



The Flightline



Volume 38, Issue 7

Newsletter of the Propstoppers RC Club

AMA 1042

July 2008

President's Message

Well, we have had one fine picnic but let's not rest on our laurels. We need to do it again for our July 26th one too. Bring out your models to fly and show and tell for the July regular meeting on Tuesday 8th July at Sleighton Field.

Dick Seiwel

Minutes of the Monthly Meeting

The meeting was called to order at 7 pm with 7 members and three visitors in attendance. The attendance was very low, probably the result of a severe storm watch in effect at the time.

The meeting was kept short. Dick Seiwel reminded the membership that the two picnics (June and July 26th) and the Walt Bryan Fun Fly (August 23rd) were not very far away and volunteers were still needed. There would be no make-up dates if bad weather caused cancellations.

Christian Academy would not cut the grass in the outfield so Dick proposed that members should meet at that field on Thursday evening and he would take his big mower. In the event, Dick did the mowing himself, (and it looks terrific - Mick)

Mick Harris ~ **the only attending member with a pencil!**

Agenda for July 8th Meeting

At The Sleighton Field;

Fly from 5pm, Meeting 7:00pm.

1. Approval of June Meeting Minutes
2. Membership Report
3. Finance Report
4. Discussion of July picnic plans
5. Show and Tell
6. Continued Flying

Propstoppers June Picnic

The club has decided to hold three picnics this year and we just held the first of them at Sleighton Field. The weather forecast was for hot, humid conditions and winds rising to 15 mph by mid day. As luck would have it, the conditions were bearable or even pleasant under the abundant shade due to the breeze that blew all day, and it never reached the high forecast levels, so flying conditions were good too. So was the turnout and all were accommodated under the canopies from Dave Harding's RV, the big Subaru canopy and one more, all grouped together for good conversation. See the cover picture.

On a lazy day like this the flying was casual and it didn't seem to bother anyone when the sky was empty



Talking rather than flying was the order of the day, but everyone seemed to enjoy themselves.

Jess Davis brought along some of the late Al Gurewicz modeling stuff for members to buy. The proceeds were donated to the club.

INSIDE THIS ISSUE

- 1 **President's Message**
- 1 **Monthly Meeting Minutes**
- 1 **July Meeting Agenda**
- 1 **Propstoppers June Picnic**
- 2 **Calendar**
- 4 **Staying up in Europe**
- 10 **Up and Coming Activities**

Calendar of Events

Club Meetings

Summer Monthly Meetings at Sleighton Field, Second Tuesday; gas flying ok. Fly 5 till 7. Meeting 7, fly till dusk.

8 July
12 August
9 September

Club Picnics at Sleighton Field
25 July

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

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

Special Club Flying

Saturday mornings 10 am Sleighton Field
Tuesday mornings 10 am Sleighton Field
weather permitting after breakfast.

Beginners using due caution and respecting club rules may fly GWS Slow Stick without instructors.

An excellent BBQ lunch was cooked to order by master chef and Propstoppers President, Dick Seiwel.



Mike Black made several gas flights with his aerobats and new to gas flying Brian Williams gave the making noise flying a try. Funny how the extra weight and speed of the typical glow trainer makes our field see so much smaller. Brian and Mike joined by the trainer cord made some successful approaches around and between the trees until something began to tug at some models.

A strange "fluence" appeared over the trees in the direction of the Sleighton buildings as one after another models were drawn to that spot. It became so frequent that on one occasion the modelers looking for two "lost" models were assaulted by yet another crashing through the trees.

Propstoppers RC Club of
Delaware County, Pennsylvania.
Club Officers

President Dick Seiwel
(610) 566-2698 reslawns@verizon.net
Vice President Dave Bevan
(610)-566-9152 oldave@icdc.com
Secretary Richard Bartkowski
(610) 566-3950 rbartkowski@comcast.net
Treasurer Phil Oettinger
610-627-9564 flvinaohil202@hotmail.co
Membership Chairman Ray Wopatek
(610) 626-0732 raywop@juno.com
Safety Officer Jess Davis
(610) 494-5070
Newsletter Editor and webmaster
Dave Harding
(610)-872-1457 daveian1@comcast.net

Propstoppers Web Site; www.propstoppers.org
Material herein may be freely copied for personal use but shall not be reproduced for sale.



Charlie Storm came out with one of his T-Birds but had some difficulty getting it sorted out. I have always been suspicious of the pull string and rubber band control mechanism of these models. Nevertheless, they fly great when the controls are properly adjusted.

Brian's family came out to join us. It is always a pleasure to watch the youngsters examining the airplanes. Shame I left the critical battery connector home so we were not able to fly the B-24, a model that was a particular attraction for the young man.



Although there were a few showers during the day nobody was in any hurry to leave as we could just continue the discussions or eating till it dried out again. It was also an occasion where we could meet the wives and significant others.

Pat and Tom Tredinnik joined us too. Haven't seen them for a while.



All in all, an excellent picnic. I hope we can have such a good time at the next one on July 26th. Mark your calendars.

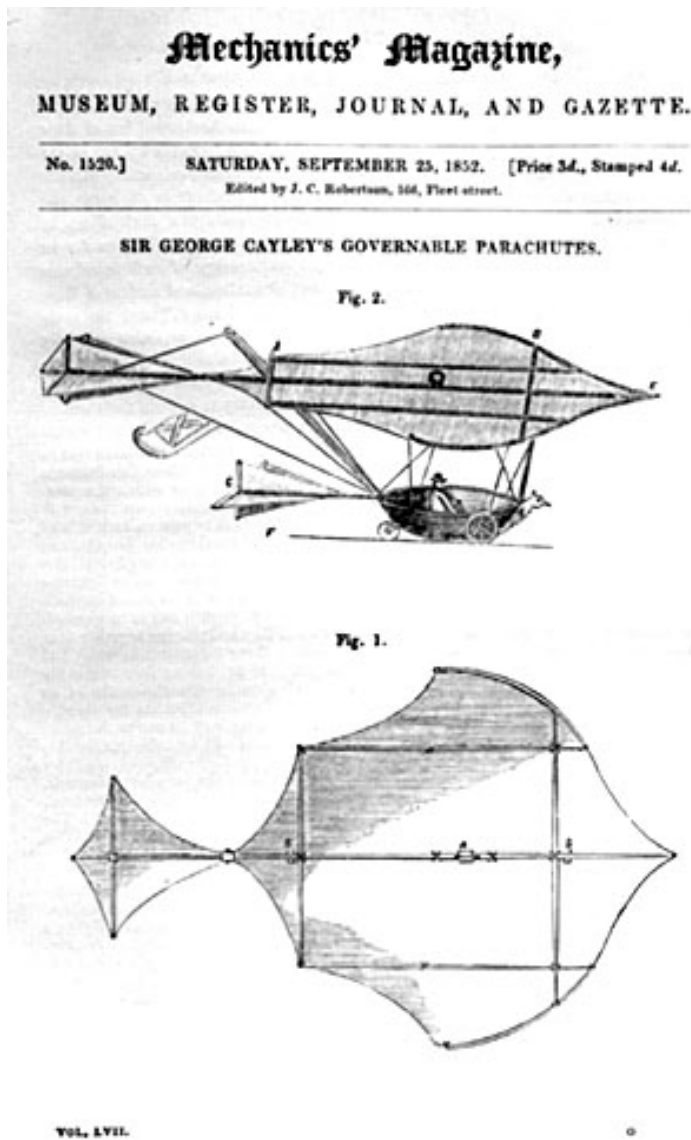
Dave Harding
Photos by Lea Vizer, Dick Miller's significant other.

Staying up in Europe

What is the difference between a rock and a model airplane? The airplane can stay up longer!

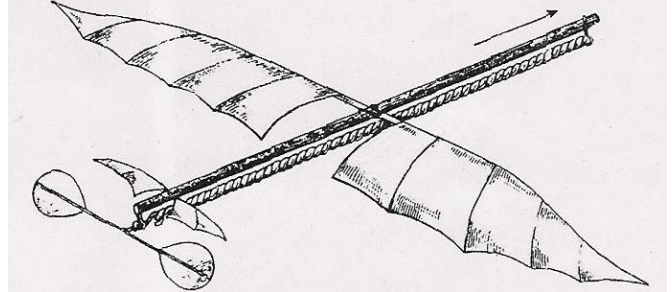
“So what” you say. Well this is at the heart of model and then full-sized airplane development from the cave man to the present time. The Boeing Dreamliner, 787, stays up longer because it is made from graphite composites.

During the last years of the 18th century, Sir George Cayley started the first rigorous study of the physics of flight. In 1799 he exhibited a plan for a glider, which except for planform was completely modern in having a separate tail for control and having the pilot suspended below the center of gravity to provide stability, and flew it as a model in 1804.

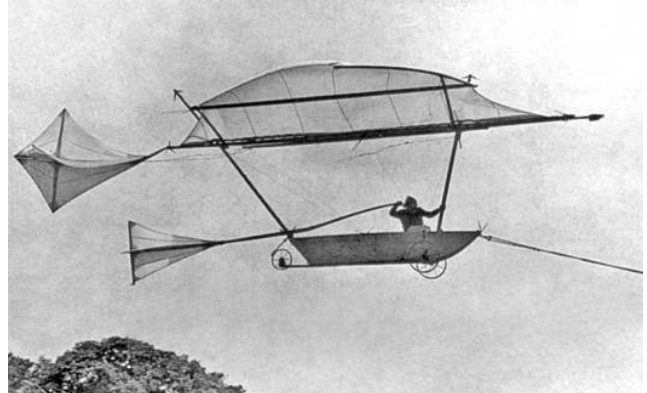


Over the next five decades Cayley worked on and off on the problem, during which he invented most of basic aerodynamics and introduced such terms as lift and drag. He used both internal and external combustion engines, fueled by gunpowder, but it was left to Alphonse Penaud to make powering models simple, with rubber power.

Pénaud's Planophore model flew publicly in Paris in 1871



Later Cayley turned his research to building a full-scale version of his design, first flying it unmanned in 1849, and in 1853 his coachman made a short flight at Brompton in Yorkshire. The picture below is a replica flown by Derek Piggot in 1985.



In 1848, John Stringfellow had a successful test flight of a steam-powered model, in Chard, Somerset, England.



We are much more familiar with the later developments by the Wrights, Curtis and the French developers, but the essential pursuit was for a machine that could stay up. Structural, propulsion and aerodynamic developments were ultimately measured in duration, altitude and speed, and all these things applied to model airplanes.

So it is not surprising that most model competitions of the pre-war, pre practical radio era are measured in their ability to stay up. It is still what we do in SAM competitions, and so it was in this year's Euro SAM RC Champs where Dick Bartkowski and I, and three other Americans competed against the best of European SAM flyers.

This was the 6th Euro Champs, originally planned for Hungary but due to organizational difficulties it was moved to Italy in the same location used for the 4th event. It is in the Po delta about 60 miles south of Venice and north of Rimini. The plains surrounding the Po River and its delta, comprising most of the Italian region Emilia Romagna has been known as the breadbasket of Rome since Roman times. It is still predominately agricultural in nature, particularly in the delta which is sparsely occupied but abundant in cultivated land. The flying field is only a mile from the Adriatic Sea. All these factors affect our flying, as you will see.

All the competitive events are for Old Timer airplanes although the Europeans recognize 1950 as the cutoff date for qualifying models, vice the 1942 date for US SAM. The first and most popular event is for Old Time Gliders launched with Hi-start bungee/lines or by hand towing with a fixed line. Model free flight gliders were immensely popular in pre-war Europe and they still are. Many very different models were flown this year.



All the other events flown at the Champs are for powered models, both glow, ignition, diesel and electric and all but one, Texaco, are flown for a fixed duration powered climb followed by a glide down. The score is for the total duration of flight, but there are maximum times that count for the various events. The Euro, and US rules allow you to count the best three of four flights and if more than one competitor records three maximum duration flights there is a fly-off where time is unlimited. Texaco is flown with a fuel allowance per pound of model weight and the motor may run continuously to fuel exhaustion. This year at the Euros, the organizers decided that each of the four flights for each event would be made during a two hour window; there would therefore be four such windows during the day with the fly-off afterwards; a long day. Well, that was the plan.

Most competitors arrived on the Thursday before the three-day meet so as to register, get oriented and maybe make a test flight or two. All of our American team, five flyers and six camp followers arrived on Thursday and were greeted by Italian friend Gabrielle Montebelli who had graciously provided us with a large canopy, a table and some chairs; a very welcome gesture as last time we suffered terribly in the hot sun without any such protection and aids. This time it would be welcome to shelter us from the rain!

US Team "Leader" Ed Hamler times for Italian friend Gabrielle Montebelli



Dave Harding negotiates Chuck Kime's Cox 0491/2 A engine sales and SAM politics with Slovak Lubo Hrnecar



Your editor took advantage of these facilities to negotiate with Lupo Hrnecar from SAM 122 in Slovakia for some of Chuck Kime's Cox 049 ½ A Texaco motors.

Thursday was a rainy day, starting for us in Bologna where we spent four marvelous days sampling the 1000 year old culture and the up to date food and drink in many of the city's outdoor cafes. The rain continued on and off the whole day but it did not deter the proceedings and even the campers seemed comfortable. Gabrielle had collected our flying buddies model cases at the Venice airport and delivered them to the field. Dick and I managed our own cases and everything arrived on time and without drama; we registered and we were ready.

This year we elected to stay in a hotel on one of the barrier island like Lido resorts The Lidos run along the Adriatic coast for about 100 miles from north of Venice south. They were developed in the 1950's and became immensely popular with the peoples from northern Europe seeking sun and warm sea side vacations. I made my first trip "abroad" to one of them with my family in 1957; magic! I even made the trip to Bologna on a rented Vespa to visit the Super Tigre "factory" and buy an engine hand fitted by Jaures Garofali himself, but I digress.



World 2.5cc U/C Speed Champion, Amato Prati with ST boss [Jaures Garofali](#) at the Bologna "factory" in 1957

It was just before the vacation season for the Lidos and there had been foul weather all across northern Italy, and indeed, much of central Europe, so the shore towns were largely deserted. We had the hotel almost to ourselves.

The first contest day featured the gliders and one gas powered event, but the day dawned cold and rainy. Flying continued through the round system during the day and shelter from the rain was taken during the frequent showers. But the weather continued to deteriorate as a major sized storm approached.



The monsoon approaches during the first day of competition glider flying



Young enthusiastic Czech glider team

The storm built through the night with very high winds and torrential rain continuing through the day on Saturday. The rainfall was so intense that the Lido streets flooded and getting off the "island" was difficult. The meet was declared done for the day. Fortunately, the storm passed and the last day of the meet, Sunday, began clear, sunny and with low winds. The organizers decided that all remaining events would be run simultaneously. Four flights in each event became two; one to the maximum and the second unlimited. There would be no fly-offs nor rounds.

Dick Bartkowski and I were to fly in just two events; Speed 400 and Old Timer Electric LMR. We had been readying our models in the weeks before leaving but with only a week to go Dick had an incident with his Speed 400 model, his venerable Trenton Terror. On its last flight before going into the box it became unstable at altitude and the subsequent maneuvers caused the wing to separate and the fuselage descended into the woods between CA field, the Sweeny crane and Dutton Mill Road. Quick examination of the possible "landing site" on Google satellite view suggested that recovery would be impossible; we didn't even know how to get there. Fortunately there was a spare model, my last year's Stardust Special that I had deemed just too small for the 2008 rules. I had only just given the model to Chuck Kime so I suggested that Dick ask to borrow it for the meet. I had a spare new motor and ESC, just broken in and a spare Futaba 2.4 GHz receiver so he had all the pieces. He checked the model before packing it and it performed quite well, so he was ready.

What should our flight strategy be? Obviously we needed the best air because even if we made a maximum on our first flight we would need the best air for the second. In Muncie, days like the one we thought we were experiencing developed good lift by mid morning and usually excellent lift in the afternoon, so we waited a while for conditions to develop. Clouds were building and there was a mild breeze from the east. My big Stardust Special for the LMR event easily achieves the 15 minute maximum, even in still air so I waited

till mid morning and then decided to get that flight out of the way. As it turned out the lift at that time was booming at altitude and I had a good deal of difficulty getting it back down, way exceeding the maximum.



Dick was ready to fly his Record Hound LMR.



His climb was modest and it looked like he would miss his max, but as he came down he maneuvered over the hanger / apron and picked up a good thermal, exactly like he did two years ago. It was still going up when he scored his max. Dick then flew his Speed 400 but did not find lift and was down in a decent time of 9:03.

Some flyers were waaaay up there in a booming cumulus and I thought I should make the second flight but the cloud began to dissipate and the high flyers descended. The wind now shifted 180 degrees, so it was now off the Adriatic's cold water. The rest of the clouds dissipated so the sky was now clear and thermals unlikely. I had still to fly the Speed 400 plane which has excellent still air times so up I went into an excellent climb and transition. The air was smooth but there were no thermals until the few little bumps at 100 ft which stretched the flight to 11:22; not bad.

Some wispy clouds began to form but the flow was still firmly off the sea and nobody was flying. The clouds began to form into long streets and slowly filled in to an overcast. Some people began to fly, including the excellent German flyer Ulf Mett; must be OK, so let's go and I flew my second speed 400 flight to a still air 9:46. Dick then flew with similar results; 9:12.

We both had one LMR flight remaining and there were still 2 ½ hours remaining so we decided to wait and see what developed with the weather. People were flying but nobody found any significant lift and the overcast became thicker with a lower layer beginning to form and I began to worry about going out of sight between the cloud layers. About four o'clock we decided to go, Dick was first. His climb was

good but half way up he became disoriented and found the model was now powering down. By the time he caught it the altitude was quite low with the subsequent glide bringing it in at 5:09.

Dick Bartkowski gets set to fly his Record Hound LMR, held by Dave Harding. Italian double winner, Roland Mersecchi returns with his Euro 1950 LMR model. Check out that super plan-form



Our American team leader Ed Hamler timed for my final flight. He is a master at thermal flying and was soon to teach me a lesson at the next level. My climb was into the wind at excellent altitude but the transition poor; it is hard to see these things at such high altitudes. But I gathered it up and proceeded to search for lift. Ed says if you fly a real airplane between such cloud layers you see the thermals as cloud columns on top of the lower layer, but it is impossible to discern them from the ground. You just have to probe for them. I didn't find any and slowly descended. An early lesson from another SAM expert Don Bekins is if you don't find lift upwind then circle the field. So I flew around eventually probing the air over the Hanger / Apron area and found a modest bump. I circled in it as it became more defined and rode back to decent altitude downwind. In these situations you continually judge when to quit following downwind as you must get back to the field. This is an altitude – penetration trade and I gave it one last turn when Ed says, "there is a bird, over there" – a command. This is the advanced course! Ed says, "The birds are feeding on insects". "The insects can't climb by themselves; they are carried up by thermals". Wow, if you say so Ed. So I milked a little more lift until finally quitting flying back to the field for an excellent flight of 22:15 to take third place.

My nemesis from last year, Italian Rover Mersecchi, had flown two models in this event, as allowed by the rules and he had put both of them into the booming morning lift for the second flights. His winning flight was over 44 minutes.

Dick finished a respectable 16th out of 33 flyers and fellow American Steve Roselle was 6th. In Speed 400 we found much the same result; the early thermal flyers made the running. The winning time was 15 minutes plus 23 minutes! I was 7th and Dick 10th, Steve was 17th.

In other competition Ed Hamler placed 3rd in Old Timer, an ignition engine event, and 4th in ½ A Texaco, so Ed and I made the podium.

Our other US team member, Dick Griswold had mixed results. He crashed his Folly and lost his ½ A Texaco in the corn field. Although it was only a few dozen meters into the field, and we all saw its impact point, it could not be found.

American Dick Griswold and wife Ann and Ed Hamler with 1/2 A Texaco Lanzo Airborne



However, a determined Steve Roselle went back the early of the morning after the meet and with a careful, disciplined search, row by row, he found it, un-damaged yet. Amazing as the corn was over seven feet high.



So what did we learn? With 20/20 hindsight we should have expected or at least suspected that the afternoon wind would be on-shore. So we should have put our flights in early. Staying up is not always easy! I even took second place to Rover in the awards. Nobody told me you could kiss the trophy girls!



Dave Harding just realizes that you can kiss the trophy girls in Italy!

So that was the competition aspect of our Euros, but there were many more experiences and they are at least half of why we go.

Old friend and former Euro Grand Champion Heinrich Dombrowski from northern Germany came with a new collection of fine models. Dick continually practices his German on him but his English is flawless but he plays along anyway. He repeated as Grand Champion again collecting a first and second with two models in 1/2 A Texaco. Heinrich lives close to the Danish border where winds blow from the North Sea to the Baltic for ten months of the year. He has a long building season and a very short flying season.



6th Euro SAM Champs Grand Champion German Heinrich Dombrowski with his Under Construction ignition model



Hobby Lobby sold the fine Czech outrunner motors from PJS. I spied this display in the pits and struck up a conversation with Mr. Potensky. I asked him how he was doing with Hobby Lobby and he replied that they no longer carry his motors. They are concentrating on the AXI line and cheap imports from China. He said he once employed 14 people in his "factory" but he is now down to four. But he enjoys it as a hobby with a focus on new very large outrunners, one of which is used in a half scale Sopwith shown to me in a picture on his cell phone.

Czech builder of quality outrunner motors, Mr. Potenski, His US Hobby Lobby business has been destroyed by cheap Chinese copies



The young Czech glider folks were as enthusiastic as ever and I realized that I still had a bunch of the Cox 049 ½ A motors un-sold. I asked them if they flew engine powered models and they said they did not although they tried some electrics with poor results. I asked them if they wanted to try to fly ½ A Texaco with some of these engines. They didn't quite understand what I was offering but in the end I gave them the entire remaining batch. They were most appreciative and I told them all I wanted was free pivo (beer) when the Euros return to the Czech Republic in 2010. They assured me that not only would I have more than I could handle in Czech but they would bring it to Germany for next year's event too. Then they gave me one of their magnificent T Shirts.



Czech team with their new stash of Cox ½ A motors courtesy of Chuck Kime

Following along with the beer theme I ended the evening with a snack and a beer from the local grocery store. What do you know, Phil and Pete Oettinger have been holding out on us; their family has been making beer since 1731, good stuff too.

Our new friends from the Slovak republic in SAM 122 have posted many pictures and the complete results from the Euros on their new website from which many of these pictures were copied; http://www.microchess.sk/SAM122/index_en.htm Additional pictures for this article were taken by fellow flyer Steve Roselle.



Dave Harding - Editor
4948 Jefferson Drive
Brookhaven, Pa. 19015
610-872-1457

Propstoppers R.C. M.A.C



Propstoppers and their wives and friends at the June Picnic; warm but comfortable under the canopies.

The European Union

One of the joys of a trip to Europe is sampling the various countries and their products; including beer!

But the Europeans have multiple languages and to sell your products you must include the cautions in all of them.

Here is an example on a can of Oettinger beer.

The cautions are in 13 different languages!

Can you name them?



Up and Coming Activities

The NEXT four club meetings will be at Sleighton Field; Fly at 5 - 7, meeting at 7.

8 July

12 August

9 September

*Club Picnics at Sleighton
26 July*

*Walt Bryan Memorial Electric Fun Fly at Christian Academy Field 23 August
Hey, let's fly in the Electric Texaco Postal Competition again and the Speed 400 Postal too.
Please mark your calendars*