



THE TRANSMITTER



THE NEWSLETTER OF THE

JERSEY COAST SPORT FLIERS

50TH ANNIVERSARY 1975-2025

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ROB KALLOK—EDITOR 732-804-6082

EMAIL— ROB.KALLOK@COMCAST.NET

ADDRESS—18 BAMPTON PLACE, WEST LONG BRANCH, NJ 07764

A GOLDEN YEAR...

I want to start off by wishing everyone a happy New Year!!! I hope you had a wonderful holiday enjoying yourself with friends and family. I'm excited about this year for lots of reasons, and I hope we all have a fantastic year on and off the flying field.

This year is a special one for our club as we're hitting a major milestone—**our 50th anniversary!** Now, for those who have been following along at home (and read the header on our newsletter) we originally thought our anniversary was back in 2023 as many of us believed our club was formed in 1973. Now, there were predecessors to JCSF that existed then, but the Jersey Coast Sport Fliers have existed as an AMA-recognized club since **1975**. With that disclosure we adjusted our dates accordingly, so this year is our true gold anniversary—woohoo!!! A milestone of this significance

deserves to be recognized, and we're planning a big celebration this summer to commemorate this. I'll be sharing information as it becomes available, but for now please mark Saturday June 28th on your calendars—thanks! And now you understand more about why I picked this month's cover photo—look for more retrospective shots during the course of this year.

So I mentioned there are lots of reasons to be excited about this year, and one of the big changes is our monthly club meeting location. While we're still working through details, through the efforts of Joe L. and Dave M. we've tentatively secured the use of the St. Mary School in Middletown as our new meeting site, with the added bonus of access to their gym afterwards for indoor flying!!! For those of you who came out to our club swap meet this past November you'll recall their gym is huge and will be a fantastic opportunity for us to enjoy some indoor flying. While we've spoken with the St. Mary principal, we're waiting on final dates that work for them, most likely a Tuesday or Thursday evening in the third or fourth week of each month. We'll use this location on the same schedule we did with the Eatontown Library— September through March. As we've been doing, we'll continue to meet at Dorbrook from April through August, but will have the school as a backup in case of bad weather. For those of you who haven't flown indoors yet, you're in for big treat! We'll talk more about this at this month club meeting.

Due to the arctic blast coming our way this week, we've decided to try something different for our club meeting this Wednesday night 1/22— a virtual meeting via Zoom. I'll be sending out details this week—I hope you'll join us!!! Thanks!



December 2024 JCSF General Meeting

(Note: thanks to Joe L. for the notes as your recording secretary was home sick...)

The December general meeting was held on Wednesday 12/19/2024. There were eleven members in attendance (seven general, four Exec). Snacks were served to celebrate the holidays.

John T. gave the treasurer's report. If you need details feel free to reach out to him. John did comment that we saved money on food for our fun flies this year because we cooked the lunches versus buying them prepared (sandwiches, pizza, etc.).

Conversation Topics:

- Brass Monkey: Rob K will be CD for this event. The event will consist of a climb and glide, with an optional spot landing. Pilots need to ROG and will have a 20 second run time to altitude.
- Status of St. Mary School: The club is in discussions with the school to both host our monthly meetings plus allow for use of their gym for indoor flying afterwards. As soon as more info is available we'll share it with the members.
- Exec Board elections:
 - Rob Kallok was nominated for Club President— won on unanimous vote.
 - Call was put out for Recording Secretary as Rob was previously acting in that role. No volunteers came forward. John T. and Joe L. offered to share the responsibility going forward (*editor—thanks guys!!!*).

Model of the Month: Ray Merry with his Klem 25 scale model!!!



2024 Santa's Training Mission

I've lost track of how many years we've had this event, but it's well in excess of ten years and it definitely falls into the Tradition bucket in terms of things we do as part of the JCSF. And I was extremely happy to see how many guys showed up this year to take part in this great end-of-year event!

On Sunday 12/15 I drove up the road to our club field after having completed my shopping trip at the local ShopRite— cookies, chocolate cup cakes, rice cakes, 1% milk, chocolate milk, and water. I also had a carafe of hot coffee (made at home with freshly ground beans) - just in case. As I admired the recently cleared brush around our flying field, I realized that the parking lot was a lot fuller than I expected! What a cool surprise—we had nine pilots lined up plus a host of spectators. This was shaping up to be a great event :)

So, a quick refresher on this contest... the idea is to practice Santa's run on Christmas Eve. Land on rooftops, deliver presents to all the good boys and girls, and eat a boatload of sugared up sweets. For our event you had three houses to demonstrate your proficiency, starting at Santa's workshop and finishing there once your rounds are complete. This is a timed event, but it really comes down to landing and eating. Great practice for the holiday season.

To keep the pilots from going into a diabetic coma we decided a few year's ago to keep this contest to one round, but there's still a lot of eating to be done. Carl G. kicked the event off with a solid time of 5:28, but we quickly realized that most guys were hungry to compete. Following Carl, Frank R. did Santa proud with a time of 3:35, which definitely set the pace for this group. Frank's time looked like the standard bearer until Stan walked up to the line. Rumor had it that Stan had been fasting all week to make him extra competitive, and his cheeks were rosy as he did his best job of channeling Santa Claus. When the powered sugar settled Stan reset the bar with an incredible time of 2:38. From that point forward the question on everyone's lips was could anyone else crack the three minute mark. Jason C. came the closest to getting it done with an excellent time of 3:27, but that wasn't enough to unseat Stan. It did however guarantee him a spot on the podium in second place, with Frank taking third and Santa Stan running away with first place.

While this event does not give any Sport Flyer points, the order of finish does provide one perk — picking order in the grab bag. You see, we have an optional pilot grab bag so while guys don't walk away with a pilot's prize, they can get a Christmas present. As usual the prizes were cool and lots of fun, with a mix of hobby and non-hobby items. I did very well by picking a foamy wing kit (from Jason C.) that I plan to have ready for flying in the spring. After the contest most of us went over to MJ's for some lunch and an opportunity to warm up. This contest is a favorite as it's a great way to wrap up the year, and get ready for the holidays. I think it definitely did the job this year!

<u>Pilot</u>	<u>Time</u>	<u>Place</u>
Stan B	2:38	1st
Jason C	3:27	2nd
Frank R	3:35	3rd
Mike C	3:46	4th
Dana H	3:56	5th
Adam L	4:15	6th
Carl G	5:28	7th
Tom C	9:21	8th
Joe L	DNF	9th

Photos from Santa's Training Mission...

(courtesy of Stan B)



2025 Brass Monkey

January 1st, 2025. The forecast— 20 to 30mph winds with gusts over 40, with temps in the low 40s...

Yep, what a great way to begin the flying year. As regular readers will recall, the Brass Monkey is held at noon on New Year's Day regardless of the weather conditions. Yes, we've had very nice weather for the Brass Monkey (strangely warm and calm, but nice) but we've also had rain, high winds, snow, freezing temps, or a combination of those. We've only missed the Brass Monkey twice that I can recall in the past thirty years, and one of those was due to two feet of snow on the access road to the field that the Parks folks didn't have time to clear. So when I saw the forecast for New Years Day I was like—here we go...

This year differed a bit from prior years. I was the CD for this year's event, and in an effort to get more guys to come out I announced the contest ahead of time. Normally for the Brass Monkey the pilots find out the day of the event, so it's hard to prepare. And on top of that we've had some interesting and challenging contests recently and I wanted something simple that anyone would be comfortable trying out. So this year's contest was a climb and glide contest, followed by an optional spot landing. Each pilot would get twenty seconds of powered flight to get to altitude, then they'd need to cut off their motor (no one flew wet fuel this year) and glide as long as they could. If they were able to land in the target area they'd get an additional twenty seconds added to their time. The longest time would win the Brass Monkey. Any throttle manipulation post the initial twenty second run would be a DQ for that pilot.

So, one of the cool things about announcing the contest early was that pilots could pick a plane that was optimized for the event, and that was definitely taken advantage of by a number of our club members. In the week leading up to the contest there was a lot of chatter among a few of us about what the best approach was for winning, and two camps came out of this discussion. One was Tom C, who decided that a light plane with lots of power was the answer. Tom's entry was based on a foamy Cub with a significantly larger wing, and a MUCH larger motor. On the other side, Adam L. opined that with the windy forecast a higher wing loading with lots of power was the right answer. Adam's weapon of choice was his V-1200 speed plane, which if anyone has seen it fly knows it's a bullet that could care less how windy it is.

The morning of the event I was very pleasantly surprised to again see a full lot of cars, with eight pilots waiting to fly and another six guys there to cheer us on. That was very impressive as the winds were howling at the field. Although the temps were reportedly in the mid 40s, with the wind chill it felt like it was in the low 30s. For some reason I figured I didn't need gloves that day, and quickly regretted my decision once I got out of my truck. Thankfully Ray and Jeanne Merry saw my predicament and offered me a pair of gloves to borrow, that I gratefully accepted. As I started to sign guys up for the contest I told everyone that I made the decision that we'd let Adam and Tom fly last since everyone knew they had something special in mind, and we all wanted to be there to watch. There was a lot of bench racing going on as the pilots got ready to fly, then we had a nice surprise as Gary S. showed up unexpectedly to participate, and I added him in at the ninth spot, after Adam and Tom.

As the pilots started their flights their different strategies became apparent. With such a strong wind the question was where to put your plane at the end of your motor run. Frank R. pulled the short straw and took the first flight. He actually did quite well, although the wind gave him a lot of trouble, and he ended up with a time of 1:25. As it turned out the majority of flight times this day would be in that range, with a few exceptions. I opted to take the second flight of the contest, and I was using my trusty Tiger 60 with an eFlite Power 60 up front. I was hoping the combo of power and wing area would do the trick, and I did get to altitude quickly and once I cut my power I was able to hover in the strong wind for a decent amount of time, mostly using rudder and elevator to keep the nose pointed into the wind. However, as I started to run out of elevator I had to drop the nose and turn down wind, and that's where things got interesting. Once I turned the wind took me all the way across the field and towards the trees. Realizing I had very few options to get my plane back in one piece I opted to power back up and get away from the trees, earning a Disqualification in the process. However, I was more interested in keeping the plane intact so it was a worthwhile tradeoff.

The wind gave everyone fits during the contest, and as it turned out only one pilot managed to snag the spot landing and the extra twenty second time. Dave M. was flying his Slow Ultra Stick, which seemed to be a strange choice considering its weight and the wind, but it handled it pretty darn well. However, the wind did make gaining altitude an issue, so Dave had to work with less airspace than he had hoped for. However, on the plus side he was in a much better position to hit the spot landing, which he did, and he ended up with a 1:27 time with the added twenty second bonus.

2025 Brass Monkey (continued...)

A perennial Brass Monkey favorite, Stan B. took his Stick to the flight line and within twenty seconds had rocketed to the point where his plane was a dot in the sky. Knowing that Stan loves to practice dead stick landings from dizzying heights, I was beginning to think he was the one to beat, and then the wind started playing with him as well, and started to lose altitude. I was extremely surprised to see his time click off at 1:35 upon landing— good enough to put him in first place but not nearly as far ahead as I was expecting. The wind was definitely leveling the playing field on this day.

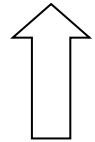
After Ray M. and Jason C. flew (1:33 and DQ respectively) we were down to Adam, Tom and Gary. Adam, with his high-powered V-1200, rocketed to an absurd altitude after spending the first ten seconds ripping around at low altitude, figuring a twenty second climb would put him totally out of sight. Upon cutting power he managed a rather decent glide back to terra firma, and his time did manage to eclipse Stan's prior time by eleven seconds, but the wing loading of his plane did seem to cut down on his time, and his lead didn't seem as strong as he had hoped. Then it was Tom's turn...

Tom's hodgepodge of parts had only a pair of test flights on them, but Tom's strategy seemed to pay off when his lightly loaded plane took off like a shot to altitude. Once there, most of us figured that the winds would push him into the trees, but to our amazement he was able to stay in the middle of the field and just slowly cruise around. Eventually he ran out of altitude and touched down with an impressive time of 2:11. In the end it did seem that Tom's strategy did the job for him that day. However, we still had a wild card in Gary, and knowing how well his biplane performs he could have been a spoiler. However, the winds did him no favors, and while his time of 1:25 was right in the hunt it wasn't enough to upset Tom, who was the 2025 Brass Monkey champ.

After the contest a few guys got in an additional flight or two, but most of us had enough of the cold and wind and packed it up. We managed to continue our tradition of flying on New Years Day, and we kicked the year off in fine fashion.



Photos courtesy of Stan B.



First Class Mail



Rob Kallok
18 Bampton Place
West Long Branch, NJ 07764

UPCOMING EVENTS

Next Meeting – Wednesday January 22nd, 7:00 PM via Zoom. Meeting info to be sent to members shortly.

Sun. January 26— Levittown RC Swap Meet (Hicksville LI)

Sat. February 8 – ATOMS RC Swap meet (Hillsborough, NJ)