



The Flightline



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Newsletter of the Propstoppers RC Club

AMA 1042

January 2007

President's Message

Well here we are a in to aNew Year. I hope everyone had a Merry Christmas . Last month we updated the Club Bylaws. These will be posted to our website. I also discussed lowering the dues but the majority wanted no change. I want to ask the members about another plan please try to attend. P.S. this is not to lower dues but to get new young members.

I hope everyone had a good time at the indoor fun fly. Remember, there are only two more to go.

Please bring show and tell to the January meeting. If you have something cool, bring it in. If someone would come up with a shelter idea and put on paper I will take it to the township. So we will have some shade this summer. Also I want to put down fertilizer and broad leaf killer around Apr. 15th to get the field in better shape.

Hope to see you at the meeting

Dick Seiwell, President

*Agenda for January 9th Meeting
At Middletown Township Library;
Opens at 7pm meeting at 7:30 pm*

1. Approval of the December Meeting Minutes
2. Membership Report
3. Finance Report
4. Flying Field Improvements
5. Show and Tell

Minutes of the Propstoppers Model Airplane Club December 12th, 2006 at the Middletown library

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

The roll-call by membership chair Ray Wopatek showed 19 members and 1 guest present.

Minutes of the November meeting as printed in the newsletter were accepted by the membership.

Treasurer's report by Phil Oettinger was presented to the members.

New Business:

The club officers suggested modifying the bylaws to update and clarify several points related to our educational activities. These changes were adopted unanimously and will be posted to the web site.

President Dick Seiwell proposed cutting the dues for the coming year since it is likely that we will have only one field i.e. Sleighton. The membership was concerned about having funds for a new field if one became available. They opted to leave the dues at \$60.

The president announced that we have been again invited to have a presentation at Middletown Pride Day May 12, 2007. The club agreed to participate.

A break and informal Session followed.

The meeting was adjourned at 8:45 p.m.

Richard Bartkowski, Secretary

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Are you ready for the 2007 WRAMS Show? Is there a volunteer to organize a trip or work with the Delaware clubs to get in on their bus?

Calendar of Events

Club Meetings

Regular Meeting at Middletown Township
Library: opens 7 pm, meeting 7:30 pm
Tuesday 9th January, 2006

Next Meeting Tuesday 13th February 2007

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

No More Flying at Christian Academy;

Indoor Flying

At Tincum School; Fridays; Feb 2 and
Mar. 2

Special Club Flying

Saturday mornings 10 am Sleighton Field
Tuesday mornings 11 am Sleighton Field

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

California Dreamin'

I have been out of town for almost two months so I am still not up to speed on club activities, although I will be around for this Friday's indoor fun fly and next Tuesday's club meeting. The second half of my out of town activities was a slog. I didn't even get to a hobby store! However, I did manage two small adventures, both with my West Coast flying buddy and SAM President, Mike Myers. The first was a short flying session on the Rose Bowl lawn, about five minutes from my daughter's house. The Rose Bowl stadium is located in the Arroyo Seco, basically a flat dry river bed running several miles as a canyon just to the West of Pasadena. The area surrounding the stadium is mostly grassy parkland, with a golf course to the north, shown here, and a wide open grassy area to the south.



You might think that frequency control would be impossible but those that fly there, and there are usually two or three at any one time, seem to have sorted it out.

On this occasion I had nothing to fly but Mike brought two models, a Cox Warbird P-47 and an old Old-Timer once owned by a long departed friend. The Warbird was completely stock, and although Mike found it a bit of a handful, I was very comfortable with this fine flyer. I really must finish my Spitfire!



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Propstoppers Web Site; www.propstoppers.org
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One of the very nice side benefits of going out with my good flying buddies, east and west coast, it that they are both lovers of fine food, and each, in his own way, really works at finding the good restaurants. So flying for an hour or so in the warm California sunshine followed by an excellent meal with good conversation is a suitable counterpoise to the "this old house" slog. This day it was Thai food in Pasadena, and everyone has their favorite small Mexican restaurant in southern California

There are still a number of legendary flying sites in the SoCal area and I haven't been to all of them yet, so I jumped at the chance to get up real early and drone through the LA commuter traffic with Mike to go to Perris. Perris is still on the edge of the great California Mojave Desert, but with the inexorable development close at hand. It is located about 80 miles east of downtown (so called) close to Riverside and the former Norton Air Force Base. On Wednesday mornings, starting about seven o'clock, the freeflight guys turn out to fly. Most of them are old timer guys with Old Timer airplanes, but there were some modern free flight models too.



Of course free flight has changed over the years and now it is mostly an excuse to ride motorbikes in the rough. Also, although the died in the wool free-flighter absolutely hates radio control, they are not against using expensive radios mounted in their models so they can find them after a long downwind chase. The models came in all shapes and

sizes. How about this excellent Taylorcraft Bostonian rubber model? An FAC competition plane.



Mike had brought four Cox-020 powered Ebernezers to fly, although he had not run the motors at home. It seems that making noise in suburban LA is frowned upon, unless it is made by the ubiquitous grass cutters and blowers (mow / blow and go is the mantra). Ebernezers are a cult thing; indeed, there is a World Wide mass launch every year. Here is a picture of the "mass", probably at Old Walden in the UK (rain....green grass...). An Ebernezer is an all balsa, profile, free flight.



The recalcitrant Cox's refused to start for various reasons so Mike moved on to his venerable Dakota, powered by an equally venerable OK Cub.

This one finally succumbed to persistent efforts.



This is a civilized group, normally led by the stalwart pioneering modeler, Sal Taibi. However, Sal, an active modeler for the last seventy years or so, is having some medical problems right now so he was absent on this day. Nevertheless, the group followed

protocol and at nine a.m. sharp, one of them unfolded a long table and proceeded to set up the coffee urn and lay out a selection of home-made cakes and store-bought doughnuts, Whereupon, the assembly quietly dragged their chairs into an orderly circle for this holy ritual. Now some days the wind begins to blow about ten o'clock and things wind down, but this day it remained calm and most of the group continued to fly.

Most of the models were modest sport flyers but there were a number of more spirited Old Timers being flown. If you haven't seen a 60 sized, un-muffled free flight for a while you would be quite taken with the performance and skill in making these beasts fly well.



Of course many of those who build and fly these planes are people from the old days, and not surprisingly you find that when one dies someone else takes his models and continues to fly them. These two fellows were doing just that with a model that had been build decades ago and might have never flown.

But they beavered away with the motor until it ran reliably.



And they were rewarded with a magnificent flight; one could almost feel the builder move in his grave; magic!

Dave Harding

Covering Redux

Despite being quite involved in Society of Antique Modeler activities I am not a Luddite; slaved to doing it like it was. But this Boehle Giant project has catalyzed some heretofore undetected genes. So it is that I am thinking silk.

No, I haven't crossed over, but silk was used extensively in the Old Days and I must decide just what covering to use on the Giant. Silk seems like it might be appropriate. On the other hand, I have never covered with silk and I have heard that it is not too easy. In fact, there was a recent discussion on SAM Talks regarding some of the tricks. Maybe I should just give it a go just for the challenge! Anyway, these thoughts and discussions began to spiral outwards to eventually embrace almost all of the covering materials and methods used over the last seventy years.

Covering requirements for the kinds of models we build, Mick, Dick and I, start with weight considerations; remember "light is might when talking flight", and the covering can add a surprising amount of it. Monocoat, for instance, is considered linoleum at up to 3 ounces per square yard. The Giant will need about eight square yards of covering and a pound and a half is unacceptable. So we have been using lighter films.

But lighter films have brought with them other problems, primarily lack of stiffness. When my first Stardust Special competition ship experienced wing flutter during the vertical climb this problem became immediately evident.

The Old Guys knew of these problems though, this is why they used doped tissue, sometimes in two layers. A tightly wound rubber motor puts huge stresses into the lightly built structure of early Wakefield and Mulvihill contest models. But note that they did not use diagonal bracing in these structures; rather they used tissue, which, like the Giant structure discussion in the last Flightline edition, produced what is known as a tension-field where the tissue shear web buckles but carries the load in diagonal tension.

So why not use tissue and dope? Well, for one thing the tissue is not very durable; it punctures easily; ah, another requirement. Also, although we largely triumphed over the limitations of tissue covering it is still a whole lot more difficult to install than a film, particularly when it comes to getting a tight wrinkle-free finish around compound curves.

But wait, if there were a tough heat shrinkable tissue wouldn't that be the answer? Well, there is such a product, known by the trade name of Polyspan. It is actually a polyester "paper" made for the clothing industry as an interface between the outer garment fabric and the lining. Like paper it is not woven but rather a fairly random amalgam of fibers fused into a thin layer. It does however have a marked grain, and the cross-grain strength is much lower than along the grain, where it is remarkably tough. My Bomber is covered with Polyspan and I got the chance to work with this material while repairing the major wing damage prior to last year's SAM Champs. Part of this job was patching the many slits in the existing covering caused by the handling of this very large one-piece wing. Nevertheless, the covering job turned out to be really easy. It is adhered to the structure by a thin white glue mix and then ironed down after it dries. Did you know white and yellow glues are heat fusible? Try it on your next sheeted leading edge. Anyway, what looked a mess because I used way too much white glue turned into an excellent covering job once it was dry and I ran the iron over it. A couple of coats of clear dope and one of yellow to match the rest of the wing and you could hardly tell it was repaired.



Which is the repaired wing?

So what we want in a covering material is;

- ? Light
- ? Stiff
- ? Tough
- ? Easy to install
- ? (Fuel Proof?)
- ? Inexpensive

Are there other alternatives? Well, yes. In the inexorable search for perfection people have come up with several hybrids;

- ? Tissue over Mylar and
- ? Silk over Mylar
- ? Fiber reinforced thin films

In the first two processes, one of which we have discussed before in these pages, you apply a covering of thin Mylar then dope on a layer of tissue. This way you get the advantages of both; tough and stiff, although the process is somewhat more involved, particularly in getting the tissue to lie down without wrinkles. But once finished it is magnificent, also allowing a wide variety of coloring designs, like shown here on Mick's Gladiator.

Tissue over Mylar finish on Mick's Gladiator. Don't know what Leon Sullivan used.



Silk over Mylar provides similar advantages and also solves one of the problems with straight silk; bleed through of excessive dope. But is this any better than tissue over Mylar?

Fibafilm and Micafilm are two fiber reinforced films that are indeed light and stiff, but they are a little harder to apply and not widely available. They do have their applications however and should be considered. Indeed this was my on-site fix with the first Stardust Special. I was able to buy some on the field then made a second layer of covering over the leading edge in the motel room. It worked great.

On several occasions I needed a quick, light, relatively stiff covering and began to use a 1.5 mil Mylar product that includes the adhesive. I acquired (traded for some graphite during the AMA show some years ago) this material from the owner of Model Research Labs, a great mail order supplier from California; <http://www.modelresearchlabs.com/>

It turns out that there are two major covering film families based on Polypropylene and Polyester materials. The former is softer and shrinks at lower temperatures, while the latter is stiffer and shrinks at high temperatures ~ 300 degrees. Mylar is a polyester film. I believe that most

of the commercial covering is of the Polypropylene variety, but I could be wrong.



This is my Mylar covered 1/2 sized Miss America before adding some tissue over-cover for decoration.



This picture shows Dick's Polyspan-covered Pacer C with my larger Miss America and the "two day Cub" both covered with Mylar, but the Cub was lightly painted with cheap spray enamel at the meet just prior to its initial flight. It won the event! The "four day" Trenton Terror received the spray can treatment just before leaving for Muncie.



Doculam and cheap spray paint, not bad!

Now at one of the meets Roy Bourke examined these models and said "that covering material is Doculam, and it is very inexpensive". Really? Well, it turns out to be true and I just bought a minimum quantity that will last our club builders for years; 1000 feet of 30 inch wide material for \$35! Come and get it! But not so fast (well, yes, come and get it) it does have some limitations with this spray can approach. The paint does not adhere too well. It is ok if you don't abuse it, but I have a two piece wing on the Trenton and have to tape the halves together to fly. Removing the tape usually removes the paint too. But you might have better luck if you scour the surface first.

So where does that leave us? Choices choices... Light, stiff, colorful, durable, fuel proof....oh yes, can you apply it indoors during the Pennsylvania winter?

You pays your money and makes your choice. I haven't made mine yet, I will savor it for a while. What's yours?

Dave Harding

More reading: http://winshiprc.tripod.com/painting_techniques.htm
http://www.modelresearchlabs.com/using_mylar_covering_materials1.htm

Club Activities Proposal

I have taken the liberty of proposing a slate of activities that we might consider for the New Year. It seems to me that if we can agree on the bones of a plan then some members will aim their activities to prepare models etc. to participate.

If I haven't suggested your name for leading one of these events I may approach you to suggest another. You may want to get together with your flying buddy and propose an event.

Let's discuss these at the January meeting, then step up and move forward to a better than ever flying year.

Dave Harding

Propstoppers Proposed 2007 Event Calendar					
Month	Date	Event	Actions	Comments	Event Director
Jan	Friday 5th	Indoor			
Feb	Friday 2nd	Indoor			
March	Tuesday 13th	Build and Old Timer Build and Old Timer	Sign up Build an Old Timer Days	A series of group building sessions with Mike and Dave. Sign up in February to commit \$ for materials etc.	Mick Harris
April	Saturday 14th		Cox Warbird Day		Rick Grothman
May	Saturday 12th	Middletown Pride Day	Run Motors, Fly U/C, Fly everything else		Dick Seiwel
June	Saturday 16th	Aerobat Day	Fun Aerobat Contest and Cox Day II	Points for model, finish, flying routine, etc secret bonus. Just make up a fun event. Maybe anything you can do I can do better maneuver.	Al Basualdo
July	Saturday 14th	Club Picnic	Usual Stuff		Dr. Mike
August	Saturday 18th	Electric Texaco Postal	Team Flying Texaco Postal Contest		Dave Harding
September	Saturday 8th	Scale Day	Fun Scale Event	Standoff judging and simple flying	Jess Davis
October	Saturday 20th	Walt Bryan Memorial Electric Fun Fly			Joe Mesko
November	Saturday 3rd	Night Fly	Fly anything you like in the dark		Bob Crowell
December	Indoor				
January	Indoor				
Recurring Events	Club Monthly Meetings Tuesday Breakfast Thursday Evening Flying Saturday Morning Flying Indoor Flying				

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Propstoppers R.C. M.A.C



Twin Pushers

The picture above is from the early 1930's when the Twin Pusher ruled the roost in model airplane flying competition.

This picture is from a collection made by the original Comet Model Company salesman. Now his granddaughter, Nancy Kapitanoff has made this material into a short documentary movie, and is showing it around the various Film Festivals. In the summer she will make it into a DVD for sale.

<http://www.cometmodelnews.com/Home.html>

Check out the Build a Twin Pusher on the SAM website; www.antiquemodeler.org

By the way, the boy on the left is Carl Goldberg.

Future Events

Friday 5th January; indoor flying at Tinicum School gym
Friday 2nd February; indoor flying at Tinicum School gym
Friday 2nd March; indoor flying at Tinicum School gym

February 23 – 25 WRAMS Show, White Planes NY. Looking for volunteers to organize a trip, or find out about the Delaware club bus.

Saturday 8th March; Lebanon Flea Market Trip

Membership Renewal For 2007

Membership renewal for 2007 is now available. You can renew by mail or at the club meeting in January

**Bring cash or check and your AMA card.
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