



The Flightline



Volume 40, Issue 10

Newsletter of the Propstoppers RC Club

AMA 1042

October 2010

President's Message



Well the indoor flying is here and these are the dates; Tincum school Friday nights Nov. 5 , Dec. 10 ,Jan. 7 ,Feb 4 Mar. 4

Brookhaven indoor Saturday nights; Oct. 23, Nov. 13th, Dec. 11th, Jan. 8th .

We tabled the night flying discussion till the October meeting.

Just a reminder there will be no flying till after 6:00 P.M. Sat Oct 9th. The Church will be having pony and cart rides that day .10 till 6:00

This is the meeting for Board Nominations anyone wanting to run this is the time.

Hopefully we will have some news on a field.

Please bring in show and tells
See you at the meeting

Dick Seiwell

Agenda for October 12th Meeting

At the Middletown Library;

Doors open at 6 pm meeting at 6:30

1. Membership Report
2. Finance Report
3. Nomination of Officers
4. Night Flying discussion
5. New Field Developments Report
6. Show and Tell

Minutes of the Propstoppers Model Airplane Club

September 14, 2010 at the Middletown Library.

After some socializing, the meeting was called to order at 6:40 pm.. Normally, there is a roll call by Ray Wopatek, but this night Ray arrived just after we listed all the attendees and proceeded with the meeting.

The treasurer was among the absentees, so there was no treasurer's report.

A show of hands indicated acceptance of the minutes of the last meeting as published on the website, by those on hand.

The VP informed the members that he had written to the President of Elwyn Institute, asking for permission for the Widener senior engineering capstone project to be able to practice flying on the Sleighton Farm property on Valley Road, across from Sweetwater Road, and near the old church. The appeal was made, based upon the fact that for many years, the Widener team has been handicapped in comparison to most of the other competing colleges who can become proficient at flying their gas powered planes. The members were reminded that the SAE rules of the contest require that all teams use an OS .61FX motor and prescribed muffler. It was hoped that Elwyn would see this as a gesture of community support.

The VP also informed the members that there had been a meeting with the director of the Garrett-Williamson facility on Bishop Hollow Road (near Newtown Square) and that there is some likely potential for obtaining permission to fly on some of that property. The field being offered is (the VP guessed) about four or five times larger than that at Christian Academy. Initial discussions indicated that as a community service, practically all types of models would be permitted.

President Seiwell discussed an itemized list of the anticipated expenditures for the coming year. As the amount was close to \$2800, and dividing by forty members, it was recommended that the annual dues stay at \$60 apiece.

There was one suggestion that perhaps the club should send out reminders of the meeting location and time, but the members were anxious to begin the coffee and donuts and show and tell.

Show and Tell

First off was Mick Harris with a beautifully executed LUCKY LINDY, with a massive electric motor and a smooth tissue and Mylar covering over the multispar wing; Superb, as usual.

Mike Williams showed his helicopter outfitted for night flying, with red and green lights on the rotor blade upper surface and red and blue on the blade lower surface, (Did I get that all wrong?). There was also a strong landing light under the fuselage. With the room lights out, it was spectacular! AMA rules permit night flying, but the members thought we ought to gather suggestions as to what time of night should we stop flying so as not to disturb neighbors' evenings, homework, or bed times.

The bylaws election procedure was read and everyone was encouraged to think of nominees and candidates for the club offices. The secretary was among the members assumed to be flying in competition and therefore absent, so these minutes were assembled by the VP.

Dave Bevan, VP, in the Secretary's absence.

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Calendar of Events

Club Meetings

Monthly Meetings

Second Tuesday of the month.

Middletown Library

Doors open at 6:00, meeting at 6:30 pm.

12th October

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

Indoor Flying

Tinicum School, Friday nights 6:30-9:30

Nov. 5 Dec. 10 Jan. 7 Feb. 4 Mar. 4

Brookhaven Boro Gym, Saturday 6 – 10 pm

Oct. 23 Nov. 13 Dec. 11 Jan. 8

Special Club Flying

Saturday mornings 10 am

Wednesday Helicopter evening in summer

Thursday evenings in the Summer

Tuesday mornings 10 am weather permitting
after breakfast at Chester Park.

Check our Yahoo Group for announcements;

<http://groups.yahoo.com/group/propstoppers/>

Beginners

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

The club also provides the AMA Introductory Pilot
Program for beginners without AMA insurance.

The 2010 - 2011 Indoor Scene

The indoor season is upon us. The first Brookhaven Indoor is on Saturday 23rd October. Are you ready?

Here is our season as it is currently scheduled. Hopefully we will be able to get a few more Brookhaven dates as the season progresses. Note the change in Tinicum from Dec 3 to 10th.

Propstoppers Indoor Fun Flies

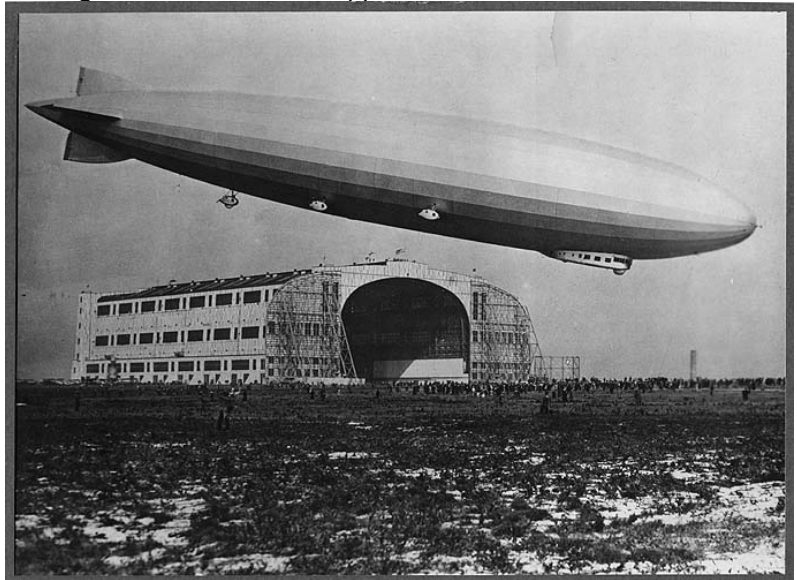
Tinicum School, Friday nights

Nov. 5 Dec. 10 Jan. 7 Feb. 4 Mar. 4

Brookhaven Borough Gym, Saturday nights;

Oct. 23 Nov. 13 Dec. 11 Jan. 8

Now for those of you that just can't get enough indoor flying there are other clubs that offer dates at various facilities. And these don't just get you more flying time but also the opportunity to see different airplanes and pilots. Here are a few such opportunities starting with the "Granddaddy of them All", the Lakehurst Blimp Hanger, yep, the one that housed the Hindenburg although this is a different Zeppelin from 1924.



Here is the Hindenburg. Note the size of the people!



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The Lakehurst hanger is an awesome building and has been used for "serious" indoor flying for some time. However I recently learned that they have been hosting RC flying too. Here is where you can learn about how to fly there <http://www.ecim.net/index.asp>

Another of the "outsized" indoor flying sites within our area is the dome in Muncie, Pa. <http://www.pafunfly.com/mifsite.html> This one was brought to my attention by our own "Test Pilot" Tom Tredinnick. It is an indoor soccer field sized inflatable.



There is a whole rich schedule of flying here including the up and coming Keystone Indoor Electric Fly;

<i>Keystone Electric Indoor Fly - Seminar</i>			
Time	Speaker	From	Topic(s)
1:45 – 2:00PM	Sergio Zigras	NJ	Introduction to the 10 th Anniversary of Microtech Seminars
	John Worth	VA	RC Micro World Newsletter and latest micro development news
2:00 – 2:20PM	Joe Malinchak	PA	Beautiful micro scale planes. Construction and printing techniques.
2:20 – 2:40PM	Nick Leichy	FL	New 900MHz systems (Plantraco compatibles and Frequency Hopping). New micro-models and lightest hinge techniques.
2:40 – 3:00PM	Matt Keennon	CA	Robotic Hummingbird, KIEF racer design, micro-heli mods, etc, etc
3:00 – 3:20PM	Ben and Brian	PA and NY	Ben Pipenberg on slow lightweight living room flyers and Brian Daniels on 0.5g and 0.25g servo designs and techniques.
3:20 – 3:40PM	Martin Newell	CA	Next gen Hip-Hop-2, Rabbit-2, 8-channel, Spread-Spectrum socketed 0.5g Rx for mixed servos and actuators
3:40 – 4:00PM	Petter Muren	NORWAY	Prox Dynamics new micro developments
4:00 – 4:20PM	Gordon Johnson	MA	Updated Light weight micro airframes using a laser cutter
4:20 – 4:40PM	Henry Pasquet	MO	Developing competition models
4:40 – 5:00PM	Del Ogren	IL	Canards: A mix of history, theory, models, and stories
5:00PM	Raffle	-	One Z TRON 900MHz Frequency Hopping system to one of the above Seminars speakers.

And if you are really into small indoor model technology the event features a seminar of lectures by the Royal Family of Indoor. Do a Google search on each of their names!

Attention Vendors and Sponsors
October 15th, 16th & 17th, 2010
Dome Pictures

On October 15th 16th & 17 th, 2010 the Generation Sports Complex Dome and the Muncy Indoor Flyers will be hosting the (KIEF) Keystone Indoor Electric Fly in Muncy, Pa.

- Night Flying
- Pilot Raffles
- Blade MCX Competition
- Indoor F3P
- Combat Rules
- Awards
- Best Model
- Farthest Travel
- Dedicated Micro Area
- and more...

Here is another listing of indoor flying venues around the country and the world, well, a partial listing; <http://www.indoorduration.com/indoormodelaircraft/events.htm#Others?> Perhaps we should list our activities in here as we have really benefitted from guest flyers over the years.

Our Indoor MC, Chuck Kime, regularly flies with the South Jersey Silent Flyers; <http://www.sjsf.org/> Their Indoor Fun Flies are held on 3rd Wednesday at the Fellowship Baptist Church 1520 Hainesport Rd., Mt Laurel NJ. Some of their members fly with us too.

The Silent Knights Soaring Society of Newark Delaware often have an indoor season which depends on their securing suitable venues; <http://www.skss.org>

And there may be other venues too, let us know if you find one. Meanwhile I suggest we send out an invitation to the local clubs to join us at our venues too.

Dave Harding



Propstoppers at the Muncie SAM Champs

Once again Propstoppers Dick Bartkowski, Chuck and Tina Kime and your editor, Dave Harding, travelled to the AMA site in Muncie Indiana for the SAM Champs. The Champs alternate between Muncie and Las Vegas sites and so this year it was Muncie.



The AMA HQ building, a rather attractive 30's style airport.

One aspect was different for us this year; we were running the event! Something close to \$20,000 changed hands in running this activity, much of it passing through the capable hands of Tina Kime, our Registrar.



Registrar Tina Kime with helper Ann Maly work registration.

In addition to a whole week of RC and Free Flight competition there were three events with food; the President's Reception, the "Bean Feed" on the field and the Banquet. There was also a Swap Meet and Concours, the latter run by Chuck Kime. So with almost 150 contestants we were busy.

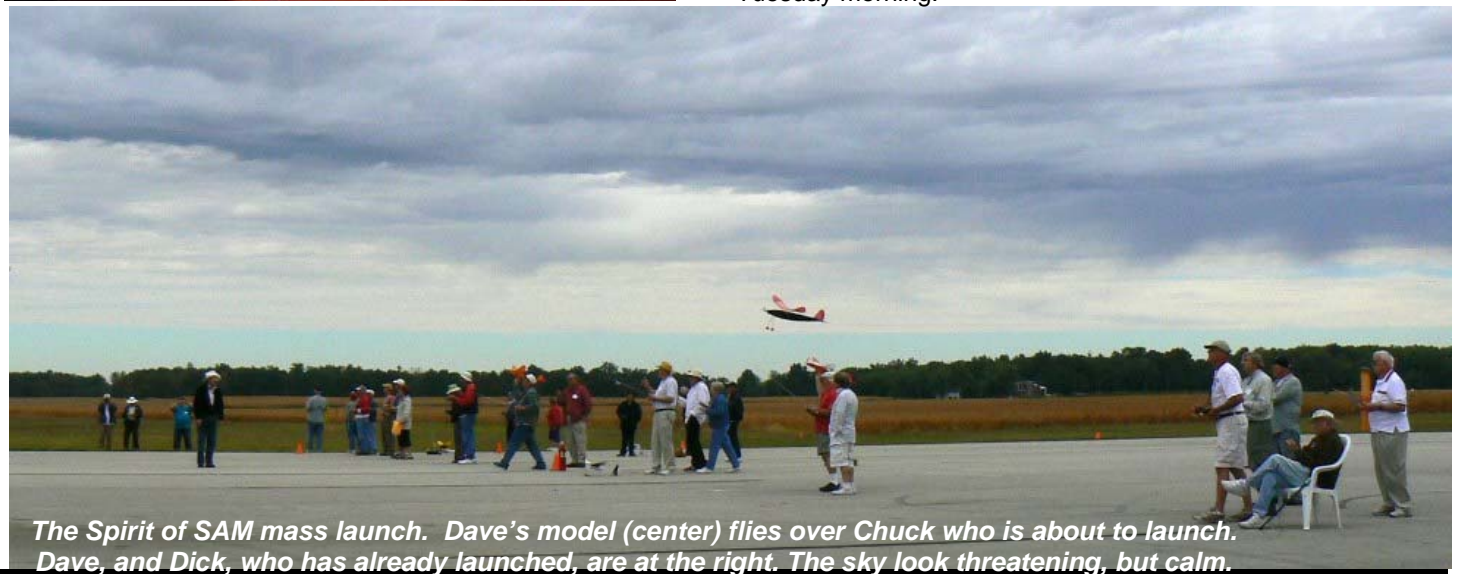
The first event was the Sunday evening President's Hail and Farewell Reception. Almost 100 people signed up for this, outstripping the capacity of the HQ hotel's meeting room by 100%. At almost the last minute we scrambled for an alternative meeting place and lucked out when AMA offered the use of their (our) new McCullough Education Facility and the adjacent AMA Museum. What a place to hold a model airplane reception! Even the weather cooperated as the fine Indiana summer evening allowed us to open the large garage style doors taking the meeting "outdoors". Members could eat and chew the fat with old friends then wander through AMA's superb museum.



The awesome AMA Museum

Dick Bartkowski "catered" this event and we drove the 600+ miles to the sweet smell of Kielbasa and Meat Balls (well not really as they were frozen, but we did have five fresh loaves of home made bread).

Flying commenced on Monday and although it was a fine sunny day the winds were high as a result of the storm that swept through the area on the preceding weekend. So although the gas models flew with their higher wing loading, we postponed the Spirit of SAM electric Mass Launch to Tuesday morning.



The Spirit of SAM mass launch. Dave's model (center) flies over Chuck who is about to launch. Dave, and Dick, who has already launched, are at the right. The sky look threatening, but calm.

This event starts with a mass launch and there were nine flyers this year. Dick put in the best flight of the flyoff, but this event is unusual as the score is the second highest of three. So you must make at least two flights to score. My first flight was modest below mid-field and Chuck struggled with a new untried model that did not want to fly! As you can see from the picture above the early weather was calm but overcast a condition with no thermals, so the better and winning flights would come later in the day. Dick's second flight was excellent but Jay Burkart's was a little better. My second flight was a little better and Chuck had problems but made a third flight. I decided not to make a third flight as I wanted to get on to the next event. Dick's second flight rewarded him with second place, not far behind the winning time. Dick has won this event several times in the past, but when the weather is popping there is an element of luck in finding the best thermals at the time you decide to fly.

The next event for us in the now much improving weather was Limited Motor Run where we get a 90 second motor run and glide / thermal to a ten minute maximum. You get four tries and the best two count. Two maxes and you are in the flyoff. Dick was flying his venerable Record Hound with which he went out and scored two maximums. He was in the flyoff.

Chuck was to fly a brand new model and he made a short test hop only to find a lack of power. We reasoned that the prop was too small so he set about changing it. He had the model upside down on the table tightening the prop spinner nut with a screwdriver shaft when it snapped causing him to push down on the model and break the wing in several places. It was repairable but took a while.

I was flying my Boehle Giant in four events this year. The first one was LMR where I was using a power setup that pushed the gearbox and ESC to the limit; and I didn't know where the limits really were. A ground test showed the gearbox to hold and the measured 117 amps was below the 125 amp limit of the ESC so I thought it might be ok.

However, this power level was way below that allowed and I didn't know just how high it would climb. As a rule the simple physics indicates altitude of the climb is proportional to power loading in watts per pound. We try to drain our batteries in the 90 second climb; a 40C rate.

My two cell Hyperion 4500 mah LiPo was rated 30C (90 amps) and the 40C discharge would be 180 amps, so I left a significant performance increment on the shelf so to speak. Nevertheless the model performed perfectly and I scored two easy maxes and I was in the flyoff along with eight others.

Dick Bartkowski launches his Record Hound LMR, Chuck Kime times and SAM President Ed Hamler watches.



Crew Chief Chuck Kime brings home the winning LMR after an awesome flight, high time of the meet.



The LMR flyoff. Chuck extreme left, Dick out of the picture but his Record Hound is next to Chuck. My Boehle Giant is in the center. Contest Director Don Bekins gives the orders on the right.

The flyoff was one of my most magical flights. A flyoff is a tactical event. You are not seeking the highest time, but rather you are flying to beat the competition. This means that you and your timers must be aware of the competition, where they are and how good the air is in their location. Now it is true that bigger airplanes fly better due to the Reynolds number effect on wing performance, particularly with model airplanes where the air acts more like a sticky substance and small wings poop out. It is also readily apparent that you can see a big model at higher altitude and further, thermals get bigger in size with altitude. So while I have been working on the Giant, the biggest of them all, for four years the competition has not just stood still. The top guys, Michigan's Jack Hiner, two time League of Silent Flight Level IV and World Record holder for glider distance, Jay Burkart and his Kentucky flying buddies Kent Meglemry and Henry Gullett, have build big Lanzo Airborne models and they have been practicing with them too. They all made the flyoff.

The Kentucky Posse with Michigan Jack Hiner and their large scale Lanzo Airbornes



West coast flying buddy Dale Tower also produced a very large Stardust Special, the airplane I have been flying for several years. He hadn't sorted this out in prior meets but it was flying well here and he too made the flyoff.

West Coast flying buddy and very long time Old Timer flyer, Dale Tower, with his huge Stardust Special for Electric Texaco and LMR events.



The flyoff took place in great air; lift everywhere, but as I said, watch out for the good guys. My timers quickly identified a patch of sky right over our heads where there were nine buzzards and three Lanzo Airbornes. These planes quickly flew so high as to be out of sight much of the time.



Dale Tower's huge Stardust Special LMR on takeoff

But we equip our models with chrome tape on strategic surfaces so as to get sun glints when the model presents a particular face to the sun. This way we not only know where they are but which direction they are flying.

So I flew under this patch and began to climb into the same air. They were always higher than my model but I was able to stay with them ranging from cloud to cloud as the thermals grew and diminished. After a very long time the clouds dissipated and the lift departed. One of the good guys, still above me began to transit to another region in search of more thermals so I followed in clear blue sky. But there can be lift in such conditions.

When flying in still air, searching for lift you trim your model to fly hands-off with a margin from stall. Any rising or sinking air causes the model to respond. A sudden turn to the right indicates that you have encountered rising air on the left or sinking air on the right. The response in this case is to turn left or in the opposite direction to the upset, this will put you into the thermal if it is rising air that caused the upset. Similarly if the model pitches up from level flight you have encountered rising air and so on. This is the key to finding thermals. Once you have found one you must turn and circle to remain in it. Thermals are rising columns of warm air. If you continue straight flight you will eventually fly out of it, hence the circling flight; just like the hawks.

Anyway, I found a thermal that had been missed by my competitors and I followed it downwind to great altitude, eventually turning back when it became hard to see. This was enough for the winning flight and the longest flight of the meet at 58 minutes, 13 seconds. Dick did not hook into the initial boomer that took the big models to altitude but finished a respectable 6th.

Chuck Kime with Speed 400 Kerswap, the Model of the Year



Wednesday was another fine day and it started with a Speed 400 Mass Launch. Chuck, Dick and I had models in this event. Dick and Chuck with new Kerswaps, the 2010 Model of the Year, both models had limited flight time, and I flew one of my venerable Stardust Specials, un-flown since the Arizona meet last January. This event starts with a mass launch but you have four flights and the best two count. My

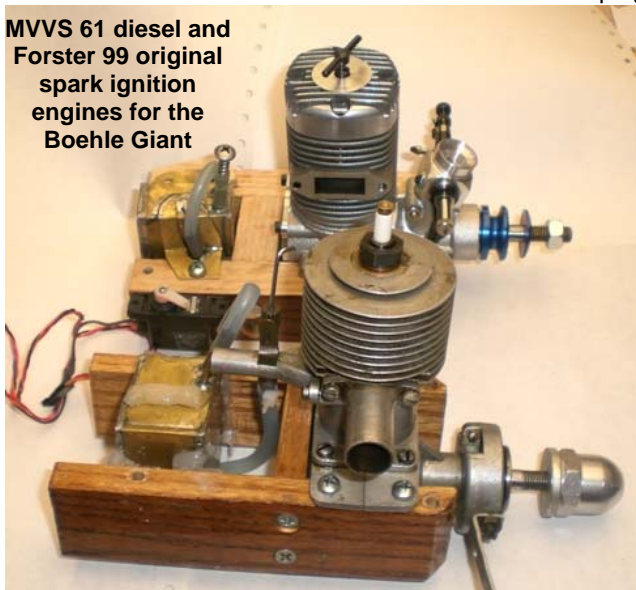


Speed 400 mass launch. Dick extreme left, Chuck to the right and Dave out of the picture to the left.

model landed on launch with no power. I subsequently found a cold solder joint between the ESC and the motor. This was easily repaired and later in the day I made two decent flights in the eleven minute range; a normal still air time for this model. Dick and Chuck didn't find lift either and the Kerswap is probably not as aerodynamically clean as the Stardust Special and their times reflected it. The winner, Jay Burkart found some lift as did two of the other Airborne flyers to finish first, second and third. I placed fourth with Dick and Chuck down the line. Nineteen competitors flew in this event.

But for me the interesting, challenging and frustrating event of the day was with the Giant, now fitted with an Irvine 40 diesel flown in Glow Texaco (don't ask, putting diesels in the glow category is a long and complicated story). Actually my story goes back more than a year to the European SAM RC Champs where one of the most competitive events is Texaco. All Texaco events are how long can you fly on a given amount of energy (fuel or battery). In Europe they allow only half as much as in the US Texaco events ~ about 2 cc per pound vs. 4 cc in the US. This means that fuel economy is the key parameter and most use 60 sized diesel engines turning big props slowly. I decided then that if I could figure a way to take the Giant to Europe I would fly this event. So a year ago I bought the engine of choice, a Czech MVVS 61D and proceeded to prepare it. Below is the MVVS installation together with the Forster 99 I would fly in Friday's Classic Texaco event. But I had all kinds of troubles in developing

MVVS 61 diesel and Forster 99 original spark ignition engines for the Boehle Giant



the MVVS and before I had finished, well not finished, just ran out of time, I had added a Russian MDS 61 diesel and my old Irvine 40 diesel to the mix. Shown below these engines also included an Anderson Spitfire which would have been flown in another event. Anyway, the only engine that ran somewhat reliably at that time was the Irvine so that was the engine of choice for this event.

Diesels can be a pain in the butt, particularly when you run them on the ragged edge of load and lean mixture.



Euro Texaco candidate diesel engines together with an Anderson Spitfire spark ignition engine

Model diesel engines work differently to diesels we know in trucks, cars and ships. They use a fuel rich in ether which is ignited by compressing the air-fuel mixture until it reaches the combustion temperature of the ether. (Remember when you used to pump up your bicycle tires with a hand pump, and it became warm as you pumped? well, ok, never mind. When you quickly compress a gas it gets hot!) Now since the combustion of ether begins at a certain TEMPERATURE the point in the compression cycle at which combustion occurs depends on the initial temperature of the mixture. A cold engine needs more compression to fire than a hot engine. Taking this further into your distant past (for our older readers) you may know that the point in the cycle at which ignition occurs significantly affects the power and efficiency of the engine. This is why our cars have varying spark ignition timing.

But the model diesel engine does not have a spark or glow plug to aid and time ignition, so it has a variable compression device to adjust the ignition point. Cold engines need a higher compression for ignition than hot engines. So we find that model diesels need a few turns of higher compression (yes, they are adjustable with a screw that pushes down the combustion chamber). And when they heat up they need lower compression, or they will pre-ignite and run even hotter; a bad runaway condition.

So when you operate one of these engines on the limits, you need to warm it up and adjust the compression till it becomes stable. Well, you also need to worry about what happens thermally when it flies, as then the prop is unloaded somewhat and the cooling air arrives faster! All this is interrupted when you have to stop the engine and refill the tank; you need all the fuel you are allowed. Then you have to restart and launch before it gets cool!

Well, the first engine setting was a disaster because I overheated it when stopping to refill the tank. Anyway eventually I made a fair flight followed by a really screwed up one when I had to land it in the bean field! Chuck slogged through the field with the model on his shoulders, the model was Ok, and so was Chuck! On the third and final flight I immediately hooked into a great thermal following it downwind to great altitude, but at some point I slipped up as it stalled and dived almost vertically till I caught it at about half the altitude. From there it was a gently glide back to the landing spot for second place. But ... you know, woulda coulda shoulda

Wednesday evening a Swap Meet and Concours were run in the magnificent Horizon Conference Center in down town Muncie. Chuck ran the Concours with its amazing display of finely crafted models. You had to fly your model for it to enter the Concours.



George Shacklett's electric powered
Carl Goldberg's Valkyrie entered the
Concours



14/09/2010 04:43 am

George Shacklett's Valkyrie wing has over 1000 pieces of 1/8 inch square balsa. A work of art and torture.



Chuck at work in Concours

Thursday was another windy day and the electric flyers elected to postpone the Electric Texaco event till Friday, which was forecast to be sunny and calm. So we had a day off to play.

Friday indeed dawned calm and misty but the mist soon boiled off to a perfect day. We had three events on this final day; the postponed Electric Texaco, Electric Wakefield and I had Classic Texaco. For me there was a configuration change as the Giant would fly in both Electric Texaco and Classic Texaco; each requiring not only a different propulsion but different ballast too. We were busy.

The SAM RC Electric Texaco class specifies a minimum wing loading of 8 ounces per square foot, and the gas classes are 10 ounces so with 20 sq feet of wing area the electric must weigh a minimum of ten pounds and the gas twelve, so I had to add over two pounds of ballast. This we did with a two pound hammer and an adjustable wrench taped to a board.



Chuck
weighs the
Giant ballast

However, the electric event also specifies a weight for each battery capacity and this was a problem. The Giant Texaco motor and gearbox was one I used with a four pound Stardust Special. In the original Giant design I powered this same motor with more NiCad cells to increase the voltage and power necessary to fly the larger model. But this year I wanted to fly with LiPo batteries and the smallest three cell 45C LiPo I could buy ended up at 3800 mah. With this battery I needed to add over four pounds of ballast. So an additional large adjustable wrench was added.

But the model flew poorly at this weight with this propulsion system turning a very disappointing first flight. So I set

it aside and made the configuration change to fly Classic Texaco with the 1930s Forster 99 ignition engine.

Meanwhile Dick and I made our Electric Wakefield flights. Dick had been practicing with his model while mine had not even been out of the box since winning in Arizona in January. Chuck had a Wakefield but lost it "over the trees" from CA field. In this event you score the best two of three flights and there is a seven minute maximum.

Dick's first flight was way off his normal performance and while he improved it on the second he missed the max. The third flight however did score a max but you need two to make the flyoff. He had been a previous winner in this event.



Dick Bartkowski and Jack Hiner with their Electric Wakefields at last year's Las Vegas Champs; Dick won.

I put in one easy max and the air was so good that I just went right back up again to score a second, then put away the model to concentrate again on the Giant.

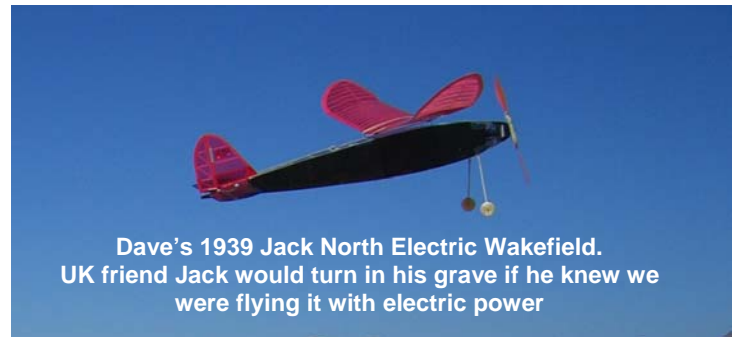
I had not run the Forster in the Giant since I don't know when so at first it was not quite on song. The first flight was quite disappointing. But guru and former owner of this engine Don Bekins was there to help and soon he had it singing just right and I made a decent second flight. This event is best flight of three counts so I had one in the bag. But my real interest was Electric Texaco and I was stumped. But Dick was thinking (he always is) and said why don't you put the LMR motor back in with a smaller prop? We had Motocalc on the laptop and how about that, it indicated that we might get decent performance on the two cell LiPo that would let us fly at ten pounds, but we needed a different prop to either one I had brought. I make these special props using the very high quality Aeronaut blades with different custom made aluminum middle pieces. The LMR prop is a 32 x 17 which is made using the Aeronaut graphite 28 x 12 blades.



Motocalc indicated a 28 x 20 or so prop and although I had a middle piece to make the diameter it had way too little pitch. What to do? The team scrambled and eventually Chuck used the chain link fence post fitting to hold one end while he grabbed and twisted the other with the big adjustable wrench. Meanwhile I had left the un-needed two-cell LiPo back in the hotel. So we decided to throw away the last Classic Texaco flight and while I went to get the LiPo

Chuck removed the Forster and began to install the big electric motor. We finished this just in time for the Wakefield flyoff and only thirty minutes left in the contest.

First the Wakefield flyoff. There were four of us including perennial winners Jay Burkart and Jack Hiner. But on climb out I went one way and they went the other. The weather had changed as it does so often in Muncie. The clouds were dissipating being replaced by large areas of deep blue sky; the dreaded Muncie Blue Sink. And sure enough the other three flyers flew into it coming down in half the usual time. I on the other hand found lift over the old farm building that often helps us this way. All I needed to do was stay up a little while waiting for them to land and then put it in the landing area for the win; most satisfying.



Dave's 1939 Jack North Electric Wakefield.
UK friend Jack would turn in his grave if he knew we were flying it with electric power

But now we only had fifteen minutes left to put up the last Electric Texaco flight, with an untested propulsion system and prop! It took off easily as I expected but I cut back the throttle to a cruise climb. See the cover photo.

As I was climbing out Dick pointed out that one flyer from an earlier gas flyoff was waaaaay high directly above us so I maneuvered into that piece of sky and climbed steadily. I hooked into the thermal and rode it for a while until it dissipated and I came down into the landing region. Just as I was planning the final approach over the end of the macadam runway the model twitched and I cranked it over into a slight thermal. I rode it for a little bit being coached as to how to center the model in the lift by Don Bekins. And wouldn't you know it, that thermal grew and grew until the model was so high and downwind that it was becoming hard to see. I was now the only model in the sky so I asked what time I had to beat; who has the best time? I was told that the best time was 37 minutes or so and I was already at 33. I could drop straight down and beat that time but of course I had to get back to the landing area, so I abandoned the magic thermal and cranked in down trim to beat a hasty path back to the landing area. At some point in this process the word came that I was given the wrong information and that Jack Hiner had made a 54 + minute flight earlier in the day. Darn! Or worse! I had abandoned that great thermal and wasted time by diving down, but it was too late to recover and I landed for second place in almost 50 minutes. What a flight, what an event!

We didn't retain Dick's Electric Champion Trophy but they did know the Propstoppers were there.

Of course there has to be an end, even for magical events, but there was one last surprise. At the Banquet Tina Kime was awarded a "Sweetheart of SAM" a well deserved recognition for three years of hard work. It was greeted with enthusiastic applause by the large crowd. Well done Tina.

Dave Harding

Dave Harding - Editor
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Propstoppers R.C. M.A.C



Chuck Kime steadies the Giant wing for takeoff while Dick Bartkowski times and Dave flies for the last flight of the 2010SAM Champs at the AMA field in Muncie Indiana

The Indoor Flying Season

Get your models ready for nine plus great flying evenings.

Tinicum School,

Friday nights 6:30 till 9:30 p.m.

Nov. 5 Dec. 10 Jan. 7 Feb. 4 Mar. 4

Brookhaven Borough Gym,

Saturday nights 6 till 10 p.m.

Oct. 23 Nov. 13 Dec. 11 Jan. 8

Bring your family, your friends, and invite other flyers. AMA required but we can sign up youth flyers at the site.

Club Monthly Meeting

Next Tuesday 12th

At the Middletown

Library

Doors open at 6 p.m.

Meeting 6:30 till 8

Bring your models or other paraphernalia for show and tell.