



# The Flightline



Volume 33, Issue 6

Newsletter of the Propstoppers RC Club

AMA 1042

June 2003

## Editorial: A New Season

The "New" Sleighton Field is well and truly ready for the new season, and a fine field it is too.

The change in runway location has transformed the look and function of the place. The new runway is level and smooth and the sun is no longer a problem. Flight approaches from both directions are more than adequate with the tree lines well back all around the flying field. The ambiance and views from the new pit location are excellent. This is now a fine place to spend the day flying or just chewing the fat.

Since the latter is just as important as the former we've started a "regular" Tuesday breakfast followed by a flying session. Everyone is welcome to join us at 9 for breakfast or 10 at the field. Breakfast is at the Country Deli, on Rt. 352 about level with the field, between Forge Road and the Gradyville light.

Call me if you think of it, otherwise just show up, I am sure they can accommodate us.

### Agenda for June 3<sup>rd</sup> Meeting at Sleighton Field 7:00 pm

- Electric fix and fly workshop, 5 – 7 pm
- Meeting**
- Approval of May meeting minutes
- Finance report
- Membership report
- Field report
- New business
- Show, Tell and Fly



*The Breakfast Club at Sleighton in mid May*



*Al Gurewicz and Bob Crowell with Al's Kaos*

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Since it is the beginning of the flying season the Board wants to remind members of several safety and good housekeeping club rules.

All models flown from Propstopper's fields must have the owner's name, address and phone number on them. If you crash or lose a model from the field you must inform a member of the Board. This is to ensure that we are good neighbors. Recently the owners of Moore field questioned the activity of one of the members retrieving a model from an area well outside our leased area. If you inform the Board they can be ready with the story and keep things under control.

You have been told that we need to keep the Sleighton Field gate locked at all times. Well, the guidance has been modified. First one in will unlock the gate then secure the padlock to the gate and close the gate. (The key will remain in the lock until you re-lock it). During the flying session members will open the gate then close it (but not lock it) behind themselves. Last one out locks it. OK?

**Continued on page 4**

## Calendar of Events

### Club Meetings

**Note: First Summer Meeting at the Field Electric Workshop, bring something to fly or fix**

Regular meeting 7:00 pm workshop 5 pm  
Tuesday 3<sup>rd</sup> June  
At Sleighton Field

### Flying Events

7<sup>th</sup> and 8<sup>th</sup> Lehigh Valley Electric Fun Fly  
Nazareth, PA. Excellent meet, wonderful field, good attendance, 80 min. drive.

Saturday 19<sup>th</sup> July  
Club Picnic at Sleighton Field

### Regular Club Flying

At Moore and Sleighton Fields

Daily	10 am til Dusk
Saturday	10 am til Dusk
Sunday	12 p.m. till Dusk

## Propstoppers RC Club of Delaware County, Pennsylvania. Club Officers

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Propstopper's Web Site: [www.propstoppers.org](http://www.propstoppers.org)  
Check the web site for back issues of the newsletter, pictures of club events and the calendar of future events.

Pictures courtesy of Bob Kuhn and Dave Harding  
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## The President's Message

Dear fellow Propstoppers:

I hope our flying weather improves soon. We will be holding our June, July and August club meetings at Sleighton field. We will start the meetings at 7 o'clock and try to keep them short, so we can get some flying in after the meeting. This is great time to have fellow club members look over a new airplane or give some advice for a particular problem or answer a few questions you may have. One of the benefits of participating in a club is the ability to access a vast base of knowledge within a given club and we have a broad range of expertise. Within our club we have flight instructors willing to help earn your wings, there those who specialize in helicopters, electric's, sport flying and scale and so forth. Please feel free to ask for any help or information you need to further your flying interests.

One last reminder, we have changed the date of the club picnic to July 19, 2003. Please check your calendars and let us know at the next meeting if you are able to attend. We need an idea of how many people are planning to come to make sure we have enough food for all who will attend. See at the June meeting at Sleighton field.

John Zebuski

## Sam Nevin's First Flight - Continued

We previously learned something of Sam's first flight. This month I have found some pictures of the airplane he flew in. It was an American Eaglerock biplane with a 5 cylinder Kenner radial. The flight took place from Floyd Bennett field in New York in February 1931.

### American Eaglerock



You may remember that Sam wanted to be macho so he did not fasten his seat belt. Fortunately, the wing is over the forward cockpit as Sam found as he banged his head while being tossed about in turbulence. He rapidly fastened the belt so he is with us today.

*Minutes of the Propstoppers Model Airplane Club  
May 6th, 2003 at the Marple library*

The meeting was called to order at 7:30 p.m. by Vice President Dick Seiwel

The roll call taken by membership chair Ray Wopatek showed 27 members and two guests present. The two guests were former members of the Golden Eagles Club who were interested in seeing what we did.

The minutes of the April meeting were accepted as published in the newsletter.

The treasurer's report was given by Treasurer Al Gurewicz and accepted by the membership.

**Old Business:**

Club President John Zebuski thanked the members who helped during the workday at Sleighton field. He noted that as a result of this day the new field is mowed, the shelter has been moved to its new site adjacent to the new field and the new site that is now located on top of the hill has very good view of the airspace.

He particularly thanked Bob Crowell and his team for getting the new gate in place at our current field entrance. He noted that the gate lock key is the same as at Moore field.

Mickey Callahan reported on the proposed Club picnic originally scheduled for June. He said that the coordinator, Mark Berkmeier, had a serious accident and is temporarily laid up and unable to do any work on the picnic. After a long discussion of options, the club agreed to reschedule the picnic to Saturday July 19th, 2003.

Flight instructors --The club reviewed the current list of instructors and found them to be Jess Davis, Rusty Neithammer, Mike Black and Steve Boyajian. Several of them said they would prefer to have someone call ahead of time to schedule an instruction if that is possible.

**New Business:**

The president reminded the membership to contact a club officer if you lose a plane off the perimeter of one of our fields. This will allow them to be better prepared for any problems that might arise because of this event.

The June, July and August meetings will be held at Sleighton field. To maximize daylight they will begin at 7:00 p.m.

Mick Harris noted that several "Old Timer" contests (planes not members) that attract our members are coming up soon including the old-time Eagles on May 17th and the Caughdenoy, New York SAM meet on June 7th.

**Show and Tell:**

Sam Nevins showed his scale like high wing plane powered by a 010 brushless electric motor. It has an 8-cell nicad pack and weighs about 11 ounces.



Mick Harris showed his Kiel Kraft Ajax built following the plans from a 1937 kit that he had originally flown as a rubber model. It is currently built according to the Spirit of Sam specifications, as an electric, in the same size as the original rubber. It is powered by a GWS geared motor and weighs 5 ounces.



Rusty Neithammer showed his portable noncontact thermometer that can take temperature measurements from 0 to 500 degrees Fahrenheit from a distance of inches to 8 ft. away. He also showed his new charger specifically built for lithium polymer cells.



Adjournment:  
The meeting was adjourned at 8:33 p.m.

*Richard Bartkowski, Secretary*



*Propstopper members at the May meeting listen to Mick Harris's talk on covering.*

**Editorial,**

*Continued from page 1*

In a very unfortunate turn of events Mark Berkemeyer, our 2003 club Picnic organizer, broke his leg. Furthermore, his assistant organizer, Mickey Callahan, is swamped by real work so the original Picnic has been postponed until July 19<sup>th</sup>. Now this may sound a long way away but many members bringing a few items each make our Picnics possible. So, by the next meeting, June 2<sup>nd</sup>, we need you to volunteer to bring one of the following, or a suitable substitute;

Hot Dogs	Hamburgers
Buns	Cole Slaw
Potato Salad	Potato Chips
Sodas	Ice and kiddie swimming pool
Water	Plates and napkins
Canopy	Etc.

So, don't be shy, pick one now and a substitute in case you are not fast enough, then step right up and offer. Now if you are not able to make the meeting you can still call Mickey (610-874-9492) or Mark (610-459-0109).

At the last club meeting it was suggested that we identify the club Instructors. They are;

- Jess Davis,
- Rusty Neithammer,
- Mike Black and
- Steve Boyajian

It was suggested that if you need some instruction you call ahead so they are prepared for you.

Finally, on the evening of the June meeting at Sleighton Field, we will hold an Electric fix and fly workshop. This means that you should bring your underperforming electric powered model and we will help you sort it out. We plan to bring motors, controllers, batteries, connectors and props together with all the tools we might need to tune that puppy. So bring it out, we might make it fly. 'Course, if you can help that would be good too.

The current membership stands at 57. 67% of you have e-mail addresses on record with us but only 7 have said they would download the newsletter in lieu of a mailed copy. It costs us about \$1 per member to mail them. We could save another \$360 per year if all who had e-mail received it that way! What do you say to changing the rules or dues?

June meeting at Sleighton 7 pm. Electric Workshop at 5pm.

In the meantime remember:

**A good landing in a bad place is *always* better than a bad landing in a good place.**

*Dave Harding*



***"Mister GWS" Lin Houng-Wen, the guy who makes so much of our good stuff, shown here at the RCX Expo in Anaheim, CA in May. New small electric helicopter on display He has changed our hobby!***

### *Dick Klekotka's First Flight and More*

Well, my first flight in a real airplane occurred on February 18, 1951 at Philadelphia Airport. Five of us from our model airplane club convinced our parents that we wanted to fly in a real airplane. At the airport we arranged to rent a Beech Bonanza and hired their pilot. All I can say is that flight was great. Afterwards, someone took our picture to document the event.



Where did all this lead? In 1954, I joined the Civil Air Patrol to learn more about aviation and airplanes. In 1956, I joined the Pennsylvania Air National Guard and went to pilot training in 1957. In Primary pilot training I flew the Beech T-34A "Mentor" and the North American T-28A "Trojan".



In Basic Jet pilot training I flew the Lockheed T-33A "T-Bird". In Combat Crew Training I flew the North American F-86L "Sabre" all-weather fighter interceptor.



I returned to fly with the Pennsylvania Air National Guard in 1959 and flew the Northrop F-89H "Scorpion" and the Boeing C-97G "Stratofreighter".



I also worked for Boeing-Vertol as a Flight Manual Technical Writer writing the Flight Manual for the CH-47A, B&C "Chinook".

I had a short tour of duty with the Air Force Reserve at Willow Grove NAS flying the Fairchild C-119G "Flying Boxcar". I concluded my 22-year career flying the Boeing C-97G and the Lockheed C-130A "Hercules" for the Delaware Air National Guard. From the Active Reserve, I entered the Retired Reserve in July 1977 and officially retired from the USAF in November 1997.

*Dick*

### *Tuning the Carburetor on a Glow Fuel Engine*

By LLOYD SULLIVAN

Let's talk about how to tune the carburetor on a glow fuel engine. This technique will work on 2- and 4-cycle engines. Proper tuning for peak power is not hard if you follow the steps correctly.

Note: Never position yourself in line with the prop blade arc while tuning or running the engine at a high speed.

Before we discuss tuning the carburetor, let's list things that could get in the way.

- It is important to have a clean carburetor. Small particles of dirt or trash in the needle valve or the low speed jet will greatly affect or even prevent proper tuning.
- Air leaks will affect the carburetor's performance and its ability to set properly.
- Check the spray bar position. Most spray bars are fixed so this is not an issue, but for Super Tiger drivers, the spray bar is adjustable, and if the screws holding its position loosen, it can be a source of an air leak.
- Check for leaks in the fuel line from the tank to the carburetor. This affects the engine's ability to draw fuel from the tank and a lean run will result.
- Tank position is critical to proper fuel draw and engine performance. The tank's centerline should be no lower than a half inch below the needle valve.
- Fuel foaming due to vibration causes lean runs and engine failures. Foaming is usually caused from a tank being poorly isolated from the fuselage structure. Proper propeller balancing is another factor in fuel foaming.

Let's assume we have a clean carburetor with no air leaks and fuel filtered from a properly positioned tank, which is isolated in foam rubber from the airframe.

First, close the high-speed needle (the one by the fuel line) completely and open it two turns.

Next, either close the low speed needle and open it two turns, or if you have a carburetor like an O.S. where the low needle is inside the throttle arm, put the end of the needle flush with the outside edge of the throttle arm. This should get the engine to a rich setting on both needles while still allowing it to start.

Fill the tank with fuel and start the engine. If the engine doesn't start, open the low needle a half turn and try again. Allow a minute or two for warm up and slowly advance the throttle to full. The engine should run very rich.

Close the high-speed needle slowly until the engine runs smoothly, but do not try to peak it out yet. We have to make the first adjustment to the low speed needle. Reduce throttle to idle and let it run for about 15 or 20 seconds.

Test throttle response by popping the throttle quickly to about half or better. If the engine stumbles and slowly picks up speed, the low needle is too rich. Close it clockwise about 1/8 turn and repeat the throttle response test again. You are looking for an almost instantaneous smooth response without quitting.

If the engine dies abruptly in the above test, the low needle is too lean. Open the needle 1/8 turn at a time until the engine starts to stumble a little with quick throttle

application, then close it until you have a smooth response to any throttle application.

Now let's peak the high-speed needle. Advance the throttle to wide open and slowly close the high-speed needle until a very slight drop in rpm is heard.

Open it to peak, and then a couple of clicks more. You want your engine running slightly rich at full throttle so it will not be too lean when you point the nose up in flight. (I usually use the pinch test if I can get to the fuel line to confirm proper setting.

The pinch test is performed by pinching the fuel line shut for an instant and letting go while at full throttle. The engine rpm should increase slightly without dying. If you can safely hold the airplane nose up to do the pinch test, more accurate settings result. If you can't hold the nose up safely, don't worry about it.)

Go back and check the throttle response again. Make any fine tuning adjustments as necessary, then check the high setting if you had to make any further low speed adjustments.

Any time you adjust the low speed needle, you have to recheck the high-speed needle. Low speed needle adjustments affect the high needle, but the high needle has little effect on low speed adjustments. Remember, only adjust the high-speed needle at full throttle, and only adjust the low speed needle at an idle. If you have a carburetor with a high needle and an air bleed adjustment, open the air bleed screw wide enough to adjust the high-speed needle.

It is about all you can do on these carburetors. Sometimes, though, you may need to close up to half of the air bleed hole for optimum idle.

If the tank position is good, you will have an engine that will idle until it runs out of fuel without loading up, has good throttle response, and runs slightly rich at full throttle without overheating. Loading up at idle indicates that the low needle is still too rich and overheating is an indication that the high needle is too lean.

*From Propwash,  
Propnuts Radio Control Model Airplane Club  
Paul Shaffer, editor Highlands TX*

### *Engine break-in procedures improve performance*

By LARRY DUDKOWSKI

Breaking in an engine ensures smooth and reliable performance. Nothing is more frustrating than having your engine quit, whether it's in flight or on takeoff. Breaking in an engine reduces this problem.

The break-in process involves impregnating the metal surfaces with lubricant as they wear together. I picked up this method from a model magazine a few years ago and have used it ever since. The procedure repeatedly brings the engine up to operating temperature, which opens the pores in the metal, allowing the lubricant to penetrate during the cool down cycle.

The following steps are performed with the throttle wide open. The engine speed is adjusted via the needle valve. Generally an engine is broken-in when it will idle reliably and will throttle up smoothly. The instructions here are for 2-cycle engines; 4-cycle engines require a different break in. When in doubt, follow the manufacturer's instructions.

**Engine Break-in Procedure:**

1. Warm up the engine. Start it. Once it's running, set the throttle wide open and adjust the needle valve mixture very rich. The engine exhaust should be wet with unburned fuel and oil. The engine should be four-cycling (that is firing only every other cycle). Run this way for two minutes.
2. Lean out the mixture until you're near peak rpm. Run for 30 seconds.
3. Enrich the mixture again until the engine is four-cycling. Run for 30 seconds.
4. Lean out the mixture until you're near peak rpm. Run for 60 seconds.
5. Enrich the mixture until the engine is four-cycling again. Run for 30 seconds.
6. Keep alternating the high-speed runs with the cool down periods, increasing the amount of time you're running near peak rpm in 30-second increments. Remember the 30 seconds of running rich cool down time in between each high-speed run.

For the next tank of fuel, let's begin with step one, "the warm-up," but pick up the high-speed run time where you left off. If you ran out of fuel after two minutes, the next high-speed run would be two minutes, 30 seconds. After the second tank of fuel is used, check for smooth idle and throttle response.

If the engine quits at idle or hesitates at throttle up, continue the process. Once completed, you should have a reliable power plant for your model. I find that about 20 ounces of fuel is the minimum required for proper break-in.

For the first few flights, you should run the engine slightly on the rich side, gradually leaning it out for peak power in successive flights. The fuel is also an engine coolant and lubricant. Engines, especially the ABC types, are manufactured to very close tolerances. When the model is in motion, less load is on the engine, and the propeller moves easier. This allows the engine to run faster. If the fuel mixture is too lean, the engine overheats because of the high combustion temperature, and less unburned fuel is available for cooling and lubrication. This causes the internal parts to expand. Expansion can cause the engine to seize and quit running during flight.

Remember, it's running too lean if:

1. At full throttle, you quickly pinch and release the fuel line and the engine hesitates or slows.
2. At full throttle, you hold the aircraft vertical and the engine slows or hesitates. Wait 15 seconds.
3. Brown or black residue is on the cylinder head. This is burned oil.
4. Your engine slows or quits on take off or during vertical maneuvers.

*From Plane Talk*  
**Prop Masters R/C Aero Club**  
*Dave Masters, editor*  
**Warrenville IL**

***Protecting yourself from hazardous materials***

By CHRIS MYERS

If we caught our kids out in the garage sniffing paint or glue, we would send them to counseling. Yet, as adults we do this and call it modeling.

Last year I read an article about a man who was working with acetone in his house. After using it, he almost collapsed. After getting out of the room and lying down, he returned to normal.

When I look at the shelves in my work room, the chemicals stored there range from Balsa Wright to 10 cans of aerosol to CyA to acetone along with a couple cases of fuel. In addition to this, I use balsa and do a lot of sanding, creating particles to clog my lungs.

In the process of repairing and maintaining our aircraft, our hands come in contact with several hazardous materials. Our body absorbs these chemicals, and consistent exposure to them can be a danger to your health.

If you dissect our hobby, it quickly becomes apparent that we often spill fuel and CyA on our hands. We sniff the paint and glue fumes and use grease and oil in our maintenance. It all gets on our hands. If you are an active modeler, you have a lot of exposure to hazardous materials.

Here is a list of a few items you may want to keep around the workshop. They should help minimize the risk of exposure to hazardous materials.

- 1) Get a fire extinguisher.
- 2) Go to an auto paint and body shop and pick up a good facemask.
- 3) Buy a small fan for ventilation.
- 4) Work in a room that is properly ventilated.
- 5) Buy a box of rubber gloves.

Our hobby is great fun, but more than the propeller deserves some serious attention to keep you from being in harm's way.

Fly safe and have fun.

*From Notam*  
**Bayou City Flyers**  
*Joe Chauffe, editor*  
**Katy TX**

**Walt Bryan and your humble servant at Sleighton in 2001**



**This year's Walt Bryan Memorial Electric Fun Fly is on Saturday 16<sup>th</sup> August**

Dave Harding – Editor  
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 610-872-1457

# Propstoppers R.C. M.A.C



*Mick Harris and his Gladiator with the Great Leon Shulman and his own design 1940 Banshee at the Old Eagles meet in May, 2003*

**Club Picnic Saturday 19<sup>th</sup> July – New Date**  
**I volunteer to bring one of the following;**

Hot Dogs	
Hamburgers	
Buns	
Potato Salad	
Cole Slaw	
Potato Chips	
Sodas	
Ice and a kiddy swimming pool.	
Water	
Plates and napkins	
Canopy	
Other specify	

So, don't be shy, pick one now and a substitute in case you are not fast enough, then step right up and offer.

Cut this out, fill it out and bring it to the meeting. If you are not able to make the meeting still call Mickey (610-874-9492) or Mark (610-459-0109).

Signed \_\_\_\_\_

### For Sale

Sam Nevins is thinning out his fleet including the following;

- Hobbico SuperStar with transmitter and battery, ready to fly.
- Telemaster with OS 46 ready to fly.
- Super Skybolt with 40 engine and transmitter
- Great Planes EZ Sport, new never flown.

Many others including Park Flyers etc.  
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Sam 610-789-6031

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