

September 2011



The flight line under Friday's bright skies.



Tom Kosewski's beautiful, but unfinished, 1/2 scale Fokker D-VIII.



Keith Zimmerly's huge, 1/3 scale, DH-4. Keith built this in about six weeks, based on the BUSA 1/4 scale DH-4 plans which he enlarged on sheet rock!!

World class models, including at least two Top Gun award winners. A Morane Saulnier at its 20th Jamboree, and an incomplete, 1/2 scale D VIII not quite ready to fly with a good mixture of veteran aircraft and some with the paint barely dry.. A huge, 1/2 scale D VI down to park fliers. Long time attendees and first timers; Fathers and sons. Old friends, and new ones. These are reasons to come, and to come back, to a Rhinebeck Jamboree. People came from all over. There were 156 who registered as pilots or helpers, representing 15 states, including one each from California, Texas, and Virginia, ten from Canada, and 76 from New York. With two exceptions (RI, DE), we had representatives from all of the New England States down to Virginia, and from New Jersey through Ohio. There were six vendors and small swap shop- I sold three kits for a friend; one vendor sold two cases of a new Albatros park flier.

The quality of the models was outstanding this year as many people had set flying at Rhinebeck as a goal for a beautiful model. But it wasn't all museum scale work, and it wasn't all brand new planes, though there were easily ten of the former, and uncounted numbers of the latter. There were also veterans- e.g., the Morane mentioned above, plus a Bristol with safety stickers outlining the rudder. It had probably been built originally for the Jamboree when it was a balloon busting contest. People were comfortable flying a variety of other planes, though- the photos illustrate two small ARFs; others from small park fliers to the 60" D VII's and Pups were flying. The attraction for a modeler is clear- the field itself is gorgeous- long enough to provide lots of safety for a underperforming engine, wide enough for the troublesome takeoffs and landings common for WW I tail draggers. Beyond that, there is the obvious attraction of flying off the same grass, at the same location, where full scale replicas or even preserved originals fly. It's fun to walk in at first light, and see models companionably huddling under the wings of a Bleriot, a Hanriot, a Spad, an Albatros, a D VII, with the anticipation that you'll see both flying later. That's a unique opportunity!

Before the MHRCS work crew left after cutting the grass on Wednesday, there were a half dozen tents up along the flight line. The Thursday forecasts called for nasty winds; those who were already there said that the flying was great. Friday was breezy and cloudy but ended with Jack Feroldi's DR-1 and Tom Kosewski's veteran Morane Saulnier chasing each other under a darkening sky; Saturday was glorious with the last planes coming down as the sun disappeared behind the western hill, and Sunday's



Mitch Epstein's RCS-215 powered WACO. This beauty won two prizes at Top Gun, and was awarded Best of Show at this Jamboree

threat of rain, clouds, and gusty winds limited the flying. The five beautiful winners announced on Sunday made a fine finish to this Jamboree.

The full scale shows were supplemented by model flying on both days. Saturday half a dozen 1/3 scale planes went up, followed by a golden era race, and finally several models chased balloons against the blue sky. Sunday many modelers had left early, so five big beauties again chased free floating balloons, a very tricky enterprise.

A spectator from Canada told several of us that this was his 30th trip to the Jamboree, having initially come with his then five year old son. He was back again this year, with his son, now a father in his own right, and his grandson, to continue the tradition. His damp eyes showed the importance of this event to him.



Ron Prestin's beautiful 1/4 scale SE-5. This plane was finished just in time for the Jamboree. He built it from a Fun Aero kit and powered it with a Cheetah 42. It's covered with Solartex and painted with latex color matched to a Replicraft PC-12 chip. Ron and his friend Bob Allen kept it quite busy during the weekend.

Still, after Sunday's show, as the last planes were being broken down and put in cars or trailers, as the last tents were being put into their cases, there were several knots of people, reluctant to say good bye, to see this Jamboree end. One person was heard to say, "only 363 days until Rhinebeck 2011!"



Not all of the planes were giant scale. This is one of Ken Hall's park fliers, a small Cub on floats.



An intricate, detailed, but touchy model of an early Curtis flier had a test hop on Saturday.



Paul Westrich came all the way from Cincinnati, Ohio, to fly this 1/2 scale Fokker D-VI. It is powered by a DA-150, and was built from enlarged Glen Torrance plans. The Jamboree judges recognized this plane with a prize for WW I.



Sometimes the skies got crowded. Here's a big Sopwith Pup chasing what looks like Ron Prestin's SE-5.



Brian Dean starting the G-23 powering his 1/4 scale Bleriot X-2. It was built from a short kit obtained from D&C Sport and Scale in England.



Another "crowded skies" picture- Jim Lloyd, of New Brunswick Canada flying his 1/6 scale Avro Type 4 triplane above Pat McGuire's 1/3 scale BUSA Nieuport 28



From left to right: Best Civilian, Sponsored by BP Hobbies is Doug Pierce with his Stampe; Best WW1, Sponsor- Glen Torrance Models, Paul Westrich, Fokker DVI; Spirit of Rhinebeck, Balsa USA Ray Williams, Vickers Gunbus; First Place, Sponsor:- Airtronics, Ted Zadlo (with son Doug) Morane Saulnier; Missing : Best In Show, Sponsor- Arizona Model Aircrafters, Mitch Epstein, Waco

Best of Category



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