



# The Flightline



Volume 40, Issue 12

Newsletter of the Propstoppers RC Club

AMA 1042

December 2010

## President's Message



At this time of the year we have to be thankful that our club is so blessed. Our president, Dick Seiwell, has long been responsible for finding and retaining our flying fields and with his extensive network in the community, placating those neighbors who make it difficult. Surely, no club had a newsletter editor better than Dave Harding, who brought a wealth of technology to each edition, alongside details of modeling activity. Of course, his national and international participation is OUTSTANDING! It is great to see full color photos of Dave and Dick in SAM SPEAKS. What a pleasure to have a secretary like Dr. Dick Bartkowski who perseveres with still-experimental configurations (canard, flying wing) and quantifies the mystery and parameterizes the artistry of model flight. We are blessed with so many helpful and supportive modelers (who would be embarrassed to see their names selected for print!) Is there truly a more prolific builder than Mick Harris? Is Tina actually the main strength behind Chuck Kime?( See competition photos for clue).How many really good helicopter flyers do we have now-we thought Al was alone! So many club members deserve accolade but some of them have performed and contributed quietly and out of the lights, so we won't disturb their privacy here! Yes, all of us have much to be thankful for. Most of us are over facilitized- how many transmitters do you have? How many models decorate your cave? How much balsa do you have on hand (sheets, spars, strips heavy, light) plywood, bass? How many glues? Thank goodness the American Helicopter Museum gets all your old model magazines!

We are thankful the library allows our meetings downstairs on the second Tuesdays. We are thankful to share the Christian Academy with the frogs and crayfish. We are thankful that Elwyn may offer us the use of the field along 352, although it may only be suited for helicopters, which are normally flown closer to the pilots, rather than fixed wing RC which has more potential to be flown accidentally into nearby vehicular traffic. A more promising, much larger site, at Garrett-Williamson may be made available as a community facility to be shared by members of our club and other clubs. Happy Holidays, everyone!

*Ghost written for Dick by Dave Bevan*

## Minutes of the Propstoppers Model Airplane Club

The November 9, 2010 meeting at the Middletown Library began unofficially when eleven people showed up before 6:15 pm and began serious modeling technical discussions. That came to a stop when we called the meeting to order at 6:30 and required nineteen people to sit down. Starting subjects included the Brookhaven indoor flying scheduled for the upcoming Saturday Nov. 13th. Minutes of the October meeting were approved and discussion centered on safety, such as no taxiing into the pits, and the need to leave a high grass barrier behind the pilots. Field possibilities were then discussed- mostly that we have meetings scheduled with Elwyn and have no firm agreement yet on alternatives. The indoor events are a huge success, in fact we regularly break our rules as to how many planes can be in the air at any one time! The races are spectacular no matter which one-design is running. The mustangs wow everyone. Next we will be having pylon races, card table landings, and gymkhana, it seems. Just before closing, for show and tell, John Moloko exhibited his nice P- 47 with flaps, retracts, and a four-bladed prop. Good show.

Dave Bevan

## Agenda for December 14<sup>th</sup> Meeting At the Middletown Library;

*Doors open at 6 pm meeting at 6:30*

1. Membership Report
2. Finance Report
3. Show and Tell

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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

**14<sup>th</sup> December**

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 10 am 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  
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.

### *A Message from Dave Harding*

For the last eleven years it has been my great pleasure and privilege to edit the Propstopper's newsletter. But recently I have realized that my extensive travel away from the field and the hugely enthusiastic new thrusts of club activities have left me struggling to report on them.

We are blessed with a cadre of new members who fill the skies at every opportunity. They fly a wide variety of the excellent ready to fly models, a field in which I have no particular knowledge or insights. Consequently I am not able to comment on this field. Some of my travels provide experiences in the modeling world that I share with members, but this year I was not able to complete my annual trip to the Euro SAM RC Champs, nor did I have time to experience and report on the SoCal scene, two fields of interest to me and club members.

About three years ago I began an article on a particular construction technique when I realized that only four or so of our fifty members still build their own airplanes and they already knew how to do it. So that was also closed a field which had been fruitful for articles over the years.

Consequently I realized it was time to offer the reins to someone else and thankfully Mike Williams volunteered to become the new newsletter editor; Thanks Mike.

Mike has been a stalwart club member from the very beginning of his involvement with the Propstoppers and he is thoroughly involved in the fixed and rotary wing model flying. He is a regular contributor to the Show and Tell activities and is first in line to offer help when asked. He will do an excellent job for us in his new capacity.

For my part, the tank has not run dry as there are many areas of model aviation that interest me and I can share with the club through articles in the future. Indeed, as I write this from Pasadena my flying buddy and I plan to go out and watch the F-22 Foamy Combat activities at one of the local fields. So, please welcome Mike's tenure and support him with pictures and articles as you can.

Thanks again for the privilege, Dave

### Propstoppers RC Club of Delaware County, Pennsylvania. Club Officers

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### ***Air Force Version of the Parkzone Micro T28***

Being an old Air Force guy, I couldn't help myself from transforming my "NAVY" based T-28 micro into an Air Force version. With a little help from sandpaper, acrylic paint and some home-made decals; VIOLA!

The first step was to remove the NAVY decals. This took quite a bit of effort using an exacto knife and tweezers. The decals must be welded on and left a few divots which were filled in with 'micro-ballons" and sanded with old fine grit sand paper. If you've never used nor heard of micro-ballons; it's available from your local hobby shop and resembles wall spackle. It works great on foam or balsa and sands to a smooth finish.

The second step was to remove as much of the Navy orange from the cowling, tail and wing tips as possible before applying the "Air Force blue" which was mixed from dark blue and "Blue Angel" blue acrylic paint which I had on hand. Masking tape was from Scotch, which seems to work better than 3M. Any uneven lines were hidden by Pactra trim tape available from the hobby shop. I used red trim against the blue to maintain the Air Force color scheme.

Finally, the wingtip decals were printed on WHITE waterslide decal paper to cover any remaining orange and the USAF decals printed on CLEAR waterslide decal paper. The Font used for the markings was AMARILLOUSAF I downloaded from the internet. The Checkers were made using Microsoft excel. To get the squares any size you may need, I came up with the formula; Column \* 6.1429 = Row.

I wonder what Chuck Yeager would think!

**John Moloko**



### ***California Dreamin'***

This time my trip to our daughter's in SoCal was a pop-up opportunity to help out while her husband is away on business. The situation occurred suddenly and I grabbed a flight within two days and without an end-date or preparation for a longer stay. However I have been able to get a few flying opportunities in with my West Coast Fleet. Well, not much of a fleet as the only flying machine at this point is my Mountain Models Magpie, an excellent aerobatic trainer that is quite rugged to take the occasional "arrival". However I did bring a motor/ESC/battery combination with the intention of making a big delta for the fleet.

But last weekend my OFB Mike Myers and I ploughed the fertile ground of the Sepulveda Basin flying site where there may have been fifty flyers milling about and with maybe eight to ten airplanes in the air at a time.

The field is in the Balboa Park area of the Sepulveda flood basin, behind the Sepulveda dam. It floods every few years but otherwise makes an excellent park. The flying site is a permanent affair with paved taxiways as well as a substantial paved runway and paved pit areas too. There was even a hot dog vendor out on Saturday morning. There are flying areas for U/C models, RC helicopters, big and fast RC planes, flying off the runway, and another dirt field for the RC electric flyers.

Here is a view of the big and fast model pit area;

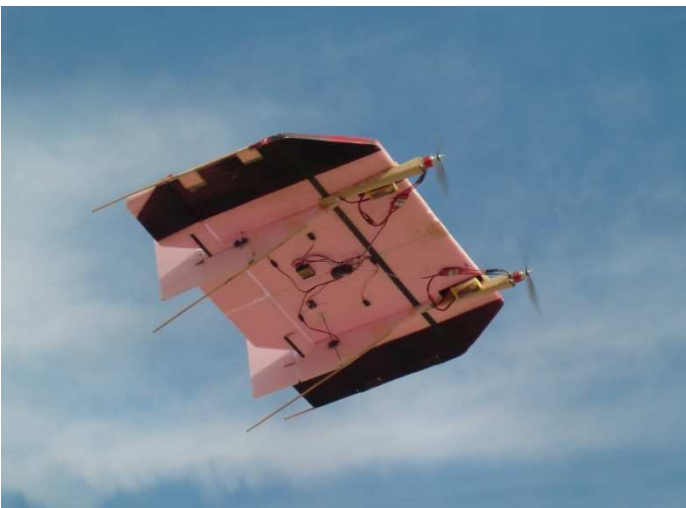


There is also a six container storage area with an integral solar charged battery charging station. The solar panels charge the storage batteries located inside the containers and feeding the charging station shown here; pix



There are always some innovative models flying here and this day was no exception. Two models took my fancy. First the flying card table. This model is made from a sheet of  $\frac{3}{4}$  inch pink foam and is about three to four feet span. The two identical motor/ESC/batteries power this great flying model and of particular interest is that the motors are coupled to the rudder control providing differential thrust; rudder input also changes the relative thrust of the two motors allowing a "spinning plate" maneuver. This simple model has "stilts" for a landing gear and takes off vertically. I asked if he landed like the Pogo planes of the 1950s and he said he did, but only when the wind is calm!

The other model that took my fancy was a rather nice blue foam F-15 pusher. It was interesting for several reasons. First it was a simple build, but with a built-up nose so it looked more realistic than the flat fish models. The controls were simply elevator on the horizontal stab, which was hinged on a cross-ship carbon rod, and ailerons. The wing was a thickish soft foam affair made from the remnants of an old flying wing. The model was impressive in flight because it had a wide flight envelope with high speed passes and really smooth low speed controllability.



We had gone out to this field on Saturday morning hoping to find the F-22 combat ships, but this lonely but well decorated (and repaired) model was the only evidence we found this day. Maybe next week.



On our way back from the field we stopped at Lowe's and bought a fanfold blue foam stack which we shared. Today I visited the local Hobby People and bought three servos and some props. I keep a Hitec 72 MHz and Futaba 6EX 2.4 GHz radios in California, but found I had taken all the Futaba receivers back to Philadelphia. We fly in the parks here with little frequency control, and although it works well, I am concerned that one day it won't. The darned Futaba FFAST receivers are expensive and as things are changing in this area I was not sure what to do. Well, while at the hobby shop I found a complete AERO SPORT 2.4 GHz Transmitter and Receiver set Airtronics compatible on sale for \$50! I asked about the cost of additional receivers but they were \$50! OK, I will stick with just one for now and swap it from plane to plane.



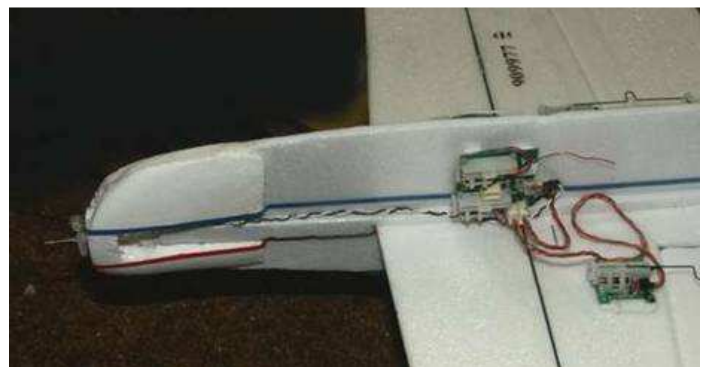
Dave Harding

### ***Recycling a Micro 4-Site***

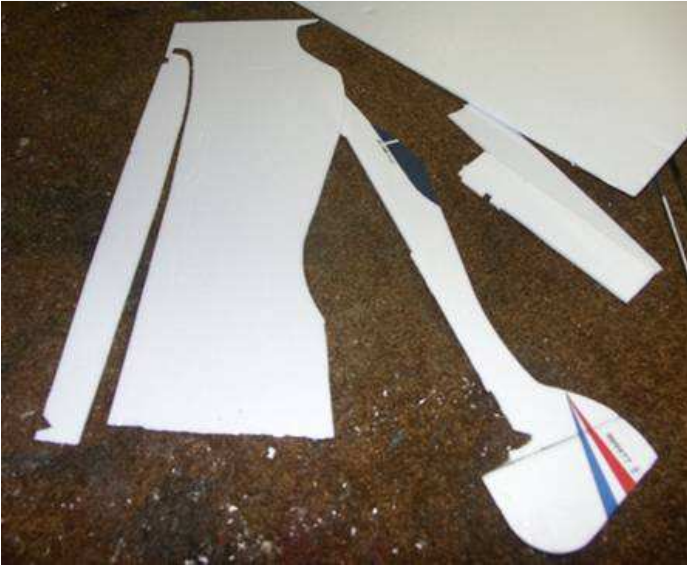
Thanks to Dave Harding who taught the foam airplane sessions at the monthly work-shops at the gun club, I set on a journey to fabricate my first "Foamy" and resurrect my beaten and dead 'E Flite 4Site' into something flyable.

The plans were traced from a previously destroyed M.A.E. Slick from a friend.

The Fuse was cut from 3mm Depron foam (wings and stab 2mm Depron) from the plans; although the fuse nose was reinforced from block foam cut from the old "4Site" box and extended 1 inch to avoid unneeded balancing weight in the nose if possible.



The fuse is constructed in 2 parts (top/bottom) to accommodate a length of square carbon fiber tubing for fuse rigidity.



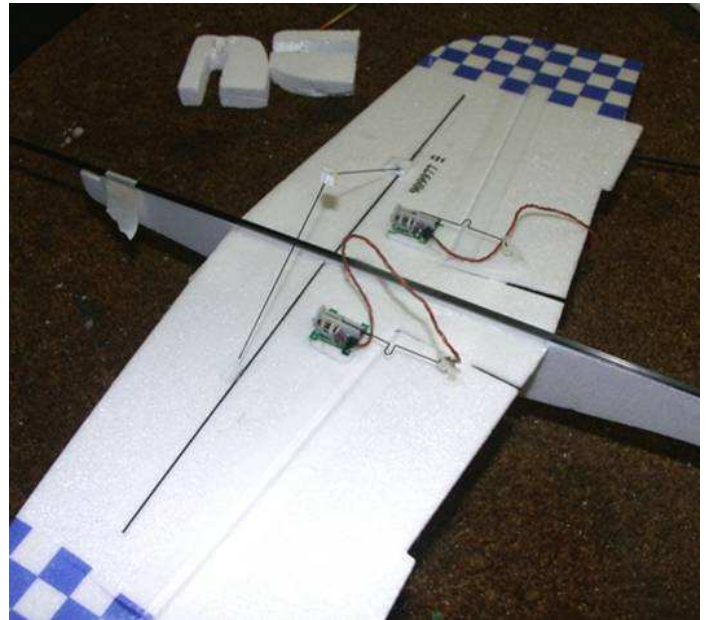
As you can see from the photos, two foam stripes were cut and mounted lengthwise along the fuse to HIDE the fiber rod for appearance sake.



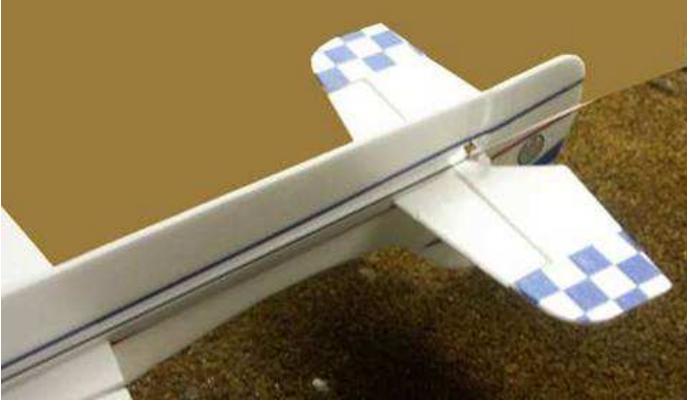
The next step was to create a "jig" to hold the top half of the fuse, rod, and wing, square for CA gluing. This also was cut from the old 4Site box container.



All 4site hardware was reused for control rod hinging along with hinge tape for the control surfaces.



By using a leather tooling blade, the wing and stab control surfaces were "gouge cut" similar to the factory method eliminating the need to cut completely through leaving just enough foam for the control surfaces to be flexible. The rudder control horn was fabricated from the Pepsi bottle I had just emptied. This foam construction sure makes a fellow thirsty!



Once the bottom part of the fuse was glued in place, it was time for the motor and ESC to be mounted. The motor has a slight down thrust and is "sandwiched" between the nose blocks that were cut and sanded to fit the nose. The ESC was mounted on four small foam blocks and the glued in place.

The graphics were drawn with "Microsoft PhotoDraw" and printed onto water slide decal paper from Papilo.com. As you can see from the photos, I tend towards the patriotic red, white, and blue.

To set the CG, four .17 caliber lead pellets were embedded into the foam.



**John Moloko**

### ***A Few Words from the New Guy***

As I take the reins of the newsletter from Dave who has admirably served in this role for over a decade, I realize that I have some rather large shoes to fill. I'm sure that I will be consulting Dave on a regular basis as I get the hang of this.

As we make the transition, I ask that you be patient with me as I learn the ropes.

This is something that I cannot do alone. I will be asking for content from the entire club to make sure that my voice is not the only one here. If anyone has ideas for future articles, or has content that they would be willing to contribute, they will be most welcome. Also, for those that bring cameras to the events, I would appreciate it if they could forward me copies of the pictures for potential inclusion in the newsletter.

This month we owe a big thanks to Dave Harding and John Moloko for submitting articles. John has certainly come a long way with his foam building.

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# Propstoppers R.C.M.A.C



This shot from last January's indoor fun fly reminds of the indoor fun we still have to look forward to