender* won "Best Multi-Engine Plane", which just made my weekend. Pete will bring the award to NEAT for me, and I'll put that next to my NEAT trophy from a few years back.

I will say—it was a long drive for a weekend event, but in the end I had a great time. The host club was extremely friendly and I felt very welcome there. I also picked up an cool new scratch-built plane that I hope to have to the field sometime soon, and the Saturday night dinner at the field was great (they made awesome steak sandwiches with REAL steak!). If your travels take you to Michigan next July I strongly suggest checking out this fun, low keyed event!



Registration booth.



Carolynn and Ray!

More pics from the Mid-Am



Scene from the pits.



Scratch-built Hurricane.



Scratch-built Huey.



The Weekender.



Keith Shaw's planes.



Scratch-built collection.

Musical Chairs -CD Stu Katz

July 1, 2018

Hard to believe, but we have been running this contest now for over 12 years! In that time, changes to the rules have been made to address safety, time constraint, electric airplane use, as well as to plug a few “holes” clever competitors have found in the rules along the way but have remained essentially the same.

This contest is based loosely on the children’s game, “Musical Chairs”. Pilots circle the field and at random times set by the CD land and vie for “chairs” painted on the field with one less chair than pilot marked as “eligible”. Points are awarded for each pilot successfully seated and then one chair and pilot removed until the last flight with only one chair and two pilots remain.

Two rounds were flown, and the cumulative points are used to determine 1st, 2nd and 3rd place winners. It was extremely hot on the day of the contest, so fortunately no tie breakers were required, and we were able to finish the contest in well under two hours, not including the lunch break.

10 pilots showed up to test their skills against their fellow club members. “Casualties” were fairly light, although one Rob K. had with another pilot (to remain nameless!) while taxiing to a spot put him out of the contest for the 2nd round.

Stan Berger, Tom Cerqua and Gary Swist II were the big winners, taking 1st, 2nd and 3rd place.

Contestant	Total Pts	Ranking
Stan Berger	11	1
Tom Cerqua	10	2
Gary Swist II	9	3
Adam Lilley	8	4
Dave Mauger	3	5
Bob Kiebley	3	5
Rob Kallok	3	5
Frank Raineri	1	6
Mike Kouridakis	1	6
Mike Cripps	0	7

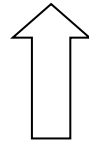
In addition to CD’ing the contest I provided, as usual, the fun fly prizes and Mark Nettleingham provides the eats!

Warbirds Over Delaware 2018

I've been attending Warbirds Over Delaware for 24 of the 29 years that the Delaware R/C club has held it, and this year's was one of the best! I was the first to arrive at 6:00 a.m. Tuesday morning and had to unlock the gates. The weather was outstanding for the entire week, with low humidity and cool nights. The aircraft that arrived for this year's event were of the very best quality. For example, the week started with three turbine powered A-10's doing formation flying feet off the ground and several high speed head-on passes. As the pilots continued to arrive, so did the masterpieces. The flight line included a giant B-26, countless turbine powered jets, one 60% L-4's, and a Top Gun quality Focke-Wulf FW-190 just to name a few. WWI and WWII fighters were constantly tearing up the sky and the runway with their low passes. The noon time Demos were a modelers dream, with jets, a WWI and WWII mass warbird launch, a flight of a B-26 with two Corsairs and an F-190 in formation. Included in this was my former routine where my 1/3 scale cub flies at trees and loses a wheel and has its aileron fall off. Our club members participating were Dave Mauer with his Curtiss Hawk, Frank Beshears with his Fleet biplane, Chuck Safarian with his Eindecker and myself with my Military Cub, DR1, and P-47. All in all the Delaware R/C Club out did themselves this year and deserves a tremendous amount of credit. I cannot think of a more professional and friendly group of guys.

Adam Lilley





First Class Mail



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UPCOMING EVENTS

Next Meeting – Wednesday July 25th, 8:00 PM at the Eatontown Public Library. Model of the month and raffle.

July 28-29th— NJ Pine Barons Warbird Fly-In

Sunday August 5th— JCSF Club Picnic and Fly-In (noontime start)

Saturday August 11th— JCSF Open House (11am Dorbrook)

Saturday August 18th— Nutmeg State Electric Fly-In

August 18-19th— Golden Age Fly-In (Bethel, PA)