



The Flightline



Volume 38, Issue 12

Newsletter of the Propstoppers RC Club

AMA 1042 December 2008

President's Message

.It's hard to believe its the end of the year already, But the club is really doing well; we have over 40 members, and even more wanting to join, life is good. I think this new field will put the icing on the cake.

The last indoor was a great success don't forget the next one is Dec. 5 see you there.

Has anyone been flying I'm not see anything on the yahoo group? There was a lot of interesting show n tells at the last meeting. This is a good thing, as a lot of new and old members get ideas from this and we see more and more different things flying at the fields. So don't forget to bring in your new ideas, planes, or whatever.

Hope to see you at the meeting and Friday at the indoor

For those who can't make either of these meetings, have a **MERRY CHRISTMAS** and a **HAPPY NEW YEAR**



Dick Seiwell

*Agenda for December 9th Meeting
At the Middletown Library;
Doors open 7pm, Meeting 7:30pm.*

1. Approval of November Meeting Minutes
2. Membership Report
3. Finance Report
4. Flying Field Situation
5. Indoor Flying
6. Show and Tell

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Minutes of the Monthly Meeting

November 11th, 2008 at the Middletown library

The meeting was called to order at 7:30 p.m. by President Dick Seiwell Roll-call by membership chair Ray Wopatek showed 17 members and 2 guests present

Minutes as published in the newsletter were accepted by the membership Treasurer's report was given by Pete Oetinger and accepted by the membership

Old Business:

President Seiwell noted that the Friday night indoor fly was a very well attended with a good time had by all. Future dates for this event are in the newsletter.

Chuck Kime told about the Strato Streak rubber kits that he has available for members to fly at the next indoor. He is arranging a contest for the participants.

New Business:

President Seiwell asked us to look over the plans for the new field at Sleighton farms. The area and plans were in the November newsletter.

Phil Oetinger found that he could get Club T-shirts at a cost of about \$10 each. He will bring in a possible design as it develops.

Show and Tell:

Dave Harding showed pieces of various types of foam that he has been using in an attempt to make a simple foam wing. He is tried cutting and folding from several pieces

Fanfold foam wing construction; formed over a spar.



Completed all-foam Hurricane structure.



Calendar of Events

Club Meetings

Monthly Meetings at the Middletown Library (behind Weather's Dodge on Rt. 452)
Second Tuesday of the month.
Doors open 7 pm, Meeting 7:30

9th December
13th January

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

Indoor Flying

Friday evenings at Tinicum School
6:30 till 9:30 pm
5th December
9th January
6th February
6th March

Regular Club Flying

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
Tuesday mornings 10 am
weather permitting after breakfast.

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

Dave Harding showed his older Tiger kitten with E-power. He was inspired by that model to build a Hurricane that is about halfway to its maiden flight.



Ace Tiger Kitten

Bill Fili showed a CD of combat films from the European theater. One clip has him in it as a freed POWs. He also has written a book about his experiences in that event. (read the article in this month's newsletter)

A guest showed a Tiger Moth on floats. He also showed a delta wing torn up F-14 with 2 gyrostabilizers and E-power.

Ed. Goretzka showed his finally built 60 in. span Pacer. It is ready to fly.

Mick Harris showed a PB-2 old timer with 8 ft. wingspan and E-power. It weighs about 6 lbs. and has plenty of power. The rainbow Color scheme resulted from the bits of leftover tissue that were in his cabinet.

Mick Harris with his PB-2 Old Timer



Dick Bartkowski, Secretary

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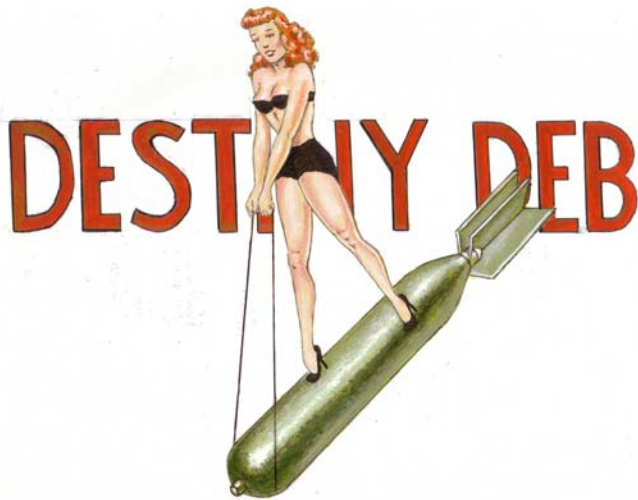
Meet Bill Fili

A small group of us were chewing the fat at Sleighton one fine but windy Saturday in the late summer when up came this friendly fellow who introduced himself as Bill Fili from Philly. He said he would like to join our club as he wants to learn to fly. He has been going to Lum's Pond but lives in Media so our club is really close for him.

We asked him what he planned to fly and he said he has a P-51 with a 61 in it. Hmm... not so unusual, we often hear this from people getting in to RC flying. Bill went on to say that he was building a 14 foot span B-24 that he plans to fly next spring. Hm... not so common.

One of us asked if he had any particular nose art in mind and he replied that yes, it would be the Destiny Deb, from the B-24 in which he was flying as they were shot down during a WWII raid on the Ploiesti oil fields in Romania.

OK Bill, any dream you want and we will support you.



Bill went on to say that although people built B-17s he expected his B-24 would be the only four-motor B-24 in the country. Au contraire Bill, if you come to our Walt Bryan Fun Fly next weekend you will see our four-motor B-24 fly. And so we did, although Bill thought the flight path was not like the one in his experience, it flew closer to the trees.

A few days after the Pearl Harbor Tragedy Bill, at eighteen years old enlisted in the Army Air Corps and began his training as an airplane mechanic-gunner that destined him to be a flight engineer on a B-24 Liberator Bomber; a path that eventually led him to be shot down over the Romanian Ploiesti oil fields.

When Hitler began his blitzkrieg in Europe the small nation of Romania found itself precariously perched between German advances in Poland and Hungary, and Soviet advances from the Ukraine. The small country, not even as large as the state of Oregon, found itself besieged on two fronts despite attempts at neutrality.

For Romania there were no good choices. Hitler on one side and the Russians, with whom they had territorial disputes. They chose to align themselves with Hitler. The story of this decision involves a weak King and a tyrant Prime Minister. The latter forced the decision and the abdication of the King. In his place Prince Michael was declared King but at

seventeen he was in no position to shape events then.

Romania was actually Hitler's prize as it was to produce about one third of the fuel so essential to his war efforts. The Ploiesti refinery complex was large, covering over twelve square miles. And of course it was quickly identified as a strategic target for the allies' air forces. But it was much too far from any allied territory from which to make such attacks feasible. Indeed, even if technically feasible, such a raid from the UK would involve crossing the entire territory of the Third Reich. But a foothold was being defended, and indeed expanded, in North Africa, and this is where the US entered the war.



When the US joined the war fighting in North Africa a raid was executed from Fayed, Egypt. In May 1942 Colonel Harry Halverson led 23 factory-fresh B-24Ds from Florida on an epic flight that was supposed to finish in China. The plan: bomb Tokyo, as a follow-up to the Doolittle B-25 raid. HALPRO only got as far as Egypt, where the crews were ordered to stay put and prepare to bomb the oil refineries at Ploesti, Rumania to deny Rommel's Africa Corps of crucial fuel and oil supplies. The mission (the first US raid of the European war, top secret at the time) was scheduled for dawn on 12 June 1942. One interesting thing about this mission is that the ground staff who serviced these B-24s was Australian, seconded from an RAAF squadron. Each Ploiesti B-24 carried six 500-pound bombs, presumably from RAF stock as Fayed was an RAF base.

HALPRO's mission was a target of opportunity raid afforded by the week-old US declaration of war on Romania. The pre-mission briefing was short, simple, and laid out an impossible task. Halverson's B-24s were to fly out of Egypt in the dark of night, cross the Mediterranean to a point on the Turkish coast, and then circle that neutral nation to come in over German occupied Greece. The round-trip flight was more than 2,600 miles, far beyond the range of any bombing mission in history. The pilots were instructed to drop their bombs from an altitude of 30,000 feet an altitude unavailable for even a normal B-24 mission, much less one with so much fuel. Then Col Halverson entered the room and declared "Can we help it if the National Geographic map put this line through Turkey?" "Furthermore," Hurry-Up Harry continued, "I suggest that we bomb at fourteen thousand feet."

The first raid on Ploesti was unremarkable and inflicted only minimal damage to the Romanian refineries and German oil supply. The mission however, represented a significant step for American air power. Not only were these

the first bombs dropped over Europe by Americans, it was a demonstration of the great range the B-24 afforded for Allied operations. Of the twelve *Liberators* that reached Ploesti, six landed safely in Iraq (the designated recovery point for the mission) and two landed in Syria. Four bombers were forced to land in Turkey where the aircraft were seized and the crews interned. The only injuries were minor, and not a single man was lost or killed in action.

The concept of a return mission to Ploesti developed in January 1943 at the highest level; the Casablanca Conference in Morocco attended by President Roosevelt, Prime Minister Winston Churchill, and the highest war planners of the Allied nations. (Churchill flew there in his personal B-24, *Clementine*. The mission we flew at the Cox Warbird Day). The top item on the agenda at Casablanca was the land invasion of Europe and a decision to postpone a cross-channel invasion until 1944 in favor of a march across the Mediterranean through Sicily and Italy to penetrate Germany from its *soft belly* to the south. *Operation Tidal Wave*, the return to Ploesti, became a footnote to the invasion plan developed, albeit an important one. It was estimated that a successful bombing raid against Ploesti could deny Hitler a third of his fuel production and thereby shorten the war by six months.

Operation Tidal Wave involved a total commitment of 178 B-24 Liberator heavy bombers on a 2,400-mile round-trip flight to conduct low-level attack on the refineries. Minimal air defenses encountered during the HALPRO raid contributed to the decision to rely on a low-level approach, although this assessment would later prove to be in error. Unbeknownst to Col. Smart and other American planners, German General Alfred Gerstenberg, in charge of overall air defenses for Axis forces in Romania had used the HALPRO attack as justification to build one of the heaviest and moreover integrated air defense networks in Europe. All aircraft were based near Benghazi, Libya.



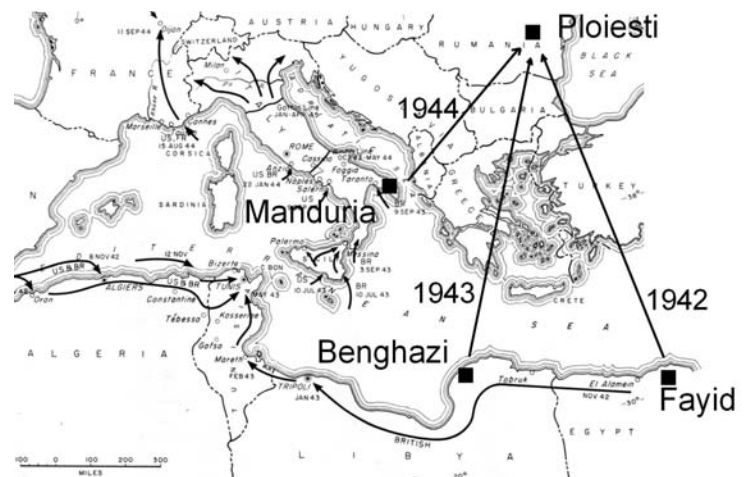
Operation Tidal Wave was flown disastrously at low level.

Of the 177 aircraft originally listed for Operation TIDAL WAVE only some 88 managed to make the full return to Libya and only 33 of these were fit for service the following day. Losses included 53 aircraft, 44 of which were to German and Romanian air defenses. Of the aircrews, 440 men were killed, and a further 220 were taken prisoner. Five airmen

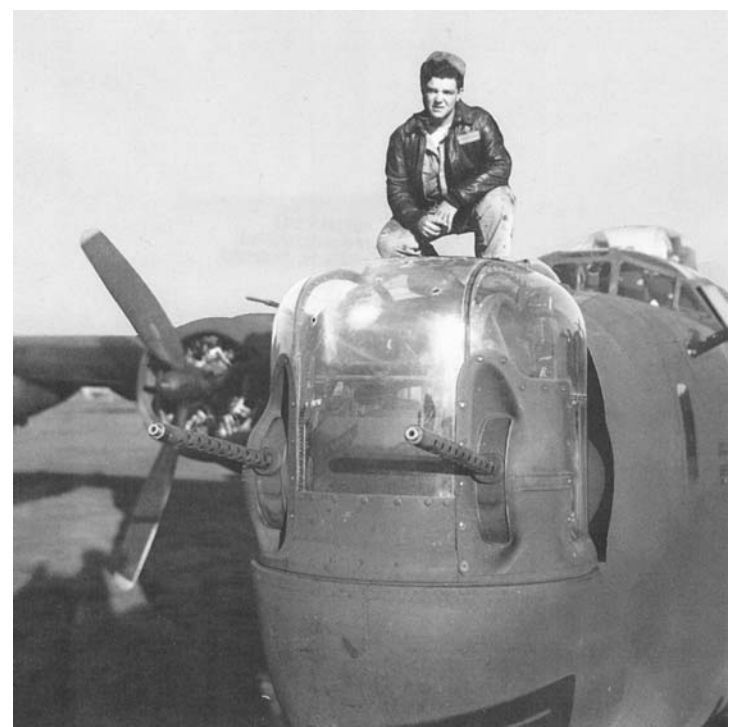
were awarded the Medal of Honor, three posthumously, the most ever awarded for a single mission by the USAAF. Further such raids were not undertaken until the allies had pushed the axis fighters back in Italy, providing bases for the 15th Air Force much closer to the targets.

Bill Fili began his B-24D training in September of 1943 at the yet to be finished Alamogordo Army Air base. They flew their brand new B-24 Liberator from the Ford Plant at Willow Run, across the Atlantic to Manduria, Italy via Florida, Trinidad, Belem to Natal Brazil, Dakar, to Marraketch and Tunisia , arriving on December 20, 1943.

Ploesti and its riches were now within reach of the 15th which began a campaign against the oil fields utilizing traditional high-altitude techniques.



Here is Bill on the *Destiny Deb* on 23rd April 1944.

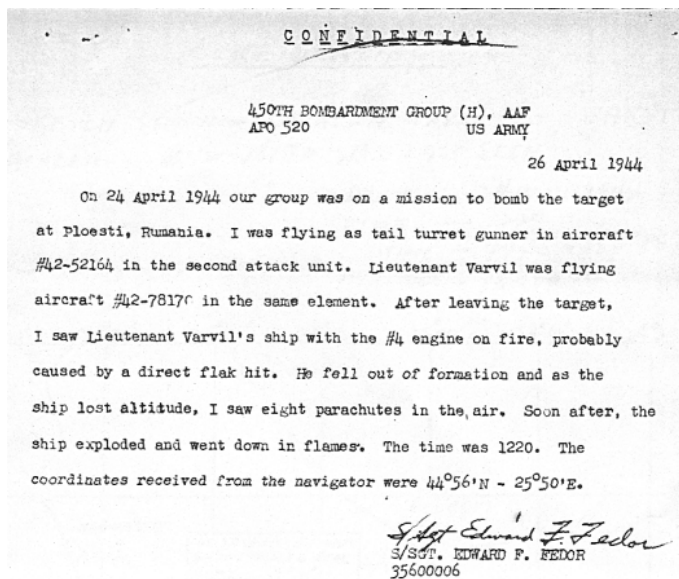


Ploesti was protected by 150 first class fighters and 250 heavy flak guns when the 15th, with the cooperation of the RAF 205th Group of night bombers, began the series of attacks on the 5th April 1944. Bill Fili and his crew were on that raid. Here he is with his crew on the 24th, the day of the second high altitude raid when they were shot down while flying as second in command of 270 bombers.



The crew of Destiny Deb 24 April 1944

Here is the eye witness report indicating they were probably hit by flack in the #4 engine whereupon eight crew bailed out. Although Bill says this was not their ship in the report.



They landed safely and were interned in a POW camp near Bucharest, the first of over 1000 that would join them in the succeeding months.

The campaign against Ploesti continued with 15th and RAF bombers until August 19th. The cost was more than 340 Bombers; mostly B-24's and some B-17's and many Fighters. Total casualties; more than 3300 men were shot down. The result, by August 19, 1944 oil production was reduced by more than 80%

The King Michael Coup in Romania ended support to German forces from the oil fields in August 1944. Nobody knew how the Soviets would react to the new Romanian situation.

But an American agent was smuggled out to Italy informing the allies of the POW camp and the new realities in the country. Incredibly, the 15th mounted a rescue mission flying B-17s off a short grass field, each loaded with twenty POWs eventually rescuing over 1100 ex-POWs, Bill among them.

After the war Bill stayed in the Air Force Reserves, was recalled during the Korean War as a flight engineer on a Boeing C-97 Stratocruiser and aerial tanker. Two wars were enough for one man. Upon discharge he became a commercial pilot and flight instructor.

He founded a manufacturing business Filcon Corporation and after twenty five years he sold it and went into semi retirement. Bored with idleness he kept busy for the next sixteen years driving a school bus.

Arriving at his eightieth birthday he decided it was time to do things for himself. He soloed in a brand new Cessna Skyhawk 172 and became an instant UFO. An acronym for a "United Flying Octogenarian".

His life's final chapter is in his book and video titled "Passage to Valhalla", and in public speaking. He writes and speaks of the profound heroism of the awesome sacrifices made by America's Kids; individuals - - who voluntarily gave their lives - - to save their fellow aviators - - so they could survive the shambles of war. These men are the real Hero's who protected and gave us our Freedom as we know it today.

On April 2, 2006 Bill received a telephone call from FOX NEWS NETWORK inviting him to accompany LTC Oliver North to Romania. The purpose of this journey was to film a documentary concerning the many air battles of Ploesti and the ten refineries surrounding the city. Bill was invited since he was the known historian of those air battles; being one of the airmen that was shot out of those fiery skies, captured and placed in a prisoner of war camp

Included in this documentary were extensive meetings with King Michael and Queen Anne the reigning Monarchs during World War II. The highlight of this Royal meeting was the surprise meeting with Bill who had not seen King Michael since his one and only visit to the prison camp, almost to the date, sixty two years earlier.

The climax of this visit to Romania was being invited by HRH Crown Princess Margareta, the Heir to the Royal Dynasty, to a family dinner at the Bucharest Palace with King Michael, Queen Anne, Prince Radu, Husband of Princess Margareta,. LTC Oliver North, Bill and four family friends.



Ltc Ollie North, Queen Anne, Bill Fili and King Michael of Romania during the filming of the Ploesti Story for the Fox News "War Stories" series.

24-33

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 Classification changed
 WAR DEPARTMENT
 HEADQUARTERS ARMY AIR FORCE
 WASHINGTON
 MISSING AIR CREW REPORT
 by E. A. MURPHY, Lt. Col., AG
 by F. M. MURPHY, Capt., AG
 Date MAF 9 1946

IMPORTANT: This report will be compiled in triplicate by each Army Air Forces organization within 48 hours of the time an aircraft is officially reported missing.

1. ORGANIZATION: Location Manduria, Italy; Command or Air Force 15AF
 Group 450th Bomb Squadron 720th Bomb; Detachment _____

2. SPECIFY: Point of Departure Manduria A/B, Italy; Course North
 Intended Destination Floesti, Rumania Type of Mission Combat

3. WEATHER CONDITIONS AND VISIBILITY AT THE TIME OF CRASH OR WHEN LAST REPORTED: Clear

4. GIVE: (a) Date 24 April 1944; Time 1220; and location 44°56'N - 25°50'E of last known whereabouts of missing aircraft.
 (b) Specify whether () Seen to crash; () Lasted contacted by radio; () Forced down; (X) Last sighted; or () Information not available.

5. AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one) () Enemy aircraft; (X) Enemy Anti-Aircraft; () Other Circumstances as follows: _____

6. AIRCRAFT: Type, Model and Series B-24; AAF Serial Number 42-78170

7. ENGINES: Type, Model and Series R-1830; AAF Serial Number _____
 (a) RP426195; (b) RP426421; (c) 42-39897; (d) 41-15296

8. INSTALLED WEAPONS (Furnish below Make, Type and Serial Number) All Browning Air-cooled M-1
 (i) 369362; (n) 399391; (b) 406775; (c) 370414; (d) 369577
 (j) 320327; (e) 406644; (f) 406686; (g) 391585; (h) 230977

9. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty X
 (b) Non Battle Casualty _____

10. NUMBER OF PERSONS ABOARD AIRCRAFT: crew 10; Passengers 0
 Total 10

(Starting with Pilot, furnish the following particulars; if more than 12 persons were aboard aircraft, list similar particulars on separate sheet and attach original to this form)

Crew Position	Name in Full (Last name first)	Rank	Serial Number
1. Pilot	✓ <u>Varrill, Dana V.</u>	2d Lt.	<u>0-749361 RTB</u>
2. Cop	✓ <u>Rehti, Jennis A.</u>	2d Lt.	<u>0-691468 RTB</u>
3. N	✓ <u>Boyle, Glen E.</u>	2d Lt.	<u>0-690621 RTB</u>
4. R	✓ <u>Bell, Edward W.</u>	2d Lt.	<u>0-747567 RTB</u>
5. AEG	✓ <u>Culver, Robert B., Jr.</u>	T/Sgt.	<u>18169319 RTB</u>
6. BOG	✓ <u>Svearinsen, Paul (NOR)</u>	T/Sgt.	<u>16146367 RTB</u>
7. AAG	✓ <u>Hill, William J.</u>	S/Sgt.	<u>13454977 RTB</u>
8. AEG	✓ <u>Haney, Randolph F.</u>	S/Sgt.	<u>13126961 RTB</u>
9. AG	✓ <u>Foster, John G.</u>	S/Sgt.	<u>39121479 RTB</u>
10. AAG	✓ <u>Yourvelas, Charles F.</u>	S/Sgt.	<u>34592866 RTB</u>
11.			
12.			

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 (See Reverse Side)

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11. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAME:

Check only one column

Name in Full (Last name first)	Rank	Serial Number	Contacted by	Last Sighted	Saw Crash	Saw Forced Landing
1. <u>Fedor, Edward V.</u>	<u>S/Sgt.</u>	<u>35600006</u>		<u>X</u>		
2. <u>Campbell, Frank S.</u>	<u>T/Sgt.</u>	<u>15107852</u>		<u>X</u>		
3.						
4.						
5.						
6.						

12. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used Yes; (b) Persons were seen walking away from scene of crash _____; or (c) Any other reason (Specify) Right parachutes seen by eye witnesses.

13. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.

14. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

15. ATTACH A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN CHARGE HERE _____

Date of Report 29 April 1944

(Signature of preparing Officer)
C. J. DONOVAN
 Major, Air Corps,
 Adjutant.

3 Incls.
 Incl 1 - Statement.
 " 2 - "
 " 3 - Sketch.

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Bill's Missing Air Crew Report

There are many more stories to chew over with Bill when you get the opportunity, but in the meantime, what of the 14 foot B-24?

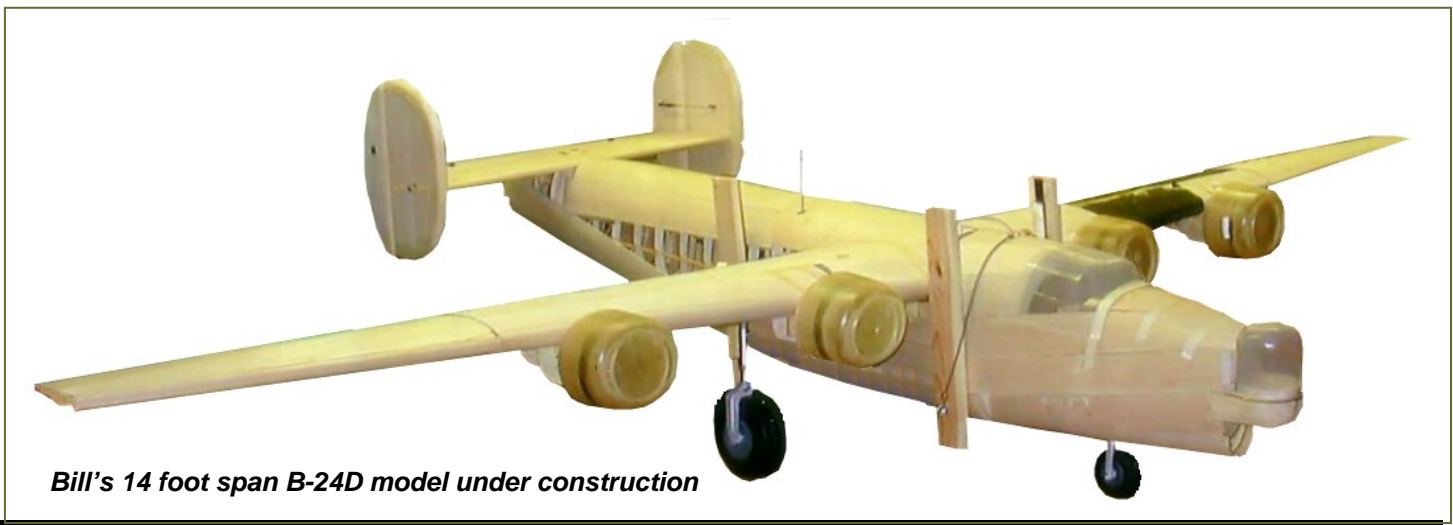
Bill had told us when we first met that he had bought the engines for the model, but I had no idea he was so far along with the construction until I asked him for some material for a bio. He sent me some photos of the model in the late stages of construction. He also informed us at a recent breakfast meeting, that he had decided to change the propulsion to electric power and that he had an electrical guru down at Lum's Pond who was about to advise him on the power system.

I also asked him if there was a good hands pilot he had in mind to fly it for him initially. He assured me that one of the pilots in the Delaware club is just the kind of person he would trust to fly his jewel.

It will be an exact replica of Destiny Deb, including the olive drab color scheme and markings of the 450th Bomb Group better known as the "Cottontails"

Hey, guys, how about we make a date with Bill to go to Lum's Pond as a group of Propstoppers and cheer on our new associate.

Dave Harding, with material from Bill and the web.



Bill's 14 foot span B-24D model under construction

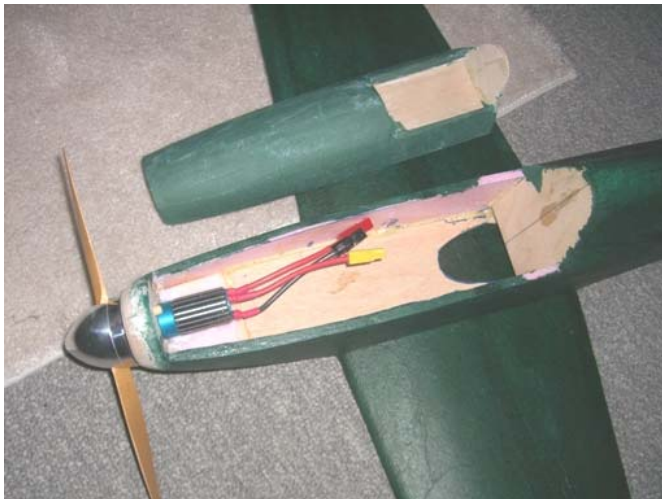
The Foam Hurricane Aerobat Build

Last month I described my journey to design and build an aerobatic trainer. My decision was to make it a scale Hawker Hurricane built from foam. I showed the bones of the model and wing construction at the last club meeting. The next step was to put the finish on the bare foam.

My last two foam models, the Bristol Freighter and B-24 were finished with heat shrunk packing tape and spray paint, but that method bubbles up and needs constant shrinking, but it is fast. For the Hurricane I wanted a better finish so I am using the process I use for the balsa shell cowlings on my SAM models. I cover them with inexpensive wrapping tissue and water based polyurethane sanding sealer. I apply quite a few layers allowing them to dry and lightly sanding out the creases between coats. Dings and other warts can be filled with lightweight spackle. Here is the Hurricane with a couple of layers applied;



Dave's Hurricane with initial tissue covering



I plan to use the Model Motor Extreme motor running at about 25 amps on a big two-cell LiPo. The spinner is a 50 mm unit from BP Hobbies. The model with motor but without controls and battery currently weighs 20 ounces. Maybe 30 ounces finished with a wing area of about 260 sq inches. I cut the control surfaces from the wing and tail once the finish is complete less the final color painting. I will use Robart hinge pins.

I finished sanding the base coat. It may not be done as I

wished, but I have declared it done! I will have to refine the process if I do it again as it was much too time consuming and messy. The biggest problems were the poor wet strength of the cheap tissue, that did not allow me to smooth it when wet, and the unavailability of the water based sanding sealer. The problem with the tissue is it is not strong enough to apply wet, but when you apply it dry and then wet it with the sanding sealer it expands and puckers into creases. You can flatten them out only so much rubbing with your finger but a fair amount remains after the surface dries. I have experienced this in the past when using this process over molded balsa and it has not been a problem as you can sand it out then apply several coats of sanding sealer sanded out to an excellent smooth finish. But I have run out of true sanding sealer.

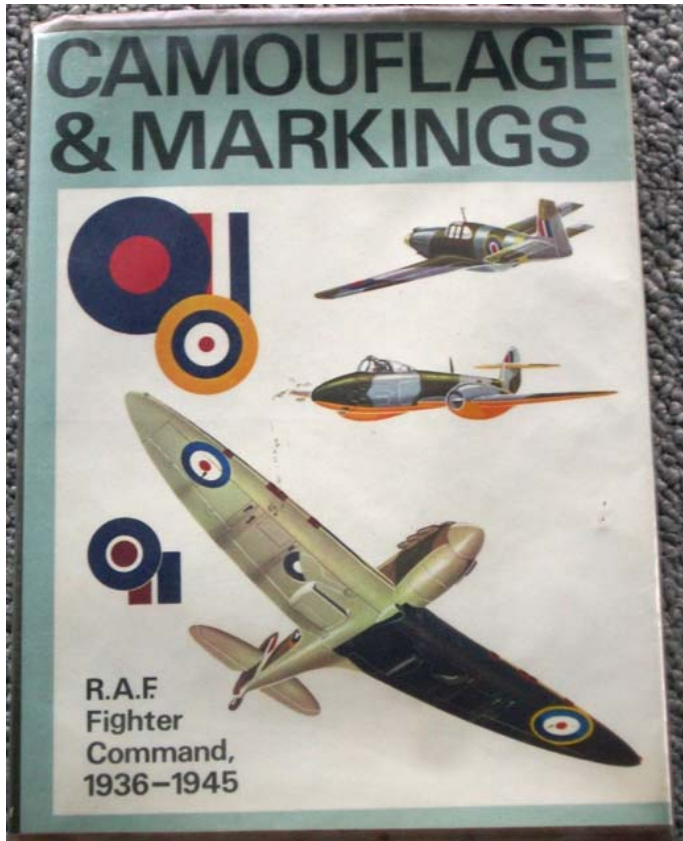
I have been unable to replace the material I had. Minwax no longer makes it, Olympic makes it but nobody stocks it. I suppose I can buy on line but this makes a cheap process expensive. My attempts to make some by adding talc to water-based PU varnish was less than completely successful. They give no indication on how to thin the stuff, indeed they advise not to. I tried using alcohol but it did not mix well. I also tried using it straight but it is not then thin enough to flatten out. The result is significant level of brush marks and blobs which have to be sanded flat. Each subsequent coat raises these marks again. And it doesn't sand very well either so the sanding is a big chore. In the past efforts the sanding became easier with each coat as you worked out the blemishes and only had to flatten the finish.



Finished undercoat tissue covering – not good!

Now for the color scheme, or is it colour scheme?

Mick Harris is a wonderful source of information on aviation history. He has an extensive library, so when I called and asked for accurate color schemes he dug out the exact book I needed. It is not my intent to make a true scale model, just one that looks right in flight. So I have been buying rattle cans of likely colored flat cheap paint and took them to Mick's for a review of my options. I had no idea there were so many variations in RAF fighter color schemes throughout WWII. We came up with several options that I will continue to mull. Interestingly enough, I really need a color scheme that allows me to maintain visual orientation; up down right left, and the Battle of Britain colors featured a lower surface with black on one side and white or sky blue on the other. The upper surface being the common dark green and dark brown camouflage. Mick suggested I consider the excellent Testors water based enamels available in the hobby stores for plastic modelers. He says they brush on beautifully. My preference is to spray the large areas if the weather cooperates, then add the detail.

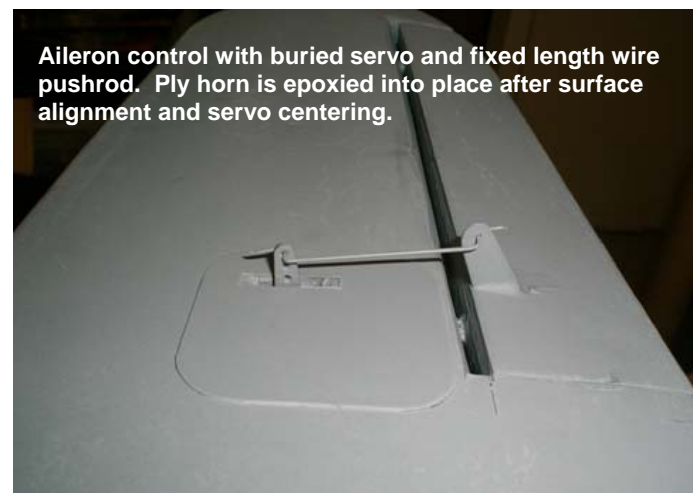


On the bright side, I can fly it the way it is; hooray for electrics. Waiting for weather to paint I finished up the installation of the control surfaces. The first task, unique to this construction method and my intention to use conventional spray paint, was to seal the raw cut edges exposed from cutting the control surfaces from the aerosurfaces. I started this process with thinned white glue and finished it with the same thin glue and a layer of tissue. I decided to use the Robart hinge points as the look of tape hinges would not be right and I wanted to ensure free moving surfaces so as to allow the use of micro servos.

Tail control surface hinged with Robart Hinge Points



This has worked out fine, so I proceeded to mount the Blue Bird BMS-306 6 gram servos, two in the wings for the ailerons and, of course, one each for rudder and elevator in the fuselage. I made control horns from 1/32 inch ply and push rods from .032 wire with z bends on each end. The servos were centered and the horns pushed into place so as to measure the pushrod length. I then install the pushrod and glue the horn in place while clamping the surface in the neutral position. All this works fine as I installed a Futaba 6 channel 2.4 GHz receiver and tested for direction and travel. Since this is a "green" model I recycled the excellent cardboard from the servo packing as the servo covers shown here. I am a big fan of glued-in servos without access hatches. You don't need to service them often and it is easy to just open up the covering etc. and refinish it when necessary.



Aileron control with buried servo and fixed length wire pushrod. Ply horn is epoxied into place after surface alignment and servo centering.

The weather the last week has been cool, mid 40's, but sunny, so on Wednesday I decided to spray the model. I sprayed the lower surface with light gray primer and the upper surface with a dark green camo dull finish. This way I have covered my options for further finish color schemes although I think I will go with the dark green / gray upper finish as I don't have a good dark earth paint.

OK, but I don't want to fly without a canopy, it screws up the aerodynamics! So I sought out a suitable "bubble pack" and

quickly made one. It turned out poorly with all kinds of wrinkles, but I was in a hurry so I taped it in place just for the testing. Shown here is the pine buck or form I made to size and the riser screwed to it so as to allow forming beyond the mold lines. The selected "bubble" is the one to the right of this double bubble pack. It has the right draw and length from which a good canopy should be possible, but I did not have enough hands to pull it down and aim the heat gun. Should have asked Jean to help but she was busy and I was in a hurry (as usual).



I had been stewing over ideas for a cowl latch, mostly trying to design one that would be unobtrusive; most associated with making the aft-of-cockpit radio antenna (the real airplane one) part of the actuation means. In the end I decided to use rubber bands for the testing and put off the latch decision till later. I installed a BP 30 amp ESC to the MM Extreme motor and tried the balance with two different two-cell LiPos, an 1800 mah and 4000 mah. I found the resulting CG a little aft but the batteries are forward of the desired CG so I installed a heavier NeuEnergy 4900 mah battery and this seemed to bring the CG to the calculated point; I was ready to fly. The weather forecast for Saturday seemed just right and Mick Harris and Chuck Kime volunteered to help.



Well, everything seemed to be working, so nothing for it but try to fly. We have a well preserved region of tall grass adjacent to the pits on our field; ideal for first flights from hand launched airplanes. I decided to make the first launch at a modest power level and with a decent, but rather slow launch from Chuck the model mushed and rolled into the weeds. I had forgotten to remind him the wing loading is double that for our usual Old Timers so extra push is necessary. No worries but it did knock the motor loose by separating the mounting former from the nose block. Not to worry, a quick CA fix and we tried again, this time with a stronger launch and full power. It climbed away but the aileron sensitivity was too high and I struggled to keep it level and then turn at the up wind end of the field. So far so good. It had a left wing down out of trim but I managed to keep it going straight down wind and traveling fast, but the aileron sensitivity got to me and in a series of roll "maneuvers" I got too far down the field and had insufficient

control or space to gather it up and turn back to the field. I chopped the throttle and it disappeared beyond the first tree line (behind me in the picture below) at close to the top of the trees. Darn! Oh well, I learned a good deal about this construction method so go and retrieve the pieces for the trash can.



Yikes, it is in one piece and, except for a few scratches, in perfect shape. It seems as though it must have hit the smaller tree branches then spun down to land gently into a bramble bush at ground level. I only had to bend down and pick it up; one of the easiest tree saves ever. The motor had once again pulled off the front former but again, an easy fix and indication that I should provide some additional restraint in the form of an aft mount. (I like to build motor installations as the weak point as "arrivals" are frequently nose-first and it is easier to fix a local "separation" than a pile of sticks or handfuls of foam). Although it could have been easily repaired again I decided that I had received more than my daily dose of luck so with a look to the heavens we called it a day. Shame really, as the flying conditions were perfect. It didn't even feel cold. And where were all the other club flyers?

What did I learn so far? Well, I have an aerobat as the maneuvers certainly fit the category, style, speed and envelope; even if they were unintended. Certainly I should reduce the throws on the ailerons, or at least provide dual rates initially. In fact I need to get one of the good hands guys to wing it out and trim it so it is tamed for my next attempts. One thing that was disappointing, I discovered that the Futaba 6AX FASST transmitter does have exponential control options, but they are not on the menu! OK, fix the motor mount, add exponential to the controls, add the camo upper surface finish and figure out how to do the markings. Then fly again.

Dave Harding

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Propstoppers R.C. M.A.C



B-24 Liberator, Destiny Deb, in formation on a mission to bomb Hitler's oil supplies from Ploiesti, Romania during WWII. Flight engineer and gunner, Bill Fili, now a Propstoppers member flies this mission only to be shot down and incarcerated as a prisoner of War.

HobbyTown USA

150 Baltimore Pike
 Springfield, PA 19064
 (610) 544-7007

Come on in and see the owner and new Propstoppers member Steve Mercaldo. If he doesn't have what you want he can probably get it, and quickly too.

Up and Coming Activities
Indoor Flying Friday 5th December
6:30 - 9:30 pm at Tinicum School

Monthly Meeting Tue 9th December.
The club meeting will be at the Middletown
Library. (Behind Weather's Dodge on 452)
Doors open at 7 meeting at 7:30

Membership Renewal For 2009

Membership renewal for 2009 is now available. You can renew by mail or at the club meeting in December

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