



THE TRANSMITTER



THE NEWSLETTER OF THE

JERSEY COAST SPORT FLIERS

AMA CLUB #1265, EST. 1973

WWW.JCSPORTFLIERS.ORG

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TIME FOR FALL

As you (hopefully) noticed, we didn't have a September edition of the **Transmitter**. You can chalk that up to a serious overlap between the time the newsletter is normally written and our club's time at NEAT, which was a week later than usual due to a late Labor Day. This edition will attempt to address that gap by covering all the great stuff we did over the past two months. And here we go...

So first up, our cover shot. Here we have our very own Adam Lilley relaxing after a grueling Vapor Games contest, which he had just won (big surprise). He actually had a hard-fought victory against a seriously reduced number of pilots. As you might imagine, the turnout at NEAT Fair this year was down significantly due to COVID-19, probably on the range of 40%. However we still had an excellent time, and I'll give more details later in this issue.



As the summer progressed into fall in some ways things started to feel a little more normal, but that's also relative. We had more regular contests, more guys started coming out to the field, and some of our favorite events stayed on the calendar, such as the Golden Age Fly-In in Bethel, PA. On the other hand, old favorites such as Rhinebeck never made it back to the calendar out of an abundance of caution. But the specter of COVID hung over everything, yet folks adjusted accordingly and appropriately. Masks became the face wear of choice and fist bumps replaced handshakes. But we were all just happy to catch up with everyone and enjoy some socially distanced fun. With cold weather coming in short order we need to enjoy our time outdoors and having fun together as there's a good chance it'll be a quiet winter.

So, what's next? How about a club meeting this coming Saturday October 24th at our new (for now) meeting location—Dorbrook Park. The meeting starts at 2pm, and we'll have our regular Model of the Month contest to boot. Be sure to bring a plane to show and/or fly, and a chair!

Club Meeting Report

Sept 26, 2020

We had another of our outdoor meetings at the club field at Dorbrook Recreational Center. This seems to be a popular venue as it appears that we have a pretty good turnout for the outdoor meetings. We had 17 members attend this one. We plan to do at least one or two more al fresco meetings or for as long as Mother Nature cooperates.

Dave- Made the opening remarks and welcomed everyone. Dave somberly reported on the unexpected and untimely passing of club member Bruce Busfield.

Mike K- I reviewed the minutes from the last meeting.

Stu- Reported on the financials. We're in solid shape but with no revenue earning events we had no new income to speak of.

Darryl- Reported on our membership. We are currently at 106 members.

SUMMER 2020 Events (attended by members):

Dave led off in reviewing some of the events we attended.

The first event was the **Pine Barrons Warbird Meet** in South Hampton, NJ. Dave, Adam, Frank B, and I flew in the event. George and his wife came down and spectated. Adam flew the 40% L4. There's video of him flying it on the facebook page. I flew the F7F Tigercat and the ¼ scale Eidecker. Frank flew his 1/5th scale Cub. Dave flew his Mentor and Corsair. It was a fun event. Very low key. It's a nice field that is long and pretty flat. It doesn't look very wide because it is surrounded by crops but it isn't narrow at all really. I'll probably big some 1/3rd planes next time.

The next event was the **Golden Age Fun Fly** and swap meet at Grimes Airport in Bethel, PA. This is an event that mixes full scale air show with RC planes and it runs pretty seamlessly. There are some very interesting displays and aircraft there. They have an interesting mix of WW1, Golden Age and stunt aircraft. Seems like more and more of us attend this event every year. This year our group consisted of Bob K, Adam, Dave, Tony L and me. Adam flew his DA-120 twin powered 40% Piper Cub. I flew the ¼ scale Velie Monocoupe and the ¼ scale Fokker DVII. Dave flew his ¼ scale Monocoupe and his Waco. I don't recall what Bob and Tony flew.

Dave spoke briefly on the **Pine Barrens Float Fly** that took place in Forked River, NJ.

Adam reported on his **Limbo Contest**. I had that darn song stuck in my head for a week! We had a good time. I posted some video of it on the fb page.

Adam also reported on his trip down to Fredricksburg, VA for a **warbird meet**. I'll leave it for Adam to report on. Suffice it to say here that he had an eventful event!

Adam also reported on the **Wings Over Piper** event in Lock Haven, PA. Lock Haven is the birthplace of all those Piper Cubs you see flying around the world. Adam said that it was a very nice event and great venue but that he was a "little bored because there were no obstacles to fly around". Only Adam would lament *not having* something block his flight path!

The next event was the **NEAT Fair** that quite a few of us attended. As usual we had a great time. Attendance was way down-- 200 registered pilots as opposed to the normal 350. I'll leave for Rob to do a full report on NEAT as he is our NEAT ringleader.

UPCOMING EVENTS:

Midway Bombing event Sept 27

Pumpkin Bowling Oct 4

Adam's Halloween Hole in the Woods Oct 9-11

Adopt-A-Road Oct 17

Streamer Chase Oct 18

PROJECT DAY:

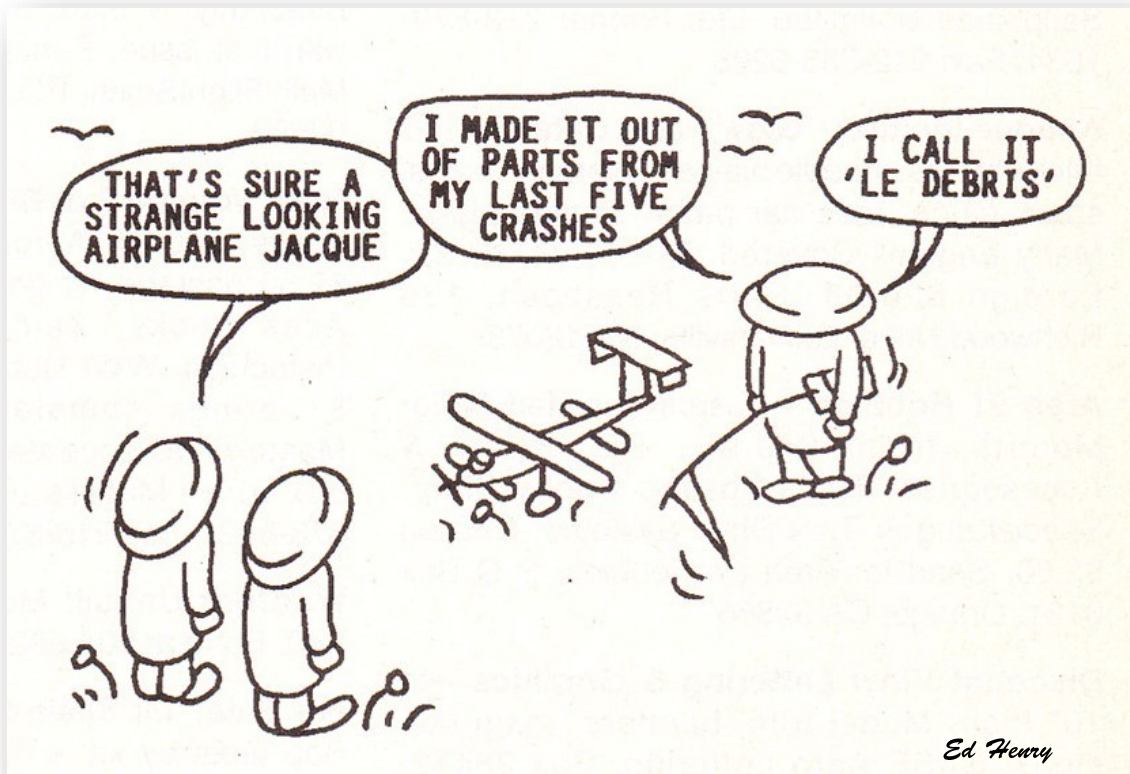
Bill showed his high powered **E-bike** powered by 13.5 amp 52 volt pack. It makes 1500 watts of power and has a 20-40 mile range depending on load. He also showed a Raspberry Pie controlled very large capacity charging set up housed in a suitcase.

Mike C showed his GWS (yes, GWS) **Zero fighter**. He fibreglassed it and did some other mods and powered it with a Feigao or Sup-po motor. It should fly well when he finished it. I built one with micro mechanical retracts back in the 1950's that flew really well.

Rob K showed his **Old School Models Javelin**. Old School is a new company that makes some very nice looking laser cut kits. He has a 600-700 watt motor. Very cool looking model and as usual, Rob's building skills show.

Mike K (me) showed a **Clark Industries 1/4 scale Supermarine Spitfire**. It is from a kit manufactured back around the year 2000. John Clark of Canada designed a complete kit with beautifully detailed fiberglass fuselage, built up wings and tail and a two cylinder 100cc engine with scale functioning exhausts. The kit was only available as a complete package meaning that everything required was included except for glue and epoxy. Most guys didn't want the motor but you couldn't get it without it. New these went for around \$4500 which I think is insane but apparently he sold a bunch. My model is a former Top Gun competitor that was damaged in a hard landing. I got it without the motor. It still needs some repainting of the repaired areas on the wings and on the new cowl. I'll power it initially with an Electrify Rimfire 65 and 12s 10,000. The all up weight will be 45 lbs +/- . If it's underpowered I'll put away some \$\$ for a DA-100 inline twin.

Adam showed his **Bill Hempel 40% Super Cub** that he converted to electric with a Scorpion SII-6530 180kV 100cc equivalent outrunner on 12s 5000 and a 27x10 prop. It pulls 70 amps at full throttle and at 44 lbs the Cub will prop hang until the sun goes down. It's an impressive model and sounds so cool as it does a takeoff or landing roll as you hear the airframe rumbling and creaking.



NEAT Fair 2020

I'll be honest—I had my doubts that NEAT would actually happen this year. COVID-19 had cancelled so many events up to this point it seemed quite likely that NEAT would be added to that list. But as the days got closer it became clear that NEAT would actually happen this year, albeit a rather different show. But it was still a chance to get away and sort of forget all the messed up stuff that's happened this year, at least for awhile.

Normally we leave for the NEAT Fair the weekend before the show actually starts, but with Rhinebeck having been cancelled Adam opined that we should take advantage of the opportunity and leave even earlier, so on Friday September 12th we hit the road for Peaceful Valley Campsite, where our tent was waiting for us. Thankfully we had an early contingent there as Bob, Frank and Tom made sure our tent was in the right spot.

I think the best way to describe NEAT this year was mellow. With all the stress of the pandemic and how that was physically and mentally impacting everyone most participants wanted to just get away, relax and fly. And we did in spades. We were just happy to see everyone who made it out the show. Quite a few of our friends, both JCSF and others, couldn't make the show this year for a multitude of reasons, so the turnout was drastically lower than usual. But at the same time it made the show more intimate with the lower turnout. So it wasn't bad—it was different, and we had a blast regardless.

One constant point of discussion about NEAT is the weather, or how bad was it? This year's show was largely dry for a change, but as the week progressed the winds became a factor and the temps dropped into the 30s at night. The winds caused us to shift some of our fun to ground level, and after last year's show a number of us brought RC trucks/crawlers to enjoy. The cold was another thing, and as our tent once again had a short front flap it got rather cold at night, which I think curtailed some of our activities. We did have a roaring fire most nights, which helped a lot, but I'll tell you from experience that if you got away from the fire to fly your hands got very cold very fast! Luckily everyone had good sleeping arrangements and were largely warm at night. But on Friday morning the entire valley was covered in frost and I even found some ice. It was very "cool" looking but also a sign that fall was making an early appearance in the valley.

I'm happy to report that our newly acquired trailer made a huge difference this year. Being able to pack and store everything in a single place was awesome, and thankfully we had Stu and Chuck to bring the trailer to and from the event. Over the off-season we plan to make some improvements in the layout of the trailer, and will likely be purchasing some additional camping enhancements that'll be stored in the trailer going forward.

There were many highlights during the course of the week, and I know I'll miss a few. But several stood out...

- Mike K. completed and maidenized his scratch-built Wellington bomber. What a hands-off first flight! He flew her numerous times over the course of the week, and hit the peak when he flew her during the Battle of Britain memorial flight on the Friday of NEAT.
- Adam brought his new electric 40% Hempel Cub and wowed everyone! It was so cool seeing Adam fly her against the valley background. Folks loved it!
- We hosted our annual Vapor Games on Thursday night, and had an expectedly lower turnout than normal (about 60% less). Regardless we had a hearty competition that came down to a double-elimination between Adam and Joe Malinchak. Adam ultimately prevailed, winning the Killer Rabbit that went to first place this year. Joe had a great time and is already planning something very special for next year's contest.
- We enjoyed the traditional Mass Warbird Launch on Friday and Saturday. Yours truly won the pot on Friday when I landed my trusty P-47 within a foot or two of the target (yes, I was surprised too!).

I know I probably sound like a broken record, but we had another great time at NEAT this year. Yes, it was different, but that was still better than no show at all. We were so happy to see our friends who could make it—we spent lots of time just visiting and talking with everyone. There's even photographic proof that I relaxed a bit (which if you've been to NEAT know is something pretty rare). I can hardly wait for next year and hope everyone will be back to enjoy it :)

Photos from NEAT Fair 2020



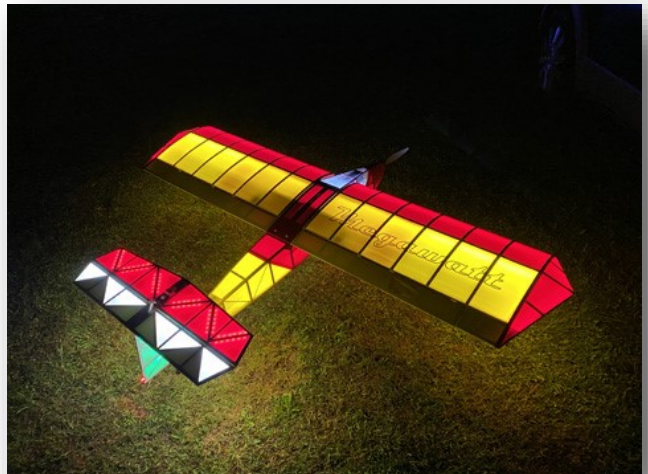
Another sunny day at NEAT...



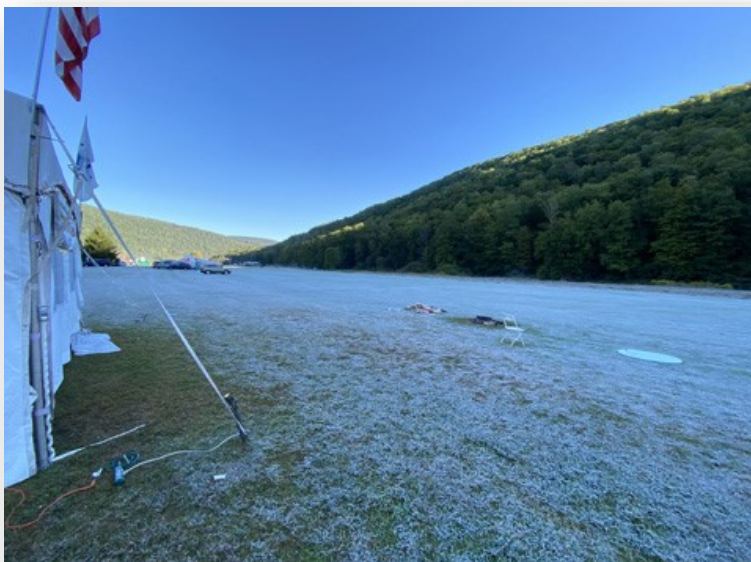
Marion and Dave chillin...



Joe M's beautiful L-4



Megawatt at night :)



One frosty morning!

Midway 2020 Contest Report

by Mike C.

On Sunday, September 27, we hosted the 2020 Midway fun fly contest at the field, which I CD'd for the first time. For those who have never been, Midway is bomb drop contest that (in a small way) re-enacts the events of the famous WWII naval battle from June 1942. Pilots were separated into teams (America vs. Japan) and fly bombing runs against an enemy aircraft carrier and support ships. Points were scored for hits on ships, and the carrier had extra bonus points for hits on the superstructure and clusters of aircraft and armaments scattered on the flight deck. Each pilot had 3 minutes to drop 3 bombs per-round to score as many points as possible.

Pilots were given the choice of using the traditional "two-nails-in-a-board" bomb drop mechanism, my newfangled servo-operated 3D printed units, or their own contraption as long as it could drop a standard club bomb. Dave M. and myself used my spare-servo-channel actuated units, Stan B. and Adam L used the traditional humpty-bump droppers, Stu K. 3D printed his own servo-operated unit, and the rest used my self-contained-with-a-micro-receiver units and a separate bombardier.

Yours truly appointed the team admirals – Stan "Nagumo" for the Japanese and Adam "Spruance" for the Americans. As field commanders, the admirals got to pick their teams and set their order of battle. There was the usual mix of contest planes - Master Sticks, Tundras, Timbers and the like – but special mention must be given to Mike K. and Adam for their unusual choices of airplanes. Mike K. flew his scratch-built 100" foam Vickers Wellington (which flies amazingly well), and Adam chose to fly his 40% Bill Hempel J3 Cub (yes, that is not a typo)! The Cub in particular was quite a sight lumbering in a low-and-slow parabolic trajectory to fling the bomb off...

Two rounds of bombing were flown by each pilot, and in a shocking upset, the Japanese emerged victorious with a total of 19 points vs. 4 points for the Americans. The individual rankings wound up being:

1st – Gino S. (Japan): 10 points

2nd – Stan B. (Japan): 9 points

3rd – John E. (USA): 2 points*

4th – Jason C. (USA): 2 points*

5th – Stu K. (Japan), Mike C. (Japan), Adam L. (USA), Dave M. (USA), Mike K. (USA): 0 points

* (John E. and Jason C. tied for 3rd, and after a fly-off round remained tied, so they decided to settle it like gentleman with a coin flip, and John E. won with a tails).

This was the second time we used my servo-operated dropper units in anger, and this time there were a couple of glitches. Mike K.'s plane kept dropping late, and Adam's ginormous Cub wouldn't drop at all. I believe this was caused by aerodynamic effects overpowering the servo due to the mounting location, or possibly due to radio interference with the tiny single-cell receiver that is embedded in the unit. To prove this out, I will do some additional testing on larger planes before we use them again in a contest. Regardless, the overall percentage of successful drops was on-par with the traditional nails-in-a-board drop mechanisms, and Adam even had trouble with that. It is also worth noting that the winner of both contests where we used my electronic dropper units had Sandy as their bombardier, so you may want to consider that the next time we use them in a contest :)

Photos from Midway



Happy bombing crew



American flat top



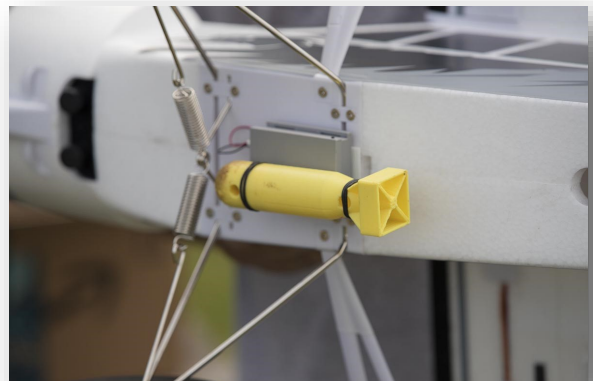
Loading the Wellington



Bombs away!!!



Holy crap— he actually flew that in the contest!



Mike's magic bomb drop device

PUMPKIN BOWLING 2020

On October 4th we had our always interesting Pumpkin Bowling FunFly. As has been the case several times since I've been CD'ing this event, the wind was very uncooperative. Having the breeze change direction back and forth and everywhere in between makes approaches really hard, not to mention constantly blowing over pins. I do plan to attempt to remedy this part for next time by installing stronger magnets to keep the pins vertical. We'll see. Anywho...we did have a good turnout with 13 guys signing up, but right from the beginning we got off to a slow start. One of the Staten Island boys (sorry I can't recall which of you (think it was Dan – Rob)) suggested we pull the pumpkins from the bottom rather than the open top side. This change was a great idea as it did make the flying gourd less prone to dragging the plane around. Unfortunately it did take a while to make the changes and as a result we didn't get started until almost 1 o'clock. During the first frame, three of our pilots realized the tow plane they were using was not quite up to the task, and Mike K, Ice Cream Ed and Vinny DiNosi were forced to bow out of the competition. Jason had a tough time too and yours truly was just out to lunch. After two frames we did take a break and scoff down some subs courtesy of Rob. We started back up again deciding we would do only two more frames as it was already mid-afternoon. Then the wind changed completely (go figure) and we had to reset the entire pin mechanism. Another slow down! After all was said and done, the usual suspects came through as Adam, Stan and Mike C showed their prowess. As I said at the beginning, it was interesting, but a good time was had by all. I do have to thank everyone at the field for helping me pull this off. So here's the final score sheet:

1st Place....Adam with 11 pins

2nd Place....Stan with 10 pins

3rd Place....Mike C with 9 pins

4th Place....Dan Basovitch with 7 pins

5th Place....Tom Abate with 7 pins

6th Place....Stu with 6 pins

7th Place....Gene Gavin with 6 pins

8th Place....Rob with 3 pins

9th Place....Me with 2 pins

10th Place...Jason with 1 pin

and 3 DNFs...

Mike K, Ed and Vinn



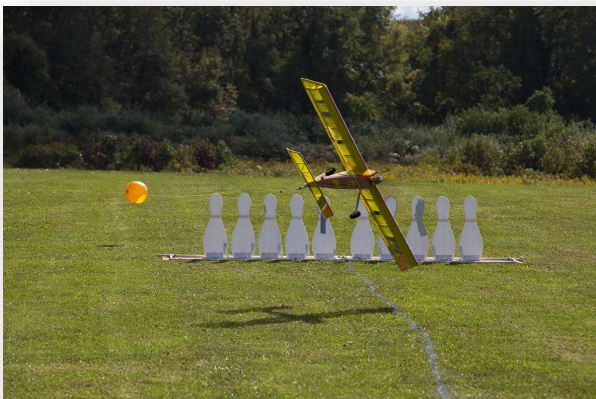
Photos from Pumpkin Bowling



Losing their heads!



Modifying pumpkins



Close call!



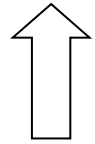
Dave laying down some paint



Cute couple



And the winner is...



First Class Mail



Rob Kallok
18 Bampton Place
West Long Branch, NJ 07764

UPCOMING EVENTS

Next Meeting – Saturday 10/24 at Dorbrook—2pm. Model of the month and raffle.

Sun. November 22— Turkey Shoot 11am—Dorbrook. Mike C. CD