



# The Flightline



Volume 39, Issue 3

Newsletter of the Propstoppers RC Club

AMA 1042

March 2009

## President's Message

Anyone flying at the Christian Academy; the field is very soft don't get stuck.

No news about the new field just have to wait. I will be going back to the township to see about another field again.

The monthly meetings have been great everyone is bringing in something different every month keep up the good work.

Don't forget the indoor fun fly Friday March 6th.

**This will be the last Indoor Fun Fly for this season**

See you at the meeting

*Dick Seiwell*

*Agenda for March 10th Meeting  
At the Middletown Library;  
Doors open 7pm, Meeting 7:30pm.*

1. Approval of February Meeting Minutes
2. Membership Report
3. Finance Report
4. Flying Field Situation
5. Indoor Flying
6. Show and Tell
7. Plans for 2009 Activities

## INSIDE THIS ISSUE

- 1 **President's Message**
- 1 **Monthly Meeting Minutes**
- 1 **February Meeting Agenda**
- 1 **Dave Bevan**
- 2 **Calendar**
- 2 **California Schemin'**
- 5 **Resurrection by Bill Fili**
- 7 **Consolidated B-24 Liberator**
- 8 **HobbyTown Moving**
- 8 **Coming Activities~ Strato Streak indoor comp.**
- 8 **Membership Renewal**

## Minutes of the Monthly Meeting

**February 10th, 2009 at the Middletown Library**

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

Roll-call by membership chair Ray Wopatek showed 17 members and 3 guests present

Minutes of the January meeting as published in the newsletter were accepted by the membership

Treasurer's report by Pete Oetinger was given and accepted

### Old Business:

Dave Bevan announced AMA certified Dave Harding, Chuck Kime, Brian Williams Mike Black as instructors in the introductory pilot program. They will be able to guide and instruct potential members who are not yet in the AMA. Under this program they will be covered by the AMA insurance program for 90 days.

President Seiwell said that he had spoken with authorities at Elwin about the Sleighton Farm. They said three signatures are needed and they are pursuing it.

### New Business:

Dave Bevan filled us in on the progress of the five Widener students in the National Engineering payload flying contest. At present they're moving very slowly.

Dick Seiwell asked if anyone is interested in a flying demonstration for grade school children. If so please contact him.

### Show and Tell:

Brian Williams showed a Duelist partially built air frame. It is designed to take two-40 size engines.

John Moloko showed a Sig pro balancer. It took him four days to assemble. He thought it was a lot of work for what he achieved.

Bill Fili showed the motor mount and wing section he is using to build his scale B 24 in which he was a crew member. It is being built with a 12 ft. 6 in. wingspan.

Adjournment took place at 8:45 p.m.

*Dick Bartkowski, Secretary*



**Vice President Dave Bevan on the sticks. Dave has just received a "tune up" necessary to keep this dynamo going strong. We wish you well Dave**

## 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**

**10<sup>th</sup> March  
14<sup>th</sup> April**

**Tuesday Breakfast Meeting  
Tom Jones Restaurant on Edgemont Avenue in Brookhaven.  
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**

**6<sup>th</sup> 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.**

**Propstoppers RC Club of  
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## California Schemin'

Is it something in the water, in the air, in the ether? Could it be the ghost of the Beach Boys? What ever is the cause the result is a seam of innovation that bubbles up at the California flying fields. The two locals frequented during my SoCal sojourns are all very different, but the results are the same; incredibly unusual home-made airplanes that fly beautifully. This season's crop includes one that I actually saw in Arizona; The Flying W.

This model is all the rage in the Phoenix area.



**Seattlite, John Richards with his Flying W at Eloy, AZ.**



This foam model is also a boat but flies all the maneuvers with ease. Here is the link to the Wattflyer discussion and plans; <http://www.wattflyer.com/forums/showthread.php?t=26120>

Back to Pasadena's Rose Bowl we have the ULO, or Unidentified Love Object, another great flyer also shown on the cover picture. This is a BIG foam, well, sort of IFO, except this is for outdoors. It is made from one inch foam board and tape.

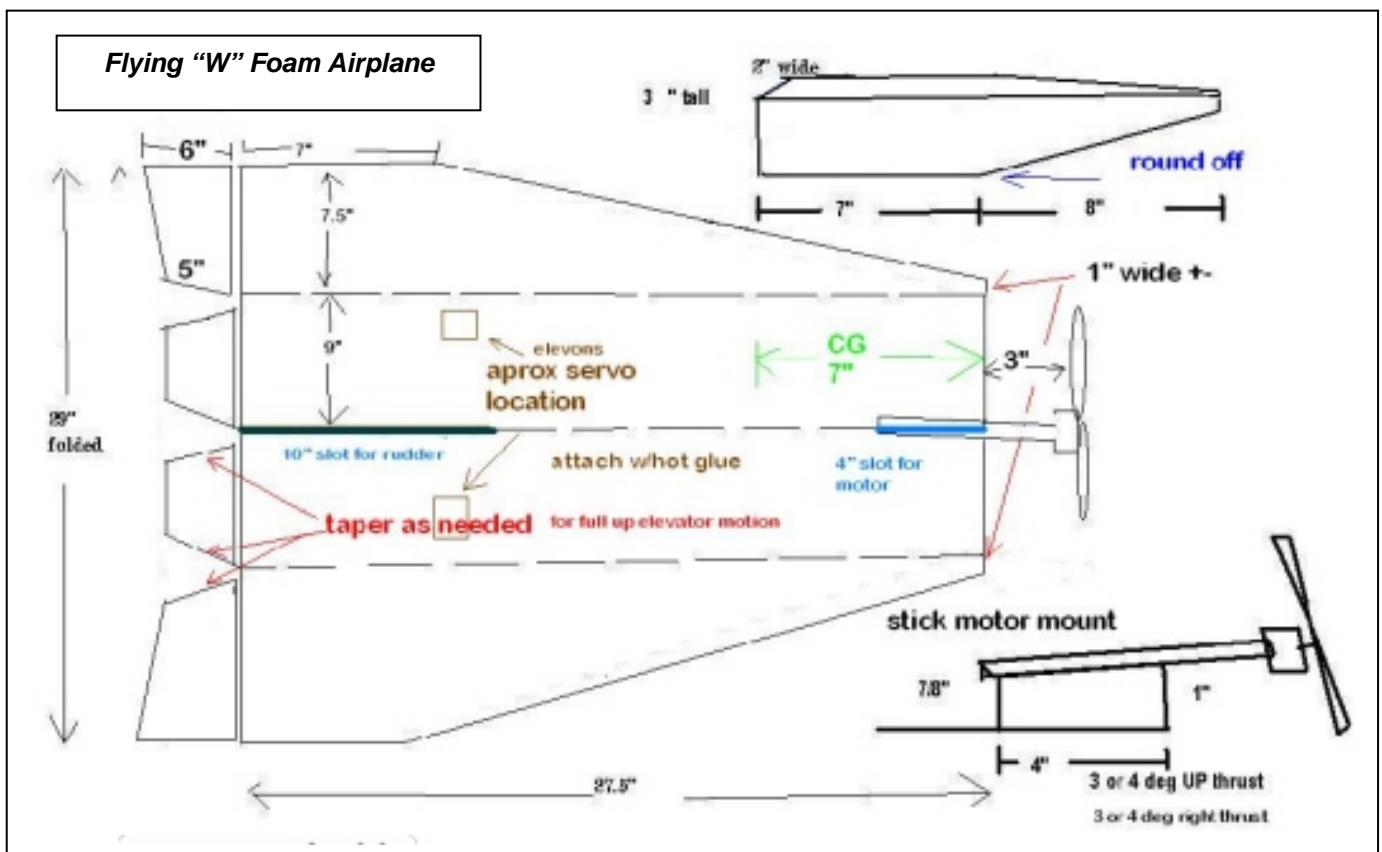
It has plenty of power and hovers close-in with ease.

The builder has a whole range of unusual airplanes; here is a large flying disk which also flew well. One interesting thing is the CG is very far forward, maybe at 20% chord. This is what is

required for good flight performance, derived from testing. Maybe this was the problem with my foam Convair SeaDart a few months ago. What? Didn't I tell you about that failure?



Another innovative and "inspirational" model is his eight foot "Flying Cross". This model is also made from thick foam board and powered adequately by a modestly sized outrunner motor and three or four cell LiPo battery.





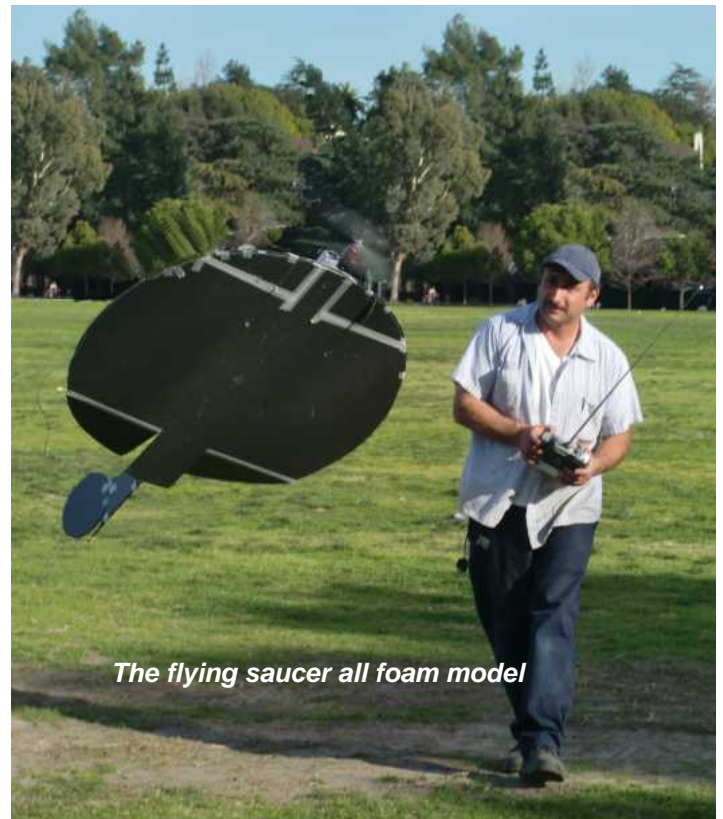
*The ULO, Unidentified Love Object all foam model*



*The flying cross all foam model*



*Is it possible that flying is a religious experience?*



*The flying saucer all foam model*

Then there is a big flying saucer that flies great too. This guy is a building and flying machine turning out one innovative masterpiece after another. Come on guys, we could do that. Oh, wait, "we" do that, at least Joe Mesko does, only he does it in small scale. Well, everything is "bigger and better" in California!

The other interesting plane, at the other end of the size scale is a full-house tiny foam Wattage Cessna 180 from Hobby People, the SoCal hobby store chain. This small model is usually sold as a rudder and elevator RTF model, currently for \$79.

But Leon stripped out the gear and added full house controls with the 2.5 gram servos, then added a 10 gram outrunner from Hobby King, the Hong Kong supplier of cheap stuff.

I was so thrilled with the performance of this model (and the potential for the motor to fit my Spirit of SAM models) that I ordered three of them at \$7.99 each. Even after I added a bunch of other stuff including small LiPo batteries and another inrunner motor the shipping was surprisingly little at \$12

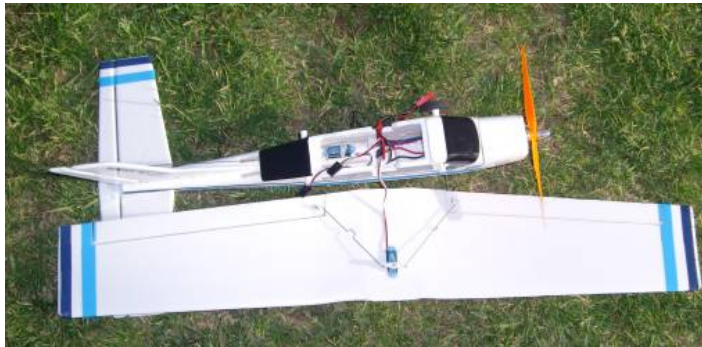
*RESURRECTION*

by Bill Fili January 28, 2009

*Following under the wings of the Mystical bird PHOENIX - - who rose from the dead in the ashes of the fiery depths of hell - - I gave myself the awesome task of resurrecting my bomber that was shot down due to enemy attacks in those fiery skies of Europe in the early 1940's. My bomber's name was Destiny Deb.*

Hello: My name is Bill Fili and I was one of the flight engineers and aerial gunners on the B-24 Liberator Bomber DESTINY DEB. The fateful day was August 24, 1944 on our second bombing mission to destroy the oil refineries at Ploiesti, Romania to deny the German paperhanger Adolph Hitler of his needed petroleum products so he could continue his conquest of the Human Race. After thirty-four missions over Europe in some of the most awesome air battles that could ever be imagined, four miles high in the skies, fate had apparently decided that enough is enough for Destiny Deb and her crew. But fate was very kind to us in that all ten men escaped the destruction of the bomber - - unlike other bombers that were destroyed over Europe, with the survival rate being only three out of ten being allowed to come home at the war's end. Needless to say, Destiny Deb never left my mind.

Fast forwarding through sixty-four years of struggling through life, I finally decided enough is enough and sat down to resurrect Destiny Deb. Just maybe to bring her to immortality. But more importantly, to be a memorial for all the seventy-nine thousand plus men who gave their lives over the European skies in the quest for Universal Freedom and life without wars. Equally important is a thank you for all the teenage airmen who braved flying above the realm of the birds, nearer to the heavens and out of the reach of the ever-loving bosom of Mother Earth.



1811-2000 ★★★★★  
18-11 2000kv Micro Brushless Outrunner (10g)



Micro sized motor.  
Tightly hand wound with thick gauge copper.  
Well machined and balanced.

Anyway, the point is, this model flew like a big one, all the maneuvers and close-in flight with power to spare. It was somewhat windy the day I saw him fly.

*Dave Harding*



December 17, 2007, my eighty-fourth birthday, is as good as any starting point in my waning years. Since I have never built any large type of models - - I had no idea of where to begin - - I have never flown anything but real airplanes - - I had no conception of what would be required of me to see this project through to its completion. The only models that I ever made were plastic ones, mostly, one forty-eight scale. Now, I am embarking on building a radio-controlled giant B-24 Liberator with a twelve-foot wingspan, retractable landing gear and what other amenities required of such an undertaking. Well... Let's get started.

The next day, I went to the local hobby shop, purchased a radio-controlled magazine, sat down to some learning. If I can become a member of the UFO club - - an acronym for the UNITED FLYING OCTOGENARIANS for licensed pilots over eighty years young

- - I can build this Liberator. The first thing I needed was a set of plans, and I found a designer and ordered them shipped express. Next thing was to find someone to laser cut some of the parts, found one and placed the order. Being new to this type of hobby, boy, was I naive. I expected the plans made by an engineer and a laser cutter to do accurate work, that parts to be cut from plywood would be plywood and not balsa wood, that they would fit together. WOW, what a lesson I learned, never take anything for granted. So let's build a radio-controlled B-24 Liberator named Destiny Deb.

After setting up the planning board, I laid out the laser cut fuselage ribs and started to make the necessary modifications to fit properly. Actual construction started on January 10, 2008. At first, it was quite exasperating getting to all the ribs and stringers to work together with so much sanding and cutting I told myself that I asked for this and then settled down to do a good job, since the purpose of this project was truly a worthy one. Then things got easier by the day.



By February 20, 2008, I managed to complete the fuselage framing with all ribs lined up and glued, set it aside and started on the wings. By this time, I had received the retract gears and set up a test stand. Setting the fuselage on another building board with leveling and alignment strings for accuracy.



March 15, 2008 was the starting date for the wings to come on the scene. The wing ribs presented a problem that was quite new to me in that the thirty-inch outer wing panel was attached with a metal tube. But the engineer and laser cutter did not indicate or cut the proper holes in the ribs for the tube and proper allowance, for the retracts were in the wrong place. All of these very important items were alleviated only because of my former aviation experience in the Army Air Corps. By June 15, 2008, both wings were completed, except the skin. Mating both wings together took another few weeks trial and error to make sure of the proper dihedral.



During the time of constructing Destiny Deb, I also was taking instructions on how to fly radio-controlled airplanes - - another lesson learned - - it is not easy to teach an old Airedale new tricks. I know how to cope with cross winds, high winds in a real airplane, but to control a small airplane when not in the cockpit is something else. When that very small radio-controlled training plane is up in the air and at the far end of the runway, it is difficult to see right from left to make the proper turns. But like everything else in my life, I will succeed in learning to fly a radio-controlled airplane. I might add that I have no intentions of flying my Liberator the first time when that time comes.

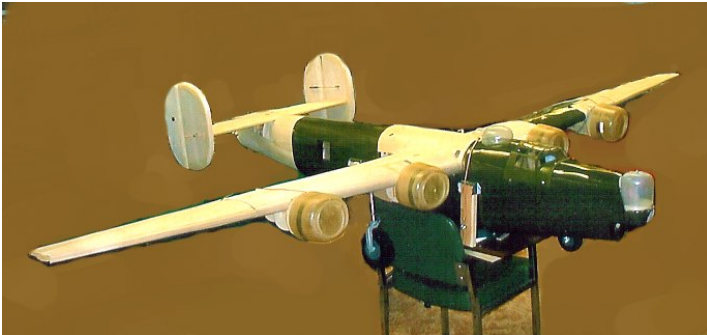
August 15, 2008. After eight months of construction, I displayed Debbie at the EAA 240 hanger at New Garden Airport in Toughkenamon, PA, a day before one of our pancake breakfast fly-ins. Many of the attendees asked if we were building a boat instead of an airplane. From the photo it looks like a flying boat. Here's the true story:



On December 29, 1939, Consolidated Vultee Aircraft Company based at Lindbergh Field in San Diego was awarded a government contract to design and build a new four-engine bomber that could fly faster, go farther and carry more bombs than the present day B-17 Flying Fortress. Consolidated had extensive experience in building passenger flying boats. Much the same as the Boeing Aircraft Company was doing. Consolidated succeeded in less than one year flight tested the first B-24-A Liberator on December 29, 1939. They were able to do this because they used what inventory they had on hand.

In the very successful Coronado Flying Boat. They simply extended the bottom keel to the rear to accommodate the waist gunners' position and the only other major change was to realign the twin vertical stabilizer to a 90 vertical position. Further proof of this is in the position of the pitot tubes that were placed on the nose of the fuselage very high and away from the fuselage to prevent water spray from entering the opening of the pitot tube. Of course, the passenger seats were replaced by the four huge bomb bay racks.

January 15, 2009, just about one year later, Destiny Deb is finally taking shape with the addition of some monocoat coverings. The power plants are yet to be installed and the electrical system is going to be time-consuming and must be exacting in every detail.



*Bill Fitt*

### *Consolidated B-24 Liberator*

After deliveries of the PBV Catalina, also a Consolidated aircraft, began in 1935, the United States Navy began planning for the next generation of patrol bombers. Orders for two prototypes, the XPB2Y-1 and the Sikorsky XPBS-1, were placed in 1936; the prototype Coronado first flew in December 1937. After trials with the XPB2Y-1 prototype revealed some stability issues, the design was finalized as the PB2Y-2, with a large cantilever wing, twin tail, and four Pratt & Whitney R-1830 radial engines.



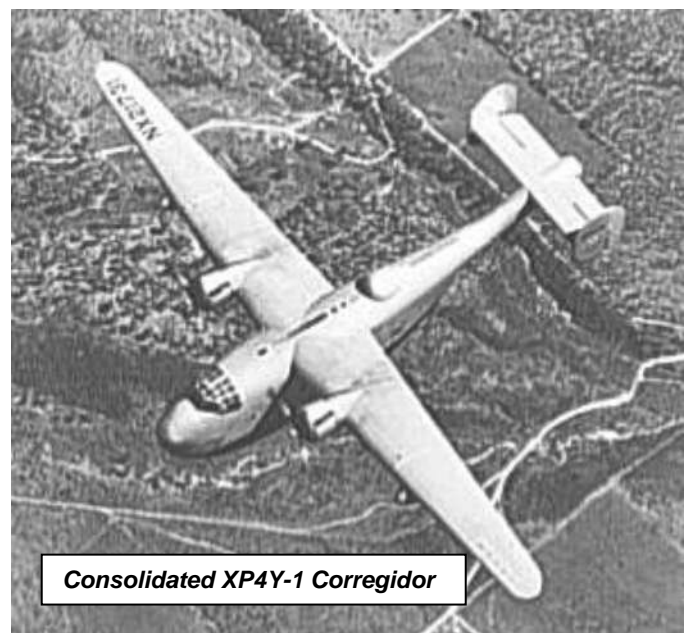
**Consolidated XPB2Y-1 Coronado**

The Liberator originated from a United States Army Air Corps (USAAC) request in 1938 for Consolidated to produce the B-17 under license. This was part of "Project A", a program to expand American industrial capacity for production of the key components of air power. After company executives including President Reuben Fleet visited the Boeing factory in Seattle, Consolidated decided instead to submit a more modern design of its own. In January 1939, the USAAC, under Specification C-212, formally invited Consolidated to submit a design study for a bomber with

greater range, higher speed, and greater ceiling than the B-17. The contract for a prototype was awarded in March 1939, with the requirement that a prototype be ready before the end of the year. The design was simple in concept but advanced for its time. Compared to the B-17, the proposed Model 32 was shorter and had 25% less wing area, but a six foot greater wingspan and a substantially greater carrying capacity. Whereas the B-17 used 9-cylinder Wright R-1820 Cyclone engines, the Consolidated design used twin-row, 14-cylinder Pratt & Whitney R-1830 Twin Wasp radials of 1,000 hp. Consolidated also incorporated innovative features: the new design would be the first American bomber to use tricycle landing gear and it had long, thin wings with the efficient "Davis" high aspect ratio design promising to provide maximum fuel efficiency. The aircraft also had a distinctive twin tail and rudder assembly. B-24. Wind tunnel testing and experimental programs using an existing Consolidated Model 31 XP4Y-1 *Corregidor*, a twin-engined commercial flying boat, provided extensive data on the flight characteristics of the Davis airfoil. Consolidated finished the prototype, by then known as the XB-24, and had it ready for its first flight two days before the end of 1939



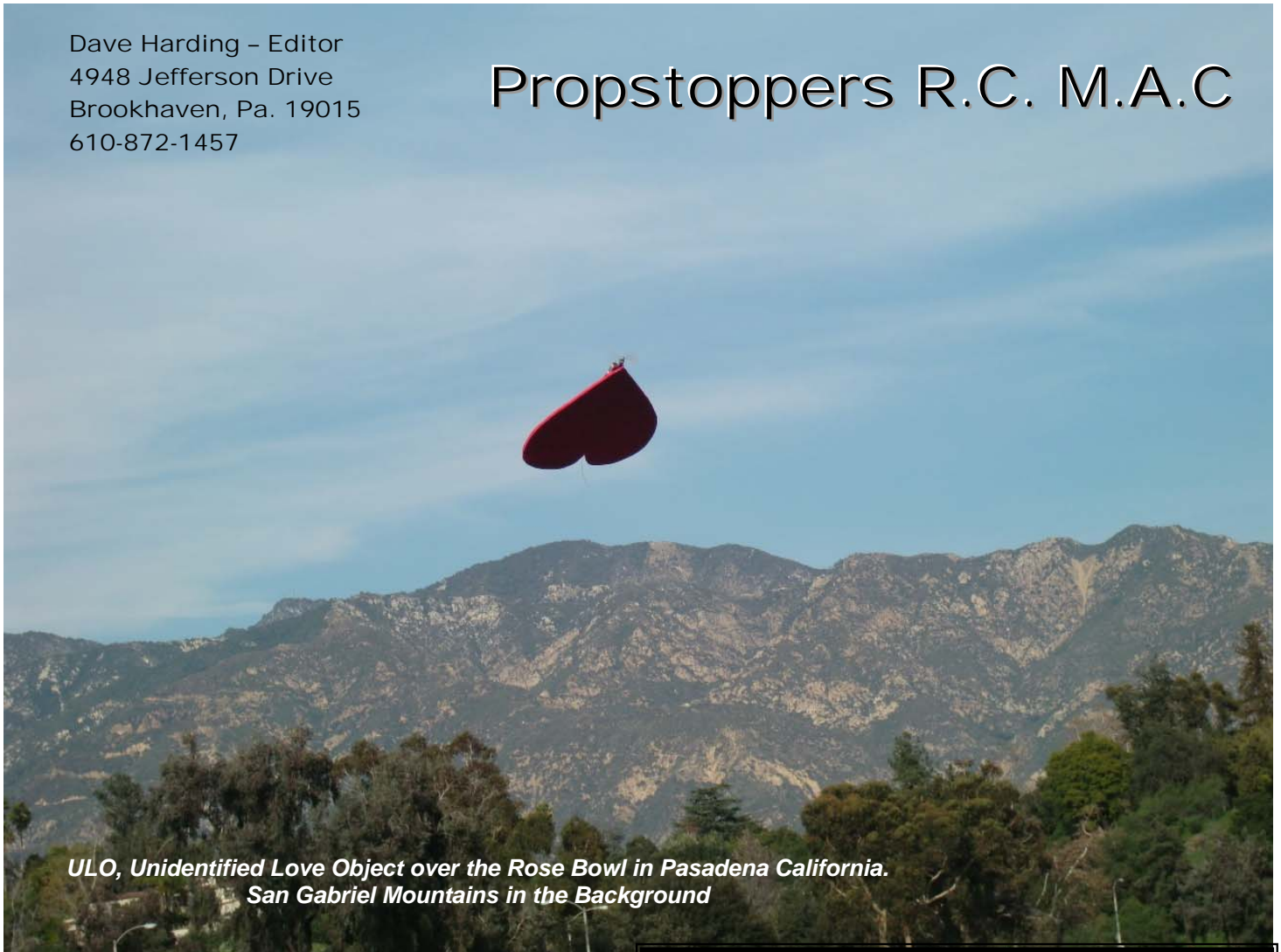
**Consolidated XB-24 Liberator**



**Consolidated XP4Y-1 Corregidor**

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# Propstoppers R.C. M.A.C



*ULO, Unidentified Love Object over the Rose Bowl in Pasadena California.  
 San Gabriel Mountains in the Background*

## HobbyTown USA

The Springfield store is moving. The new building is in Home Depot plaza in the old state store building. Just look for the signs! The move will begin on march 23rd will most likely be closed for about 3 days as we move. We should re open for business that Thursday or Friday!

Steve Mercaldo

### *Up and Coming Activities*

*Indoor Flying Friday 6<sup>th</sup> March  
 6:30 – 9:30 pm at Tinicum School  
 Last one of the season.*

*Don't forget the Strato Streak  
 competition for this meeting.*

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*Monthly Meeting Tue 10<sup>th</sup> March*

## Membership Renewal For 2009

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

***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