



The Flightline



Volume 37, Issue 2 Newsletter of the Propstoppers RC Club AMA 1042 February 2007

The President's Message

Well here we are freezing. So maybe we are all building the club project plane the Trenton Terror. This plane brought out a bunch of members to the meeting February 5th at the library where Mick went over the plans and handed out the parts.

By the way I went back to the Christian Academy and guess what! We have the field back till they have settlement and as far as I know they have no buyer at this time. Nor does the township seem to have immediate plans; so this is GOOD.

Dr. Mike and I also have a lead on a field where we will be able to **fly fuel during the week and weekends**. This field is very close to the old field. We will keep you posted.

This is the meeting for show and tell so bring in something cool

Hope to see you at the meeting.

Dick Seiwell

*Agenda for February 13th Meeting
At Middletown Township Library;
Opens at 7pm meeting at 7:30 pm*

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

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Minutes of the Propstoppers Model Airplane Club

January 9th, 2007 at the Middletown library

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

Roll Call- Membership chair Ray Wopatek found 19 members present. Minutes of the December meeting as printed in the newsletter were accepted by the membership.

Treasurer's report-Phil Ottinger presented the current report which was then approved.

Old Business:

President Dick Seiwell clarified the policy for junior members. Members under 18 years old get a free membership in the club but they must have an AMA membership. Junior AMA membership is available at a reduced rate.

New Business:

Middletown Township has again invited us to participate in their annual pride day activities on May 12, 2007 at the Williamson Trade School. Ed Goretzka agreed to make a poster listing our activities.

Several members commented on the indoor fun fly last week. We had 18 flyers at the Tinicum Middle School. Many juniors came with their R/C Air Hogs. There were several R/C Helicopters, Some powered light R/C and free flight models and even a super slow indoor free flight model.

President Seiwell proposed that we develop a design for a temporary shelter to provide shade at the field.

Dave Harding and Mick Harris agreed to host a building session for member to build their own old timer – The Trenton Terror. Dave says it is a simple plan and goes together quickly. It is also a very stable flyer. The club assembled volunteers to host the club activities listed on the calendar.

Show and Tell:

Mick Harris showed his new 2000 Watt AXI brushless outrunner motor that he plans to use on a quarter scale model he is building.

Charlie Storm showed his Sparky 400 ARF that he has been flying. He currently uses 8 NiMh cells for power but is moving to 3S lithium. (See the picture on the back cover).

Dave Harding showed the fuselage bones for his latest project – Boehle's Giant which has a 139" wingspan. He presented his design sheets showing how he put together the components.

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

Richard Bartkowski, Secretary *****

Calendar of Events

Club Meetings

Regular Meeting at Middletown Township Library: opens 7 pm, meeting 7:30 pm
Tuesday 13th February, 2006

Next Meeting Tuesday 13th March 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

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

At Tincum School; Fridays; Mar. 9th
NOTE this is a change of date.

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.

Propstoppers RC Club of Delaware County, Pennsylvania.

Club Officers

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Propstoppers Web Site; www.propstoppers.org
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News from the West

It is that time of the year again, when the outdoor flying weather closes down on the East Coast and the West beckons.

This the first leg of my annual trip was shared by two flying friends, Dick Bartkowski decided to come out to the Arizona desert and so did my old Boeing buddy from Seattle, Colin Widdison. Colin is also a refugee from foul weather, but again this year Eloy did not live up to its full potential as the whole of the country was in a cooling cycle. Nevertheless, armed with sufficient warm clothing the desert was still the place to be and fly.

The 57th annual Southwest Regionals once again hosted three contests in one, an AMA freeflight event, an FAI International qualifying freeflight event and the Society of Antique Modelers RC event.

Friday we three assembled in Phoenix having arrived from different directions on different flights and early Saturday morning drove the hour or so down to Eloy. This year there was no time to make check flights on our stuff and we had to prepare to fly for the money.

Dick and I took our European setups with models built to ship in golf bag containers. Dick's arrived without drama but my bag didn't make the flight for some reason. However, it was delivered to the motel office during the night so no harm no foul. Colin had almost finished his first stick-built model, a Korda Stick Spirit of SAM. He carried it onto the airplane in a cardboard box; also without drama.

Our only event on Saturday was Electric Texaco and the necessary drill was to charge the batteries overnight as you can't "fill" them with a fast charge. Dick has found a "wall wart" power supply from an old HP printer with sufficient output to drive two fast chargers at low power levels. So, having ensured that the "beep" was turned off, we charged our batteries over night.

Saturday weather was indeed cold but the winds were light so we decided that we would not fly until ten or eleven o'clock as if there were thermals, this is when they should begin to pop. This gave us a few hours to have a satisfying breakfast and easy drive down to Eloy. There were fewer competitors this year, probably influenced by the weather forecast which had been predicting these conditions for a week. They got it right.



I flew first and found a little lift for a flight of 51:24, good for this model. SAM Electric Champion and former World Record RC Glider flyer, Jack Hiner, put in a slightly better time of 56:29 so the game was on.

Dick flew next and after an initial ground loop his second takeoff attempt was smooth and he proceeded to climb slowly out of the ground layer. Then, from about a hundred feet one wing tip failed and the rest of the model plummeted vertically into the hard dirt. The wing tip flew downwind, spinning along its spanwise axis, but one of the flyers chased it down and recovered it.



SoCal SAM flying buddy, Dale Tower, steadies Dick's Record Hound for takeoff

Naturally Dick made a careful evaluation of the potential causes of this unfortunate event. He discovered that his wing joiner had failed.

To make a model fit in a shipping box requires that you make a multi-piece wing. Dick elected to make a one piece center section; the center wing joiner takes the highest loads and you complicate this joint if it must also handle the wing break. His breaks are at the outboard dihedral joints where the loads are much lower. Then, to ensure they stay connected, he added a very small screw through the wing socket. It appears that this screw had nicked the joiner and Dick theorized that earlier "arrivals" had weakened the joiner in an undetectable way. Now although the damage will be fairly easy to repair, it was not possible to make the repairs at Eloy. So Dick's Record Hound, flying both Texaco and LMR was done for the duration.

I recharged my battery for a second flight but the wind increased in strength and the day grew colder so there was no chance of increasing my time. I took second place.

I had encouraged Colin to bring his partly completed Spirit of SAM model and since we had quit early for the day we then spent several hours finishing the model. The control surfaces needed to be mounted, as did everything else; motor, servos, control horns, battery etc. But in a while it took shape and by dinner time we had a model.

One of the best parts of meets like this is the opportunity to gather with your buddies and break bread and talk. This part of the World is blessed with excellent Mexican restaurants and so it was that a large group of us spent the evening at just such a place; excellent Margaritas, chips, meals and conversation.

Sunday dawned cold but the front had gone through and the day began clear, sunny and almost calm; Ideal testing weather. So we set about getting Colin's model ready to fly. Problem ONE. Colin had forgotten to bring his transmitter! But haven't we all! Anyway, we were able to borrow a synthesized receiver from Eut Tileston and set it to my frequency. So we were in business and soon we were ready for a test flight.



Long time Boeing friend Colin Widdison with his first stick-built model; A Korda Stick Spirit of SAM

The first flight was a little off on control so we set it down and re-rigged the control surfaces whereupon it flew well and I handed it to Colin who did very well. So well in fact that he elected to pay his entry fee and compete in the Spirit of SAM mass launch.

This first necessitated an addition of a "landing gear" required by the rules. Well, since we usually allow hand launch of these delicate models, all that was required was something aerodynamically similar to a landing gear. We built one and it satisfied the authorities (well, me actually, as the CD had asked me to oversee the electric events!), but nobody complained and with a little more fiddling we were ready. but without a test flight.

Meanwhile, Dick was getting his model ready for its next challenge, having won at the LV Champs. He had to uphold his standing.

There were eight or nine entries in SoS so at eleven o'clock the line-up was formed

The order to launch was given and Colin, in his very first launch situation, was stuck with a model that wanted to turn left and descend.... Into the ground. Shame really, but he was thrilled to compete.

Dick and Jack Hiner flew expertly finding all kinds of little "gopher farts" in the clear and warming air. Slowly the other competitors were down until it was just Dick and Jack.

Finally Dick ran out of juice and lift and was down, Jack outlasting him by a little more than a minute. Their times were over fifteen minutes more than the third place finisher.



Dick Bartkowski, Jack Hiner and John Richards with their SoS trophies

The good air on Sunday was an excellent situation to sort out the trims on my Stardust with the limited motor run propulsion. Others took the opportunity too. West Coast flying buddy, Dale Tower, brought a beautiful large scale rendition of Chuck Hollinger's Floater. Dale had won LMR at the Las Vegas Champs with a smaller version of this rare and unusual model.



Dale Tower with his Hollinger designed Floater LMR

Dick's second event on Sunday was Unlimited Rubber Electric using another Skyrocket that had performed well in the LV Champs a year or so earlier. . . But perhaps it was a little rusty from this layoff as his first flight was not good. But his second was a boomer and almost made up for the first, well, at least for Dick's satisfaction if not the score. Nevertheless, he placed third and chalked up his second trophy of the meet.

Sunday night in Eloy means the BBQ and host Dick Griswold had been stashing mountains of dry firewood logs all day. He also provides steaks, ribs and beans as well as assorted other vittles, suitable for a feast under the desert skies. This year the cold weather meant that we started early and watched the sun go down over the mountains, then as the sky drew darker "billions and billions" of stars poked through. Or was it the Lanzo Boomers that the Mullhollands were serving?



Floater climb-out an impressive flyer



There were no songs around the camp fire this year but it was a memorable occasion nevertheless.

Monday was a little overcast with somewhat more wind. I had one event; the Limited Motor Run. Now in previous competitions I had suffered poor flights when the wind picked up to speeds beyond the cruise capability of my models. So, when I built my big Stardust I made provisions for ballast, just like the glider guiders do. All well and good but now you have another knob to turn, more decisions to make.

In LMR you get three flights to make two ten minute maximum flights and you are in the flyoff. My Stardust has a still air time of fifteen minutes so no sweat..... Well, you have to

execute and my first flight found the wind at altitude to be 90 degrees from that at the surface. The result of this was I found myself downwind a good bit, and the model was having a hard time getting back. Under these circumstances you put the nose down and fly at higher speeds to penetrate the wind. The problem is the L/D gets worse (lower) under these conditions and L/D determines your sink angle. In fact the sink angle equals the L/D. So you find yourself losing altitude much faster than you do at the optimum flight condition.

But I made it back and stayed up for the ten minutes. For the next flight I kept it upwind and easily made the max. So we were in the flyoff with two others; Phil Pearce and John Richards, both flying big Lanzo Bombers.

Now to the strategy, the wind had picked up so if I added ballast I could range upwind to find thermals and return to the field easier; but the rate of descent would be higher. Hmmmm.... What to do? Add one slice of ballast as I think I have these guys covered.

Now that adds another factor and that is flyoff strategy. I have been beaten twice before when I had the altitude and performance over the other guy but he went off and found a thermal that I didn't. Well, what you are supposed to do is if you have the altitude then you stay over the other competitor, maintaining your advantage. But you must turn smoothly or you will lose your altitude in making the turns.

So off we went and I did indeed climb to higher altitude and stayed that way for some time. We ranged across the sky looking for lift but didn't find any and still I had the altitude advantage, but it wasn't much. Then we separated and as we reached the lower altitudes we began to find the little bumps which may be lift or just turbulence. I tried to surf over the parked cars but Phil had found just one good bump and he was now higher. John was down and I was now having a little difficulty staying on the field, just scraping on at the last moment. Phil landed seven seconds later for the win. A great day and much fun.

There was a brief awards ceremony then we were packing our stuff for the flights to our various destinations. All in all a pretty good long weekend.

You can read some more about the events, the scores and pictures including the free flight events too;
<http://www.aalmps.com/swr07/2007swr.htm>

My trip took me to Burbank's Bob Hope airport and this time my bags arrived with me. My daughter drove me the short distance to her South Pasadena home where I would be working on "this old house" for a few weeks.



*"This Old House" in South Pasadena, California.
If you look closely you can see the 10-foot
Poinsettia "tree" with 12-inch blooms*

This time the cool weather, even in SoCal, together with the work load slowed my modeling to a crawl. But one bright idea was to take our granddaughter to Balboa Park in the Sepulveda Basin where there is a fine RC field and a spot; "the grassy knoll", where the freeflight guys fly on the calm mornings.

Well as it happened, it rained early on Saturday morning and it was still quite cool so at ten o'clock the field was largely deserted. When I asked why the locals just said "this is southern California, we don't have to fly when the weather is not perfect". You see, the weather is usually superb. Well there were a few electric flyers with very ordinary models but the thing that took my attention was their extraordinary charging setup.



The charging station at the Balboa Park field

They have a city-provided twenty foot container for their gear. A canopy is mounted on one side. Under the canopy is the charging station attached to the container wall. "So what" you say! Well, the unit is connected to some batteries (of course!), and in turn to solar cells mounted on the roof. Their power is always at the field and always charged. Neat!

This is a full service flying field with a macadam runway, taxiways and pits. A separate helicopter field at one end and a U/C circle across the parking lot.

As an old U/C guy, and team race fan, I was drawn to the sight and sound of a hot diesel flying in a fast team racer.



A modern U/C Team Racer

It was equipped with one of those "foreign" special-purpose motors that sounded wonderful, but curiously these guys were not very friendly and I was secretly pleased to find they didn't know what they were doing either (schadenfreud?). I had the itch to reach down and adjust the compression but just moseyed off with a smile.

Finally the weather has improved, and how, the last two days were in the low 80's with clear skies and low winds. Today SAM President, Mike Myers and I flew some of his models at the Rose Bowl as an excuse to eat at a magnificent Chinese Dumpling restaurant. The flying was good too, particularly the Cox P-47.

Mick had the original 1938 plan copied full-size and he also made up kits of parts by cutting zillions of wing ribs, wing tips and other shaped parts. He also provided sufficient 1/4 inch square balsa strip to complete the construction.



**Your average day at the Rose Bowl;
80 degrees and Sumy**



I shall be here till nearly the end of February, so maybe I will get the chance to fly (and dine) again before I return.

Dave Harding

They discussed various approaches to building the details of the Trenton, particularly the wing trailing edge. The TT is unusual in having a TE that is made from two 1/8 inch strips, one on the upper surface line and the other on the bottom. They are chamfered where they meet so as to provide a suitably thin back edge. The downside of this approach is the very thin aft end of the rib. Worse, this thin end may be nicked on both sides so perhaps rather weak. I made my TT this way although I beefed up the assembly by installing shear webs towards the forward edge of the assembly. If you fit it to the gap between the ribs then push it home in the aft direction so it fits well, the glue will make a sound assembly similar in strength to the solid TE. But for those who want to make it the usual way you will have to wait till I return so I can cut them on the bandsaw.

Propstoppers Old Timer Scratch Building Project

Mick Harris hosted the first of a series of sessions for the group who have elected to build a Trenton Terror Old Timer (see the cover picture).

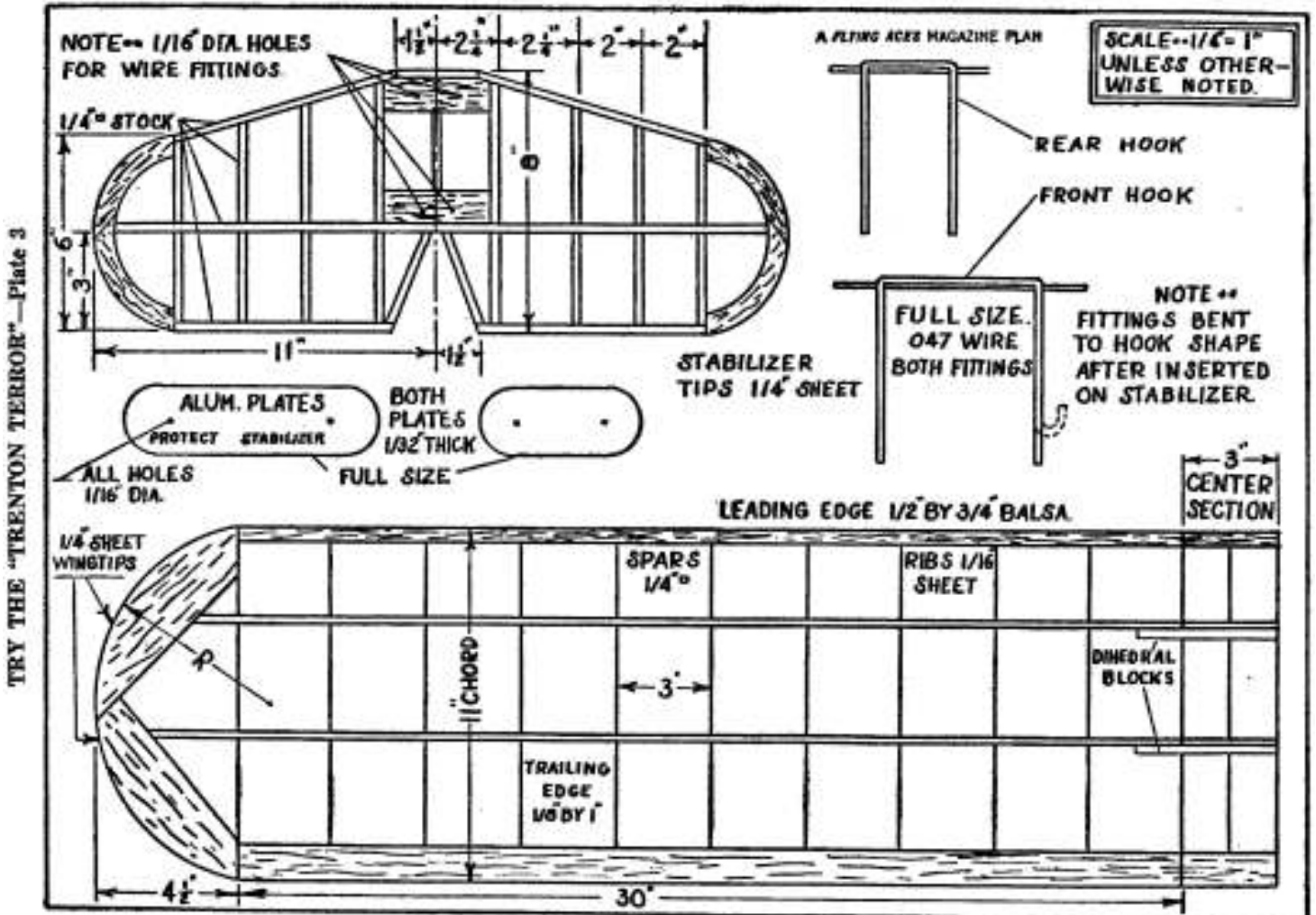
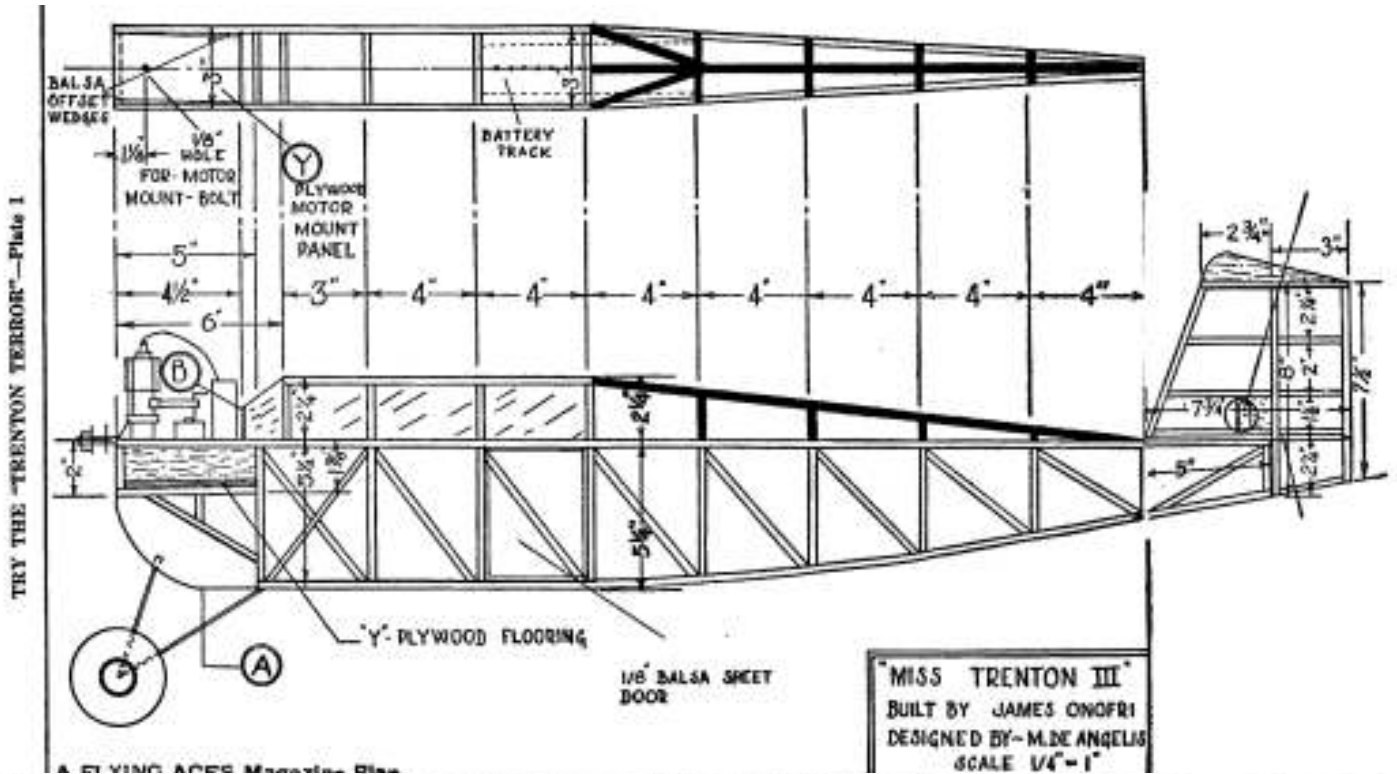
President Dick Seiwel managed to secure the use of the Middletown Library's community room for the kick-off meeting so the plans could be laid out and parts examined. Jerry Harrison, Jess Davis, Dave Bevan, Ed. Goretzka and Jim Barrow turned out to collect their stuff and discuss building approaches.



Mick has one other set of parts so if there is another member who wishes to build one just call Mick, or see him at the meeting next week.

When I return from my travels I will make up a landing gear jig and build some landing gear sets.

Dave Harding for Mick Harris



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Propstoppers R.C. M.A.C



Propstoppers getting ready to build Trenton Terrors



Charlie Storm with his Sparky at show and tell

Future Events

Friday 9th March; indoor flying at Tincum School gym; NOTE the CHANGE IN DATE

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 required. You can renew by mail or at the club meeting in February.

Don't loose your club privileges!

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