



The Flightline



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Newsletter of the Propstoppers RC Club

AMA 1042

April 2009

President's Message

We have been trying to figure out another way to ask Middletown Township for use of Sleighton Field. We apparently lost the field due to continual complaints from the one lady who lives right behind our pits. As you know this person seems to have some kind of problem as she complains about everything and on occasion used profane language with our members, just for being present. However, examining the plans Middletown have for this site (see page 7) I can't imagine how she will behave once the sports crowd start to use it. The main access road will be almost in her front yard. On the other hand, it may be years in this financial climate before the site is improved. Maybe we can get it back, and we will certainly try.

See you at next weeks meeting.

Dick Seiwell

Agenda for April 14th Meeting

At the Middletown Library;

Doors open 7pm, Meeting 7:30pm.

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

Minutes of the Monthly Meeting

March 10th, 2009 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 20 members present

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

Treasurer's Report by Pete Ottinger was presented and accepted

Old Business:

President Seiwell is still waiting for news on a new field to supplement the one we have at the Christian Academy. He also discussed with the members the desirability of approaching Middletown Township once again for use of the Sleighton Field they took from us last year. The issue is whether we should abandon the idea of flying gas models at this field and offer the Township a silent model use.

Dick Seiwell then thanked the flyers who came out to entertain a group of schoolchildren with a flying demonstration last week.

Chuck Kime described the Strato Streak rubber powered contest at the last indoor fun fly at the Tinicum Elementary school. The results were close but Chuck managed to come down last by a few seconds.

New Business:

Dave Bevan updated us on the progress of the Widener flight team. They have now built a biplane which looks similar to a World War 1 model and they're preparing to put up for its maiden flight.

Show and Tell:

Joe Fili described his experience at the Millville Airport when a full-scale TBB burst into flames in the air. The pilot landed it successfully and escaped. Unfortunately the plane was destroyed.

Dave Harding showed a slightly damaged fuel model that his son found in a tree on Kelly Drive in Philadelphia. It was found over six months ago and he has still been unable to locate its original owner.

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

Dick Bartkowski, Secretary

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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**

**14th April
12th May**

**Tuesday Breakfast Meeting
Tom Jones Restaurant on Edgemont Avenue in Brookhaven.
9 till 10 am. Just show up.
Flying after at Chester Park 10 am.**

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.

Indoor; The Strato Streak Competition

Several months ago at one of our meetings I suggested we have a Strato Streak contest. The Strato Streak is a rubber powered model with about a 16" wing span. Everything you need to build and fly the model comes in a plastic bag. Simple with room for some individuality. I set one simple rule. You could modify the model in any way but you could only use the components in the bag.

The contest was held Mar 6th, our last indoor event of the season. While there were about 15 pilots, and almost as many guests, only 3 members brought Strato Streaks. Toward the end of the night the 3 pilots lined up for an ROG (Rise Off Ground) launch.

Pilots (see cover picture) were Dave Bevan with a nicely engineered model. Extended wing tips, re-curved wing, lengthened and lightened body.

My 12 year old nephew, Mike Dallatore. His model was stock, but, he proudly assembled his model so he could be in the event.

My model has modified wing, Jedelsky airfoil, raised wing tips for added dihedral, ALA the Lanzo Bomber. Lightened wherever I could, adjustable rudder and ailerons.

We all wound our motors, and with a 3-2-1-Go---we were off. Dave's plane flew slow circles, with a great climb. Several circles and he was at the ceiling, a few more circles, and then down. Mike's stock model failed to gain altitude or turn. It finally hit the wall across the gym. My model took off at a high rate of speed. Prop torque kept it steeply banked for the first circle about a foot off the floor. As the torque dropped it gained altitude rapidly. Dave and I chased each other around for a couple laps, then both headed down. Dave touched down slightly before me and my plane coasted to a stop almost nose to nose with his. I was real excited about the whole event, especially winning. The trophy was nice. I'll bring it to the next meeting. The spectators also enjoyed the event; Lots of clapping and yelling. Quite a few suggested we do it again, possibly outdoors when the weather warms.

The rest of the evening went well. A sign of the times; with the exception of a couple planes on 27 MHz everyone flew on 2.4 GHz. Plenty of flying, a few mid-air, a lot of fun. Some new guests and members.

All in all, a great night. Looking forward to next season. And, keep in mind a possible Summer Strato Streak event.

Chuck Kime



A School Demonstration Event

Last month several of our club members had the pleasure of putting on a flying demo for the Head Start kids at Pennington School It is in the Garnet Valley School System.

Flying were our President Dick Seiwel with several helicopters. Joe Moloco, also with several helicopters. Chuck Kime with a small helicopter, an Air Hogs biplane, and a couple rubber models.

There were about 30 students, about 6 to 8 years old, along with a half-dozen staff. We flew in the cafeteria. A little small. Maybe 30' by 40' and 15' high. Joe bounced his chopper off the wall and ended up taking Dick's chopper out. Nothing major, and the kids loved it. Chuck flew his Air Hog into just about anything that could be hit. With every bounce the kids were hooten and hollerin. Found out later the could be heard thru the whole school.

We flew for about 40 minutes, after which Dick Seiwel presented each student with a small glider. Some of the staff too.

I find these demos, especially for kids, very satisfying. I recommend whenever the chance comes up, give it a shot. The kids especially really appreciate it, and you feel good all day.

Chuck Kime



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rode for an easy max. So we tried again but did not get above the ride wake this time so flying in the down air from the ridge rotor it was a short flight. Dale asked if I wanted to go again but looking at my sorry cloths and sticky hands I graciously thanked him but called it a day.

There aren't many people flying these meets anymore, and I must say this is an aging population but It is great fun to fly and hang with these guys so I hope it lasts a while longer.

This thought was at the root of the next adventure which was a SCAMPS club meeting and BBQ at the home of Garry and Kevin Sherman in Corona California. SCAMPS is the Sothern California Antique Model Plane Society; SAM 13. This club, along with the SKIFS; Southern California Ignition Flyers Society, are the two remaining SAM clubs in the Los Angeles area.

SCAMPS is a club of mostly free flight modelers and they fly every Wednesday at another desert field in Perris. There are many talented builders and flyers in this club but the doyen is Sal Taibi. Sal won the Nats in 1940 and has been competitor continuously since. Some of his designs are perennial favorites including the Brooklyn Dodger, the Powerhouse and Pacer C, like the one our Dick Bartkowski flies. Here is Dick at the 2002 AMA Nats getting Sal to sign the model.



Dick Bartkowski gets Sal Taibi to sign his Pacer C at the Nats

This particular SCAMPS meeting was a special one; it was Sal's 89th birthday and a great turn out of flyers and old friends were present to celebrate. Mike Myers suggested I should get my picture taken with Sal so I sat with him and we chatted for fifteen minutes or so.



Dave and Sal on his 89th birthday

Sal doesn't forget anything. I reminded him that we had talked about Forster 99 engines a couple of years ago and he reminisced about his experiences with them. He told me that at one meet Mr. Forster came out and watched him start his engine. Mr. Forster said Sal should use 10:1 mix of gas and 70 wt. oil but Sal said he uses 3:1 just like in all his other engines. He then demonstrated how easy his engine started. He opened the needle one turn then rotated the prop to near top dead center, whereupon he struck the blade and the engine started. Mr. Forster said his engines did not start that easily.

We talked about props and I told him about my experiences with the Giant at Muncie where an 18 x 8 was too big and the 16 x 8 too much pitch. Sal said he used to carve his own props from pine blocks. He would mark out the blank shape and cut it out on a bandsaw then carve the blade shapes with a knife, taking off from each side evenly so as to maintain balance right up to the final sanding. At one of his club meetings he was telling this story to another club member and Sal said that it only took 30 minutes to carve on. The club member called him a liar so Sal took a blank, a knife and a stopwatch to the next meeting. He handed the stopwatch to the member and proceeded to carve the prop in 26 minutes.

What a pleasure and privilege to spend time with a legend.

Aviator Extraordinaire

Next up was another very special event. My friend Dale Tower has another friend with the most extraordinary experiences. Skip learned to fly as a teenager in Canada in the 1930's. When he got the opportunity he lied about his age and volunteered to fly with the RAF in WWII. He completed his training in England with one month flying a Hawker Hurricane before being shipped to France to fly Hawker Tempests in the air-to-air and ground attack mode.



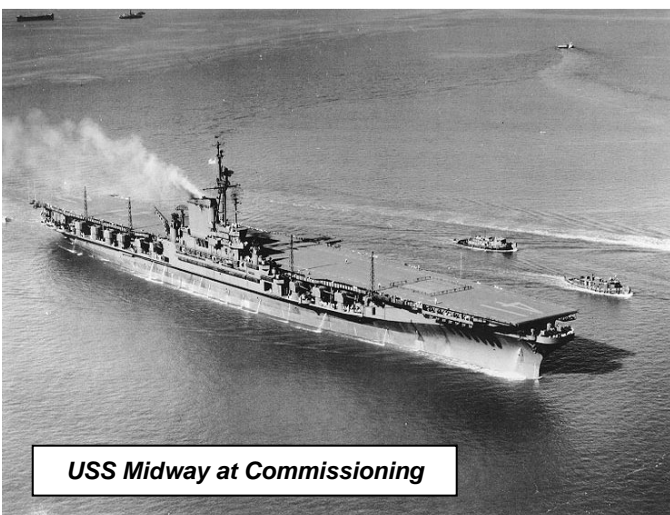
At the conclusion of the war he returned to Canada but missed the flying. He looked all around for an opportunity to get back into it and found that the US Marines were recruiting for pilots.

Once again Skip lied about his age, this time claiming he was younger than he really was, but it worked and he was inducted into basic training! Imagine how difficult it must have been not to let on about his prior wartime experiences. Eventually he qualified on Corsairs and as a final exercise his instructors took out the newly trained aviators to demonstrate air-to-air combat!



Skip flew Corsairs in the Korean Conflict then transitioned to jets. He carrier qualified on McDonnell Banshees on the USS Midway then flew Grumman Panther and Cougar.

Photo # 80-G-480436 F2H-2 over Wonsan, North Korea, 1952



USS Midway at Commissioning



USS Midway with later angled deck configuration

The Midway was built in 1943 as a straight deck carrier and Skip remembers the thrill of making night landings where any mistake takes you into the barrier just before you careen into the planes on the foredeck.

The Midway was eventually modified to the much safer angled deck configuration. Skip served a tour on the sister ship USS Coral Sea.

Following Korea Skip remained in the Marines eventually making two tours in Viet Nam, the first in Douglas A-4s and the second in Grumman A-6s. After Viet Nam Skip served four years at the US Test Pilot School at Patuxent River MD, the only such school in the US military, all other services send their pilots here.

This was the opportunity for Skip to fly all manner of airplanes both service types and experimental. Here are some of the planes on the Midway he has flown and the stories about them. After his retirement he flew business jets for a private party until quite recently.

After a long and colorful service the Midway was retired in 1992 to the role of a museum in San Diego; And so to our special trip. We took Skip to San Diego and spent a day touring the ship and all the airplanes on board, ten of which Skip had flown.



Dale Tower, Skip and Dave with Midway



Grumman Panther



Grumman A-6



Douglas A-4



Vought F-8

Skip particularly liked the Douglas A-4, the airplane in which he made his first Viet Nam tour. Like many airplanes it started out light but ended up heavy.

His second tour was in Grumman A-6 another airplane he liked. He told us the story of one mission where he and his wing man took off, each with a full load of 26 500 lb bombs, headed for the DMZ, the zone between North and South Viet Nam. On approach to the target area the Forward Air Controller told them that the ground units were taking fire from an NVA artillery piece located in a cave, half way up the rocky mountainside. They would fire the howitzer and then drag it back into the cave.

The ground unit asked if they could drop a bomb in the mouth of the cave. Skip thought, well, between us we have 56 bombs so we have a good chance of success. But he over achieved by putting the first two bombs right on or in the target. The ground unit then asked if the could put two bombs above the cave so as to collapse what remained. This the wingman did on the first pass so Skip asked the FAC to inquire where the ground unit wanted the rest of the bombs. The answer came back, thanks very much for your assistance but we don't want any more help as we are up to our asses in granite chips.



Grumman Tracker



Douglas A-3

Over various lunches Skip has told us many stories of his aviation career, but always with Dale prodding him to tell. Some of the most hair raising were from his days at the Test Pilot School. The Vought Crusader here on deck reminded him of the spin test he did; "a pig of an airplane" and the first solo flight he did in an A-3 where the skipper said the forward fuel tank has a leak so you will have an aft CG, be careful. Skip said he just caressed the stick to rotate and it jumped way nose high. So many stories, so little time to capture them.

Dave Harding



McDonnell F-4

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Dave Bevan, Mike Dallatore and Chuck Kime with their Strato Streaks at the

