



The Flightline



Volume 35, Issue 11

Newsletter of the Propstoppers RC Club

AMA 1042 November 2005

President's Message

It has been an eventful, challenging and somewhat successful year for the Propstoppers Club and me personally.

Starting with the loss of both fields last fall Vice President Dick Seiwell has stood tall and his persistent search for new facilities has resulted in two fine fields. Although we should never again take our fields for granted I believe we are on the right track with Christian Academy and the new Middletown Sleighton field.

I also applaud Dick Siewell's initiative to align the Propstoppers more transparently with Middletown Township and their institutions. This should provide the basis on which we may build our place in the community from which to gain support for our club and sport. Clearly we need to do something along these lines as the first line of defense in preserving the facilities that are at the heart of our club.

We have had a successful indoor season and are poised to have another, courtesy of Mike Black and the Interboro School District. And we held our customary Picnic and Electric Fun Fly at Christian Academy. Both were well attended and fun was had by all.

Our Thursday evening fun flies carried over to the Christian Academy field and continue to be popular with the members.

The Tuesday morning breakfast has become a firm fixture with those able to attend and although

flying afterwards was not possible early in the year it became so when school was out and the attendees could fly at the Christian Academy field. The acquisition of the new Middletown Sleighton field makes this again a natural follow-on to breakfast as the new field is only a half mile from the restaurant. It was a popular institution when we had the old Sleighton field and I am sure it will become so again with the new field.

We have attracted new members and they invariably bring fresh ideas and initiatives.

So the future of the club appears to be bright. On the other hand my personal situation, particularly my work, has made it impossible to provide the leadership and energy that I intended when volunteering for the role as club President. And, as this situation will continue I have decided to step down at the conclusion of my term.

Dick Seiwell has volunteered to step up to the role as President and I heartily endorse his candidacy. He has literally saved our club with his continual efforts to seek out then conduct successful negotiations for acquisition of new fields, and of course his loving attention in the maintenance of them is legendary among our members.

Secretary Dick Bartkowski and Treasurer Jim Barrow have expressed their willingness to run again for those posts so with the exception of the position of Vice President, we have a full slate of candidates for the club Board.

Consequently, the Board has decided that the statutory requirements of our byelaws will be satisfied by nominating this slate of candidates as of this notice, and issue notice of intent to hold elections at the November monthly meeting. Alternate candidate nominations will be accepted at this meeting prior to the formal voting process.

Please make the effort to attend this meeting and participate in supporting the club processes.

Finally, I wish to thank you all for your support during my tenure.

Steve Boyajian, President



Agenda for November 2nd Meeting

Middletown Library 7:30 pm

- ? Approval of October meeting minutes
- ? Membership Report
- ? Finance Report
- ? Flying Field Status and Issues
- ? Nomination of Officers and voting
- ? Show and Tell

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Calendar of Events

Club Meetings

Regular Meeting 7:30 pm
Wednesday 2nd November 2005
Middletown Library
Behind Weather's Dodge on Rt, 452

Tuesday Breakfast Meeting
The Country Deli, Rt. 352 Glenn Mills
9 till 10 am. Just show up.
Flying afterwards at Sleighton Field

Regular Club Flying

At Middletown / Sleighton Field
Monday - Friday;

10 am until dusk - Electric Only
Saturday

10 - 3pm-for FUEL PLANES and
10 - Dusk for Electric

Sunday - 12 - Dusk - Electric Only

At Christian Academy; Electric Only
Monday through Friday after School till dusk
Saturday 10 am till dusk
Sunday, after Church; 12 pm till dusk

Indoor Flying

Tinicum School Fridays;
11/4, 12/2, 1/6, 2/3, and 3/3; 7 - 9 PM.

Special Club Flying

Saturday mornings 10 am Sleighton Field
Tuesday mornings 11 am Sleighton Field
Thursday evenings 4:30 on, at CA field.

Note; only electric powered airplanes.
Beginners using due caution and respecting club
rules may fly GWS Slow Stick without instructors.

Minutes of the Propstoppers Monthly Meeting October 5th at the Middletown Library

Vice President Dick Seiwell called the meeting to order at 7:30 p.m. President Steve Boyajian presiding. Roll-call by membership chair Ray Wopatek showed 18 members and 1 guest present. The minutes as published in the newsletter were accepted by the membership. The treasurer's report was deferred this month due to the treasurer's absence.

Dick Seiwell explained that he had incorporated a dogleg turn at the end of the runway at the new Sleighton field to improve the landing approach. An area has been mowed to serve as a pit to be used by the gas flyers. This has been positioned to minimize noise to the local residents. Another area will be prepared in a position more favorable for quiet evening flyers. The membership was reminded of the time restraints on flying gas models and the specific hours during which they are permissible at the new field.

All of the necessary paperwork has been submitted for indoor flying at the Tinicum site.

The president solicited a volunteer to run the coffee club because of its potential for helping the club budget.

The leadership's stated that next year's budget will be met without an increase in the membership dues, but as a means of reducing expenses, members are encouraged to receive the newsletter via e-mail whenever possible.

Al Tamburro is negotiating for the use of Havertown's school gym as a flying site and would like volunteers for an indoor demonstration at the school. Volunteers are also needed to help remove some thorny brambles that still infest our new runway.

Del Glennon won the 50-50 and donated proceeds to the club.

Nominations for the election of club officers were postponed to next month.

Show and Tell:

John Tripier showed a CO2 engine he had acquired.

Al Tamburro has an ARF Tiger Moth finished in original colors by applying shelf paper stripes over the basic covering. The diamond models kit is for a speed 400 motor but Al (of course!) fitted a speed 480. Al reported that is a good model but it is tricky to align the cabane structure.

The meeting was adjourned at 8:15 p.m.

Respectfully submitted by Mick Harris in Secv.'s absence.

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Propstoppers Web Site; www.propstoppers.org

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Indoor Flying Begins Friday 4th November Tinicum School Gym 7 till 9

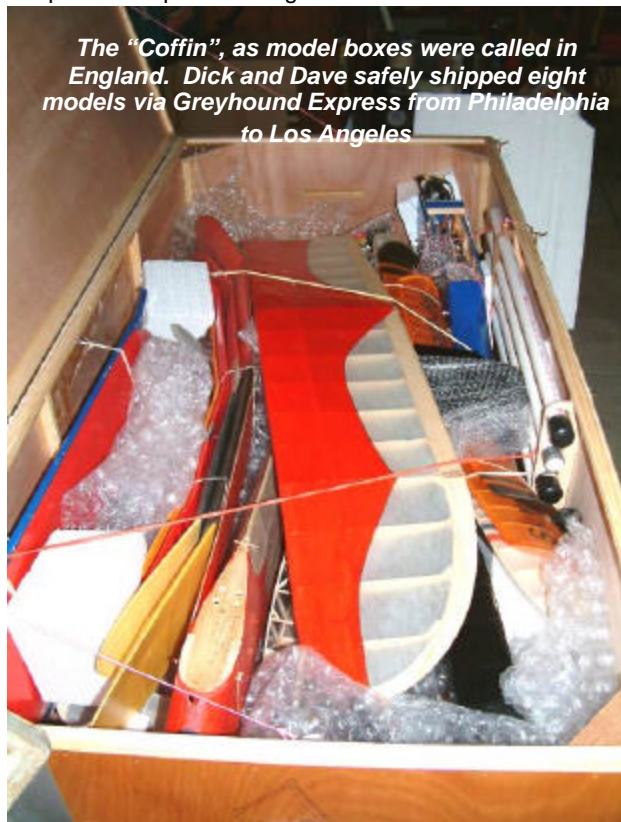


The Flightline 2

Fun in the Sun, Out West

Following my sojourn to the Euro SAM Champs and visit to my mother the rest of the summer has become one giant whirl. First my youngest daughter, the SoCal one, pregnant with her first child, found the ideal next house, so we needed to fix the current one while buying the new one. So, with one day break in PA I flew to Los Angeles, well, Burbank actually, for an intense month of house fix-up. Then my wife and I swapped places as she went to California to help with the birth and subsequent infant care while I took her role in managing the contractors involved in upgrading our 40 year old bathrooms (we have been waiting for contractors for over a year). The only modeling I accomplished was to build a box that Dick Bartkowski and I would use to transport our models to the west coast for the annual SAM Champs, this year to be held on El Dorado Dry Lake, just outside of Las Vegas.

There was no time for building airplanes so I fixed the broken ones and prepared to fly the same models as last year. Dick and Mick Harris meanwhile, had been building and testing a few new ones for Dick to fly in a couple of events. I took my models to Dick's where he would pack the box and ship it to Pasadena via Greyhound Express. Greyhound offers this service where your box is shipped in their coaches from depot to depot. It is the least expensive way to ship a large but light box. Our box is 66 x 30 x 15 sized to Dick's Pacer. It weighed 40 pounds. Dick shipped it from Philadelphia to Pasadena, where I would pick it up for the trip to Las Vegas via a van.



The "Coffin", as model boxes were called in England. Dick and Dave safely shipped eight models via Greyhound Express from Philadelphia to Los Angeles

Then it was time for me to return to LA to help move to the "new" "this old house" and start fixing all over again.

Just as I was preparing to leave I decided to take the models I had flown in the European SAM Champs. The primary Limited Motor Run model was fitted in the box along with a special electric Texaco model built to European rules. They fitted the box well and it had been easy to transport, I showed a picture of it in a prior newsletter. I thought I might get some chance to do

a little sport flying between remodeling chores and since there is no other class in which I would use the Euro Texaco I thought I would be ideal.

The new house is in the wonderful old Spanish style with stucco walls and a clay tile roof fitted with hand made Mexican tile; they form the clay blanks by bending them over their thighs, no two are alike. Built in 1927, it is laid out in the form of a U with a courtyard in the middle. The décor did not meet my daughter's approval so we embarked on the usual mask, putty and paint routine (after the long painful selection of colors); so still no time for model work (work? You say?).

I had traveled to the Euro Champs with Ed Hamler, one of the top SAM flyers and all around great guy. He runs a fun SAM 27 meet, known as the Crash and Bash, held near Sacramento California. SAM 27 is a club with about a hundred members. They fly from the Schmidt Ranch, a property owned by one of their members just south of Sacramento, now only a few miles from the inevitable urban / suburban sprawl. Nevertheless, it is a fine flat grassy field leading off from one of the most comfortable and friendly homesteads you would want to find. The late Loren Schmidt and his wife Miriam have worked at building the ideal club flying site and when Loren died of cancer earlier this year his sons completed his vision of a club hall and adjacent fire pit picnic area. The "banquet" hosted fifty people in the hall.

Ed had asked me to fly with them as the C&B was held the weekend prior to the Champs and I would be in California anyway (funny how it works out that way). I planned to drive up to the meet in SAM President, Mike Myers SUV. He lives in Glendale, just ten minutes from my daughter's. But at the last minute he backed out and I had to make other arrangements. It is about 400 miles from LA to Sacramento so it is possible to drive but it takes a day there and a day back with additional hotel expense so I decided to take advantage of Southwest Airlines bargain fares and fly up. Problem is, now I have to transport my models and I don't have a suitable box and I did not really have the time to make one.

The C&B held two electric events, Limited Motor Run and Electric Texaco. I wondered if I could modify the Euro Texaco to fly in the SAM event. The Euro model was built to the SAM Europe rules which require a direct drive speed 400 motor and seven 500 mah Nicad cells; the model had to have a wing loading of at least 10 ounces per square foot. This is quite a high loading, but good for windy conditions. The model flew for 30 minutes in testing in PA but my real Texaco flies for 90 minutes on a seven cell 1500 mah Nicad pack. I wondered if I could fit the 1500 pack into the Euro model and found that indeed I could although the model would go from 11 ounces to over 14 then I discovered it would take an additional half ounce of lead in the tail to balance. Lead Sled indeed, but since the duration increases by the capacity of the cells; x 3 but diminishes by the weight; $11 / 14.5 = 75\%$ and the square root of the wing loading; 87% , so;

$$\text{Duration} = 30 \times 3 \times .75 \times .87 = 59 \text{ minutes}$$

Not bad and might even be competitive, especially if the wind blows. So that is the way it went, I flew my LMR successfully in the clear blue sky and managed two easy maxes followed by a thrilling flyoff where I managed to apply my newly gleamed thermal flying knowledge to a second place finish. The Texaco flew well although it was in light winds with few thermals and I scored a 62 minute flight to place second to yet another skilled thermal flyer who found them who knows where. Physics was again vindicated too.

Dave prepares to launch the late lamented LMR at the SAM 27 Crash & Bash near Sacramento, CA.



Now it turns out that these guys at SAM 27 were the folks who organized the Electric Texaco Postal competition that we flew at our Walt Bryan Electric Fun Fly and they had been practicing hard. So hard in fact that their international team of seven people worked successfully to beat our times and take the win in their own event. But more on that in a later issue.

Nevertheless, I had a wonderful time and learned that my stuff was working quite well, so now back to LA to pick up the big model box and then do some more painting before launching off for "Lost Wages" as it is sometimes known.

Las Vegas is about 300 miles from LA, across the high desert and there is not much in between the two so traffic rolls at 80+. I had packed the van with the model box, a door and saw horses for my usual handy knock-down table, a canopy, chairs, cooler and suntan lotion, so we were ready. I picked up Dick at the LV airport on Sunday night and we settled in for a week of competition against the best in our field.

The Champs would be flown on a very large dry lakebed about thirty miles from the Las Vegas strip, close to Boulder City, the town built to house the construction workers for the Hoover (Boulder) Dam.

During the weeks leading up to the Champs there was considerable concern about the condition of the lakebed as it was still flooded. This is most unusual as the hot desert sun and winds dry them out early in the year. As it turned out for the Champs the lake surface was perfect; flat, dry and hard.

The weather forecast was for sun, with temperatures in the mid eighties as a cold front blew through over the weekend. Monday caught the tail end of the blow, which in the desert can be fierce. It blew over 20 mph all morning and early afternoon so all competition flying was postponed until the next day. The wind did drop later in the afternoon, but that is the way of the desert, it is hard to forecast the winds.

We were not scheduled to fly on Monday anyway so we took the opportunity to set up our workplace and catch up with old friends.

Tuesday dawned clear, cool and calm a great start to our competitive flying. The event of the day was Limited Motor Run for me with my Stardust Special and Dick with his Pacer C.

Dave and Dick in their "office" on the El Dorado dry lake in Henderson NV at the SAM Champs.



My Stardust is capable of an easy maximum without thermal assist so as soon as I was able to fly I charged the battery, whereupon the model fell off the hood of the van and landed on its tail! Not a good start, but I there seemed to be no significant damage and I made some repairs to tighten up the tail fittings. I did score a max, but once again, despite the clear blue sky, I found it hard to see the model at the top of the climb. But it flew well and seemed in trim so I charged and set about flying my second flight. This time it was one of those one-in-five flights where I lost sight and then control so the next time I did see it was when it was diving. Oops, the control input to gather it up was a bit too much for the now tired old wing and once again it folded. This time one wing half departed the ship and the rest of the model dived vertically into the hard lake bed at high speed. The end of my three year old LMR was an auspicious beginning to my 2005 Champs! Score a zero on the first of the five events that add to the Electric Champion.

Meanwhile, Dick had waited until the desert warmed and thermals were more likely as his Pacer does not have much margin in getting the ten minute maximum. It worked and he put in the best two flights I have ever seen with this model. So Dick was in the flyoffs, but the busy day's flying, accommodating Monday's events as well as Tuesdays meant that there was no time for flyoffs and they were scheduled for first thing Wednesday.

Wednesday's weather continued fine and began cool so the LMR flyoff was held without significant thermal activity. Dick's flight was great but fell a little short of the best and he came in third; an excellent result against the top flyers.

Our other event for Wednesday was Spirit of SAM. This is a Texaco event for Old Timer rubber models. You are allowed a 1½ ounce NiCad battery and everything else is up to you. The competition is usually flown as a mass launch and you can run the motor at any time until battery exhaustion. The event was scheduled for noon and since Dick and I usually time for each other we each had to find timers.

I asked Dale Tower, a skilled SAM flyer and engineer, who had won the Electric LMR event by finding a huge thermal that nobody else had seen. Dick asked one of the Australians, all skilled flyers and obviously keen SAM'ers too. In fact they flew in A Texaco, a gas / glow / diesel event. They used an early open rocker OS 20 four stroke for efficient

propulsion and finished second, third, fourth and fifth. Every day the Aussies were turned out in fine matching outfits, you couldn't miss them even if you didn't hear that distinctive accent.

Dale Tower with his LMR winning Hollinger Floater, twin finned with three miniature servos mounted in the tail. Typhoon outrunner power.



There were seventeen SoS entries with three frequency conflicts so it was decided to fly all non conflicted competitors and follow up with the other three as their channel became available.

Every time I go to one of these meets I learn something significant and this was no exception as Dick and I both got a continual lesson in flying these kinds of models in thermal conditions. The first lesson was that with such small models you should walk towards it while ranging in search of thermals, that way you are better able to see what is happening. The second lesson reinforced what I had been told before and that is you set up your model to fly in a perfectly trimmed efficient flight and don't touch the sticks. All control inputs are made by the trims. The objectives are to absolutely minimize any loss of altitude caused by abrupt maneuvers and to read the model upsets as thermal inputs, not control inputs. Dick received much the same lesson. We have been accustomed to flying at Muncie and Syracuse, NY, and of course at our fields where we look for cloud formations to indicate thermals. We typically fly into the base of the cloud and hope.

The Aussie observed that there are no clouds where they fly; ever! So they become astute in watching for the slightest model upset and read it for strength, size and direction of the thermal that caused it. The fellow who beat me in Texaco at the Crash & Bash rode the smallest "gopher farts", some at altitudes not much over head high, but they all add up.

It worked for me as my 21 minute personal best for my 87% Jack North 1939 Wakefield was stretched to just over thirty minutes. On landing I saw three or four flyers still up, including Dick with his Mick Harris British Skyrocket. Dick came down in 34 minutes but there were still two flyers up so I thought Dick had got a third and me fourth, but Dick explained that the other flyers were in the second wave and soon they were down. Dick was first and I was second; Wow, way to go Propstoppers/SAM 76.

We then began to prepare for Thursday's events which were Texaco and Electric Wakefield. I would have liked to make a test flight of my Wakefield as I needed to set the trims but later in the afternoon the wind picked up so conditions were not

suitable. You are not allowed to make trimming flights on the day of the event, so I thought I was going to fly at risk.

The Australian Team cleaned up in A Texaco taking second, third, fourth and fifth. Note the uniforms.



Dave took second and Dick first in Spirit of SAM



Thursday again began still and cool, conditions that I usually like for my 1½ hour Texaco flights. At the last two Champs I had the field covered so didn't need thermal assist to put in a competitive time, however, this year Dale Tower, my timer for SoS had built not only an LMR but also a Texaco. Worse, he had essentially copied my small Stardust Special right down to the motor, gearbox and prop although he used a slightly different battery. Hmmmm..... I wasn't going to get away with a still air flight this time, better wait for some thermal activity. Dick's model being heavier, more highly loaded and somewhat less efficient than mine also needed thermal assist so we waited until the noon time to fly Texaco.

Meanwhile I flew my full-sized Jack North 1939 Wakefield, my Eloy winner. It has a still air time of almost seven minutes against a five minute maximum. But I had not made a trim flight and this is another of my models that goes out of sight and I have folded the wing in making high altitude correcting inputs before. Then Dick pointed out that the legacy of the old ignition motors is that SAM allows you to call an abort during the engine run and we get three attempts to make two official flights.

The SAM Champs RC flying site on El Dorado dry lake in Henderson NV, near Las Vegas.



Dave's 1939 Jack North Wakefield in the Electric Wakefield event. Took first place.



Dave knew Jack as a Croydon Club member in the '50s

So I took a flight and waived off as an attempt while I set the climb and glide trims, Great, I then charged and made two perfect flights so I was in the flyoff.

Next we both flew Texaco and found that the air was bad or there was some other kind of 'fluence acting on us. I was down in just over the hour, Dick in 45 minutes, only 80% of our usual still air times, as were most of our usual competitors. However, Dale Tower had flown his Stardust Special to a 98 minute flight for the winning time. I was second and Dick sixth.

Dick then made his Wakefield flights with Mick Harris's Filon 1937 Wakefield. This is a large fuselage awkward model that is heavy and hard to hold. My hands were too small to grab it at the CG, it is a diamond fuselage, so Dick hand launched as he usually does at our fields. The tail is also quite large on this model and unfortunately Dick struck his head with the tail on launch. It did not seem to bother it but eventually he experienced some control anomalies and landed for a poor flight. He charged and flew again with even worse results and the model failed on landing. It seems that the initial blow to the head caused structural failure in the extreme tail, effecting both stability and control.

The contest director decided to hold the Wakefield flyoff on Friday morning. There were four of us and when the dust settled I won. Grand total so far; one first and two seconds for me, a first and a third for Dick.

The final official event was Electric Unlimited Rubber, like the Wakefield event this is for Old Time rubber models but this event allows any model scaled to any size. You must use a can motor and it can be up to a speed 400. Since I use the same model for Wakefield and Unlimited I use a speed 300 motor for both. You are allowed a 60 second motor run and the Unlimited maximum is seven minutes, just at the edge of

my model's still air capability.

Dick's Mick Harris Filon Wakefield, shown here from last year's Champs in Muncie where we did ROG from the macadam.



I made my first unlimited flight and had some trim difficulties and so made 6:30. Jack Hiner, one of the past Electric Champs had used the hot 4.8 volt speed 400 and fried it at 15+amps so he did poorly. Jay Burkart, another past Champ made his first flight and scored just short of the max. My second flight was a max.

Dick flew next but had some climb difficulties for a modest flight then charged and re-flew for a better one, so we hunkered down to wait and see how the others fared.

Jay Burkart made his final flight and caught some slight lift in one area then flew across the field and picked up another little bum and landed just short of the max again. So he won and I was second, Dick was fifth.

So the final score for the series was Dick, One first, one second, one third and a fifth. Dave, One first and three seconds.

Meanwhile there was an unofficial series named for the late Dick Huang, who thought there should be a formula that allows equal competition between gas (ignition) and electric powered models. The rules were for three different classes, A, B & C, differentiated by wing area. A wing loading of 10 ounces per square foot was required and the battery could be of any chemistry but could weigh no more than 25% of all up weight. Motor run time was 45 seconds. We flew on the days that the A, B and C ignition LER events were run.

Hobby Lobby and their technical consultant, L A Johnson, a SAM electric flyer himself, donated prizes for each event. They were AXI brushless motors for first through third places.

Hmmm..... Real prizes, we should be able to cobble something together to compete. Dick had already planned to fly his LMR Pacer with a bigger battery in B and I had installed



a huge Aveox motor and 14 NiCad's into my full-sized Trenton Terror in C, but that left other classes and there were not too many entries so we set about sorting out some other models. Dick installed his old 350 mah NiCad pack in his small Trenton Terror and although it would not have much performance it was a proven flyer with this combination. I thought I could do something similar with my Euro Texaco but failed completely while testing it on Monday. The pair of crashes put it down and out, at least as far as this week was concerned.

So on Tuesday Dick flew his trusty Trenton and placed second in A to win a fine brushless motor.

Dick with his trusty old Trenton Terror preparing for the A Electric vs. Gassie event.



On Wednesday he repeated the success with a fine third place against much stiffer opposition in B. Chalk up another AXI motor.

Class B Electric vs. Gassie winners. Dick took third, Jay Burkart first and Mike Ettel third. Great prizes from Hobby Lobby



On Thursday I first did the same trick I did with my Wakefield by making an attempt with the high-power Trenton to

set the trims. This model draws 53 amps on the 14 cell pack and climbs truly vertical till it is almost out of sight in 45 seconds.

Dave's full-size Trenton Terror takes off in the class C Electric vs. Gassie event. The model pulls to the vertical and goes almost out of sight in 45 seconds motor run.



Timer Dick struggles to see the Trenton as Dave switches to the glide trim and controls the transition.



My first official flight was a seven minute max followed by two less successful flights for the win, by two seconds! Chalk up another AXI.

On Friday evening we attended the banquet, which was held at the Boulder Station Casino, a very large gambling house. But we had finished our gambling out on the lake bed. And it turned out that I was the Electric Champion.

There are only two overall trophies awarded for electric flight competition; the overall Electric Champion and the Spirit of SAM. I won one and Dick won the other; perfect!

It was a great vacation! Join us next year in Muncie, or maybe the European Champs in Italy?

Dave Harding



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Propstoppers R.C. M.A.C



SAM Championships Spirit of SAM competitors on El Dorado Dry Lake prior to the mass launch. Propstopper's Secretary Dick Bartkowski, second from the left, was the winner. Editor Dave Harding, third from the right, came second for a Propstoppers sweep. Dick and Dave won both of the electric Old Timer Champs trophies.



The legendary Bill Northrop watches as Dave Harding helps SAM President Mike Myers assemble his electric powered Old Timer on El Dorado Dry Lake during the SAM Champs. Bill was a leading member of the Delaware RC Club and RC columnist for one of the popular model magazines in the 1960's. He moved to Southern California, to work for Phil Kraft at Kraft Radio. He then went on to found Model Builder, an immensely popular modeling magazine. He also founded the very successful IMS model show held for years in Pasadena. A few years ago Bill retired and moved to

Henderson NV, site of this year's SAM Champs, He sold the IMS show to AMA and the magazine to a new owner. The magazine did not survive the change but Bill retained the ownership of the eight hundred or so plans that were published during the run of Model Builder. He now sells the plans via advertisements in the various magazines.

Regular Meeting *Wednesday*

2nd November

At the

Middletown Library

7:30 till 9 pm

The Middletown Library is on Rt. 452 behind Weather's Dodge, just beyond Granite Run Mall. From Baltimore Pike, Rt. 1, going south, turn right at the 452 light and drive into the Library on the right. From Rt. 352 going west, from Chester, pass the mall and then turn left onto 452 at the light. The library is on the left 200 ft before the Rt. 1 light This will be our usual meeting place and time from now on.