



The Flightline



Volume 36, Issue 3

Newsletter of the Propstoppers RC Club

AMA 1042

March 2006

President's Message



I would like to thank all the members that brought something for the library showcase. The display case looks good and the hanging Models are a big hit; thanks for a great job, it should bring us some new members.

There will be no auction this month. We should firm the dates and locations for our Picnic [in july] and the Walt Bryan Memorial Fun Fly [in AUG].

As of this writing there is no news about any new flying fields. Please, if you find a new field bring your information to the meeting.

This could be a short meeting so please bring something for Show and Tell.

Don't forget Friday March 3 for indoor flying at the Tincum School. Charge up and come out for some fun.

Remember, club dues are now due.

Hope to see you at the meeting. We do have good coffee and doughnuts.

Dick Seiwell, President

Agenda for March 1st Meeting Middletown Library 7:30 pm

- ? Approval of February meeting minutes
- ? Membership Report and Discussion
- ? Finance Report
- ? Flying Field
- ? Initial Planning for 2006 Events
- ? Show and Tell

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Vice President Dave Bevan's version of an indoor fun fly

Calendar of Events

Club Meetings

Regular Meeting 7:30 pm
Wednesday 1st March, 2006
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 Friday 3rd March,
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 February 1st at the Middletown Library

The meeting was called to order at 7:30 p.m. by new Vice-President Dave Bevan

Roll-call by membership chairman Ray Wopatek showed 16 members and 1 guest present

Minutes of the January meeting as printed in the newsletter were accepted.

Treasurer's report by Jim Barrow was presented and approved.

Old Business:

President Dick Seiwel reiterated that a student pilot may be helped by any experienced qualified pilot. The student should seek a designated instructor when they're ready for a solo test to be certified to fly alone.

Dick also showed several possibilities for a field sign to be placed at Sleighton field.

Dave Bevan reported that he went to Valley Forge Park today to test the model built by the Widener Student club for the S A E payload contest. The contest will be held in Marietta Georgia this spring. The students finished covering the model overnight. The group did glide tests-hand tossing the model. The model seemed in trim during its glide. The next step will be powered testing.

Dick also announced that several models, engines and magazines have been placed in the Middletown library display case.

A discussion was held on the desirability of holding the club auction, either in March or in the summer at the field. The consensus was we should not plan for it as there was a general lack of interest.

New Business:

Dick Seiwel asked if the club would support a move of the meeting night that might allow us more meeting time. Club members supported his inquiries which he will report back for approval.

Show and Tell:

Sam Nevins showed his great planes PT 20 electric conversion. It is 52 in. span with an AXI brushless motor. Sam found the Hobby lobby catalog helpful in choosing the power package.

Dick Seiwel showed his foam Flatana sport flyer. It is electric powered and maneuverable to extreme. He flew it successfully and is now trying to tame it down.



The meeting was adjourned at 8:45.

Richard Bartkowski, Secretary.

Propstoppers RC Club of Delaware County, Pennsylvania.

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Even More Fun in the Sun

Of course visiting my daughter in Southern California in January has its side benefits too. With weather always sunny and warm the opportunities for flying are almost unlimited and there are many flying sites. SAM President Mike Myers lives in Glendale, just fifteen minutes from my daughter's and he is always up for some flying. Our first attempt was in the large flat grassy park at the Rose Bowl. The locals regularly fly in this park and there has arisen a practice whereby they congregate at one spot so they can do informal frequency control. It seems to work, surprisingly. Anyway, we both brought models and managed to smash two of them and fry sundry electronics on another before declaring it a day for discussion as the max flight time was about five seconds. Don't ask. But while we talked a scruffy guy arrived in a beat up old truck and proceeded to produce one of those foam twin motor RTF models. His first attempt was up and down but his second was sort of controlled and next he was a champ and the thing flew very well in the moderate wind. We clapped his successes and he eventually came over and asked our advice, since we had a van full of "professional models". We were really glad he wasn't there earlier. And, oh yes, these "toys" are getting better and better. He had never flown before!

Mike invited me to fly at the "Grassy Knoll". The Grassy Knoll is one end of the model field in Sepulveda Park, a park and field managed by the Los Angeles Park department. . The Los Angeles basin is usually rather dry but when it does rain it can be torrential and wide scale flooding sometimes occurs. The San Fernando Valley slopes across its width towards the southern edge and the city engineers control these flows into a catchment basin. Since this rarely happens they have made the area into a very large park which most of the time is dry, grassy and fine for all types of leisure activities.

The flying field has a long macadam runway fed by macadam taxiways and pit area. The pits have many tables sited under shade trees; the sun is very hot in southern California.



There are also two 40foot shipping containers for storage, so this is one well sorted area.

The park flyers operate from one end; "The Grassy Knoll" and generally stay out of the way of the big stuff. There were quarter scale aerobats and a jet flying while I was there.

With so much aviation interest in general, not to mention a huge modeling contingent it is not surprising that a good deal of innovation is to be found at every turn. The first thing that caught my attention was a pair of "meat plate" Piper Cubs. I recognized them as from a recent magazine article and sure enough it was

the designer and some of his followers flying up a storm. While I am familiar with Depron construction as we have been using it for years in our indoor planes these were really constructed from meat plates. There are wholesale restaurant supply stores in LA and you can buy your meat plates by the 100 count! They swap stories about which brand is the best.



Next up was a beautiful Boeing 757 with twin brushless pushers and a steerable nose gear. This model was a modification of an \$8 foam toy but it taxied out like a real one then flew perfectly.



There is something about a well flying model of an airliner, something we don't usually see at the flying fields. So he flew some close-in circles for me to capture in-flight shots then after he landed he asked if we would like to see his Concorde fly. Would we? you bet.

This one he made from scratch using Depron foam with a single sheet for the wing and layers glued then hollowed out for the fuselage. This model also featured a brushless pusher, a single outrunner, and landing gear with steerable nose gear. Once again he taxied out and made a scale-like takeoff followed by successive passes just like the real one. This time he flew from the big runway as the takeoff and landing took a longer run than the 757 because the nose-up attitude is limited by the pusher prop.



Next up was a four-motor Boeing 747 with the Space Shuttle on top! This was a commercial model with four ducted fans but the Shuttle was home made and carved from Styrofoam. It looked neat but he said that he had the same control problems as they did with the real one so he removes it for flight now.



And all this was just at the park flyer end of the field. We took a stroll down the other end where there was obviously something of interest in the middle of a crowd. It turned out to be the UCLA AIAA Challenge Team, like Dave Bevan's Widner group only the West Coast AIAA contest is for electric powered airplanes. Otherwise similar in concept you must fly with the maximum payload etc. Their model is a large flying wing.

We saw the model "fly" earlier out of the corner of our eyes as we flew our own models and the crowd of college kids running towards the weeds indicated a problem. Sure enough they returned with a broken model but then the whole group of them went to work to fix it. When we arrived at their pit the wing was back together with all kinds of black tape in place. Several more attempts began but were thwarted by electrical problems. Soldering iron in hands fixes continued but they were not successful in making the necessary fixes in the time we were there.





UCLA's AIAA Competition Model at Sepulveda Field in Los Angeles

These engineering competitions are a wonderful way to introduce the engineering students to the real world after spending several years learning the theory. Industry knows this and they follow these things closely. It is rather obvious when the real contributors come out of the woodwork in these endeavors. These people are snapped up by industry.

We lived in California while I worked with Rutan's Scaled Composites back in the mid 90's, up in the foothills of the Sierra Nevadas in Tehachapi, about one hundred miles north of Los Angeles. We lived in a community way up in a secluded enclave in a 4500 foot altitude valley surrounded by mountains. The floor of the valley is quite flat and the small group of modelers, including my earliest electric modeling friend, Ron Samuels, have arranged for the community to provide them with a field and all the amenities. The runway is rolled, oiled dirt and in the summer it behaves just like macadam. It is a beautiful place but the wind usually comes up at ten in the morning and howls all day. This is great for slope soaring in the surrounding hills though. This is where I learned to fly RC, off the hill called Convict's Hill, overlooking the local prison!

I visited my friends and took a couple of models with me so after a couple of hours of tennis we flew in the growing wind.



Ron Samuels at the Bear Valley Springs Field in the Sierra Nevada foothills

Actually we were very lucky as at this altitude it is usually quite cold this time of the year. The club flies indoors twice a week in their leisure center gymnasium too. It is a wonderful place to live and we would be there today if it weren't for our kids and grandkids in Pennsylvania.

Propstoppers Squadron 'A'

Now my friend Ron is a regular attendee to the IMS/AMA show formally in Pasadena, (now Ontario). Ron comes home with arms full of the latest goodies and among them was a super all-foam 20 inch span Cox micro RC fighter. Wow, looks great, how much do they cost? \$20 says Ron, and he went on to show me a write-up on them in Back Yard Flyer.

Pretty neat stuff and it seems to me just the ticket for a club squadron project. Imagine the Thursday evenings at CA Field with whole groups of them flying formation and doing combat, just like we did at Moore field with our LiteSticks.

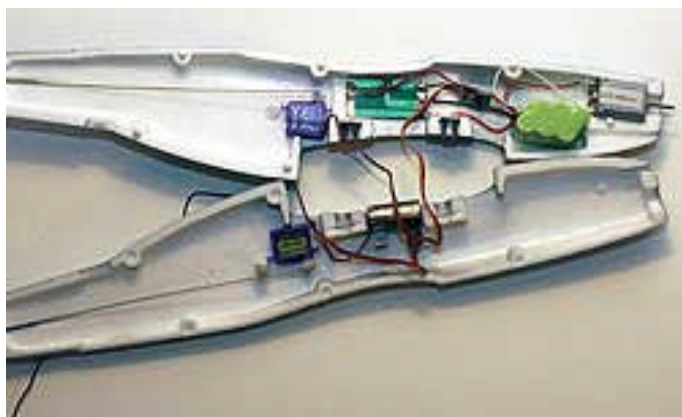


Cox Micro RC Fighters

There are five models in the series. P-47, Corsair, P-40, Spitfire and, of course, a P-51

Here is what Back Yard Flyer has to say about them;

Every now and then, you come across a model or a series of models that just grab you and won't let go. The new Micro ARF warbirds from Cox Wings is such a series. These Lilliputian fighters have great scale looks and are relatively inexpensive, considering their performance. Made entirely out of molded white foam, each fighter (there are five) comes completely painted and with details molded in. Decals, basic hardware and running gear (pushrods, control horns, motor, prop, spinner and charging receptacle) are all included in the kit. The basic equipment needed to complete one includes a 3- to 4-channel transmitter and micro-receiver, 2 microsensors in the 4- to 6-gram weight range with about 7 oz.-in. of torque, a miniature 7.2 to 8.4V ESC rated for 7 to 10 amps, a 6-cell, 7.2V, 220mAh NiMH battery pack, or equivalent LiPoly two cell.



These little warbirds are a blast to fly and can easily be kept in the backseat of even the smallest car, so you can be prepared should a lunchtime dogfight present itself. The fighters are very light, so they should be flown in calm winds. In stock form, they can easily fly in a moderate to light breeze. Turning the stock 4-inch, black-plastic prop and powered by the Cox 6-cell, 220mAh pack, these little fighters can easily climb out at about a 20- to 25-degree angle.

Flight Stability With the recommended control throws; these models are very docile and respond slowly enough to allow a new pilot time to react if they head in unintended directions. If you increase the control throws a bit, response improves but the models remain easy to guide. Even in gusty conditions, the models are easy to control. Pitch is more sensitive than roll, but considering that there aren't any ailerons, the rudder does a good job of keeping the wings level.

At full power and with a freshly charged battery, these micro warbirds can do nice elevator and rudder aerobatics. Loops into the wind are easily executed and require only a slight dive to gain sufficient speed. Heading downwind, these fighters will gain a fair amount of speed, and you can turn that speed into a nice, vertical line for a gentle stall turn or a wingover. Without ailerons, these models do not roll easily, but with enough rudder throw, you can produce a mild barrel roll if you get the speed just right.

Be mindful of the model's light flying weight and minimal wing area, and don't turn too steeply at low airspeeds. The model can slip out of the turn and lose lift. Keep the airspeed up as the banking angle increases.



Well I thought that this proposal needed kick starting so I have ordered ten kits, two of each. I get to keep a Spitfire and I will let Mick Harris bring the rest to the March meeting. So if you want one it will be \$21 cash on the barrel to Mick and a commitment to build and fly the darned thing. We can order more but let's see if we can get a squadron out there by early April.

"My" Spitfire!



Dave Harding

Propstopper Squadron 'B'

SAM, the Society of Antique Modelers, recognize a model builder pioneer at each year's Championships. This year the honored flyer is Earl Stahl, a Pennsylvanian with a prodigious output of fine models. Among the Special Events at this year's Champs is one for Earl's 57 inch span Fokker D VIII, see the cover picture. This model was originally for ignition engine powered free flight and indeed it will be flown this way at the Champs, but it will also be flown with ignition, glow and electric powered RC events.

Bob Holman makes a short kit for \$50. A short kit is one with a plan and all the complicated balsa parts. You provide the strip and sheet wood and other components, like landing gear, wheels and control components. It is a relatively easy to build kit and produces a fine looking and excellent flying model. Some clubs, including SAM 27 in Napa California, <http://www.sam27.com/> are making it a club project, and we could too.

In their case Ed Hamler is leading the building process by making regular presentations to the members.



Ed Hamler holds class on the Earl Stahl Fokker at the SAM 27 club meeting



One of the attractive elements of building such a squadron is that there were so many color schemes for the original aircraft. And our special weapon is that Mick Harris is an

expert in these things. Of course Mick will build one and I will too, time permitting.



Earl Stahl Fokker D-VIII's can be finished in many different original color schemes

Mick and I have been talking for some time about offering club building lessons arranged around a particular model, and this one is ideal. You can buy the short kit or just copy Mick's plan at Kinko's then cut out your own parts while you are watching the playoffs (there are always playoffs, aren't there?).

Of course you could build one for a neat four stroke or quiet two stroke if you want, but I think it cry's out for an AXI brushless outrunner fitted in that neat cowl. Speaking of the cowl there are fiberglass and aluminum cowls available but they are not hard to make from balsa or balsa and molded soda bottle rings.

So, what do you think? Let us know and we will arrange for some joint sessions to get started.

Now imagine alternate weeks of WWII and WWI flying at the field. Pretty neat eh?

Meanwhile check out the build story on the SAM 27 web site. We gotta beat those west coast guys at something.

Dave Harding

Even More Indoor Fun

And one more after this on Friday 3rd of March. So, yet again amazing new stuff, and more and more of it from the toy world. Chuck brought his grandson and a pair of new Air Hog RTF biplanes. They flew so well that our resident expert, Dave Bevan did a careful study of the rough upper wing surface, coming away with the impression that it was deliberately so to get good aerodynamics at these very low Reynolds numbers.



Chuck and his grandson with the Air Hog biplanes



Chuck, John, Dave Bevan and Bart discuss the aerodynamics of the 'Hogs

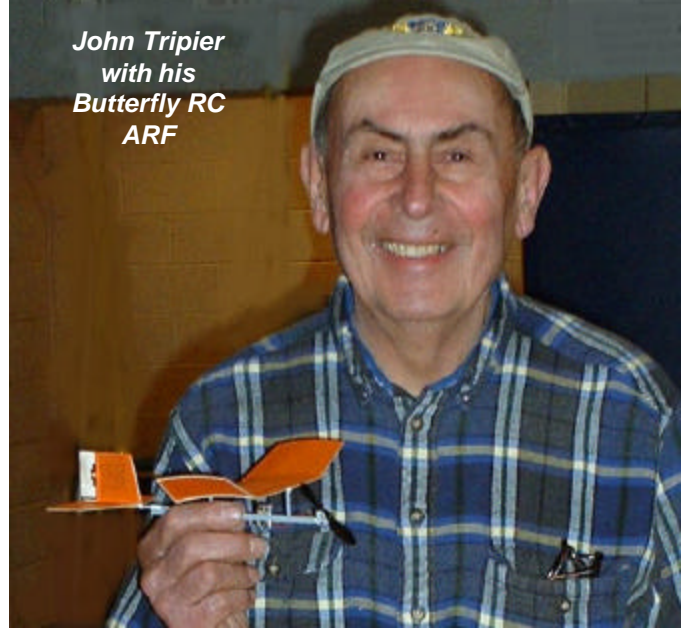


John Tripier brought his Butterfly sub-ounce RTF miniature floater.

And Mike Black brought out his new small RC helicopter, an e-bay purchase. What did we do before the internet? Wait for magazines and local hobby stores to show us the new stuff I suppose.

Bart Hirst brought a bunch of models and his father with him as a helper. Any chance we can get him building something Bart?

John Tripier with his Butterfly RC ARF



Bart Hirst's father helps with Bart's fleet



Joe Mesko, Mike Black and Jess Davis watch Mike prep his helicopter



These indoor meets really are a blast. You should make the effort to come out next Friday for the last of this season's sessions. Actually, it makes you wonder why we don't try to do this year round as there is something about an indoor meet that make them quite different to our outdoor experiences.

It bothers me that our town, Brookhaven, has a wonderful gymnasium that is rarely used to its full potential. Maybe I should make another approach to them.

Dave Harding, pictures by Rick Grothman.

More Club Opportunities

Last summer we entered a team in the SAM 27 Worldwide Electric Texaco Postal competition. We might have won if a freak thermal activity had not appeared at the end of the host club's day, allowing them two flights at two hours. But those guys worked at it all year lining up models with flyers and even holding practice days. They actually fielded two teams with some members in Europe, I guess members of their club by postal means.



The SAM 27 Electric Texaco Teams

Now we did really well and were way in the lead until the last team flew, but it wasn't easy for us. The first to fly was Mick Harris, but he quickly became disoriented and put his model into the grass. Strike one.



Dave Harding's grandson Tony flying in the Texaco Challenge

Next up I managed to coax my grandson Tony to fly my small Miss America, and he was doing really well but there must have been some interference and the Berg receiver shuts power when the interference exceeds a certain level. It still allows control though. So I misjudged

the reasons for Tony's early landing. With the usual perfect hindsight I realized that he could have cycled the throttle and continued. But Tony had to leave and we still needed a third to back up Dick Bartkowskii and Me, so we talked Paul Grothman into flying the Miss America, with little time to re-charge. Nevertheless, Paul did sterling duty, if somewhat different in flying style to his usual 3D stuff, but we managed to put up the three flights. So, we ended up second in the World. (there were four teams entered).



The Propstopper Electric Texaco Team

Now the winner has to host the 2006 event, so it is SAM 27 again and we have to knock them off the top of the heap.

So, what to do? We already have several models in our stable including Mick's, Dick's and my candidates and there may be others in the club with candidate Old Timer models. Of course, we could build some more, they are quite simple.

The current rules call for approved Old Timer models with any motor and a Nicad battery that weighs no more than 25% of the all up model weight. We can help with this equipment if you plan to build or modify an existing model.

So, let us know if you are interested we will help you build or fix a model that will be both competitive and a fun sport flyer when you are done with the competition.

Oh yes, we can fly on any day of our choice up to the end of the year. Last year we flew on the day of the club Electric Fun Fly, and we could do that again this year. Let us know soon and we will begin the planning.

The 2005 Worldwide Electric Texaco Postal Results

TEAMS and PILOTS	PLANES	INDIVIDUAL BEST TIME	TEAM TOTAL	TEAM PLACE
		Hr : min	Hr : min	
SAM 27 A Team				
Andrew Tickle	English Electric Wren	2:16	5:11	1
Dick Irwin	Cloud Chopper	1:43		
Mike Kilmer	Airborne	1:12		
SAM 76 Propstoppers				
Dave Harding	Stardust Special	1:40	3:01	2
Dick Bartkowski	Trenton Terror	0:55		
Paul Grothman	Miss America	0:26		
SAM 27 B Team				
Gianco Lusso	Sunduster	1:11	2:50	3
Steve Roselle	Playboy	0:51		
Loren Kramer	Playboy	0:48		
SAM 117 Chicago				
Glen Poole	Rambler	1:02	2:32	4
Jack Hiner	Commando	0:56		
Steve Moskal	Plavbov	0:34		

Dave Harding

Dave Harding – Editor
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Propstoppers R.C. M.A.C



One of our SAM flying buddies, Glen Poole with his Earl Stahl Fokker D-VIII at the Electric Nats.

This model is the subject of a Special Event at the 2006 SAM Champs, also in Muncie.

We could build a Propstopper Staffel.

**Regular Club Meeting
Wednesday 1st March
Middletown Library
7:30 till 8:45**

**Indoor Fun Fly
Friday 3rd March
Tinicum School
7:00 till 9:00**

Membership Renewal For 2006

**Membership renewal for 2006 is now due.
You can renew by mail or at the club
meeting in
March.**

Dues are \$60.

Ray Wopatek
1004 Green Lane
Secane, PA. 9018

Please enclose a **copy** of your current
A. M. A. Membership card,

And Please, Please enclose a
Stamped self-addressed envelope.

Ray Wopatek Membership Chairman