



The Flightline



Volume 44, Issue 6 Newsletter of the Propstoppers RC Club AMA 1042 June 2014



President's Message

Well, the fields are in good shape except the access to CA field. I know a 4wd vehicle can traverse the muddy stuff but they also chew up the surface when it is wet. So don't drive to the right, which is off limits right now because it has been chewed up. Please follow the new path I have prepared.

Elwyn's farmer has once again cultivated portions of "our" field and added the dreaded electric fence to boot. But we have managed to squeeze a bit more width so the field is fine, especially for morning flying.

Saturday 21st June is our Sumer Picnic. Jeff Frazier will bring the dogs and burgers; Bill Tomasco will do the drinks again and I will do the grilling. Of course, anything else you wish to provide is always welcome. Canopies and chairs too. The last picnic we held was scored as the best ever. Let's see if we can top it.

The next club meeting is the 10th of June in the Gateway Church meeting room at CA field, see if you can make it, bring some show and tells, or a subject you wish to share with the club.

Dick Seiwel, President

*Agenda for June 10th Meeting At
Gateway Community Church,
At our CA Field site;
Meeting 7pm till 8:30?*

1. Show and Tell
2. Membership Report
3. Finance Report
4. Club Calendar Review

Minutes of the Propstoppers Model Airplane Club
May 13 at the Gateway Community Church Meeting Room

Call to order by Vice-President Al Chung took place at 7:05 pm
Roll call by membership chair Ray Wopatek showed 11 members
and 1 guest present

Treasurer's report was presented by Pete Oetinger
Minutes of the April meeting were approved as published

Old Business:

President Dick Seiwel informed us that the Christian academy field is very wet. The recent flooding rains have left the field under water in spots. If you plan to go there, avoid the periphery until the weather dries it out. Several cars have gotten stuck in the mud.

New Business:

The fall picnic will be held on Saturday October 4 2014 in conjunction with the church group at the Christian academy. They plan to come and observe the flying.

Show and Tell:

John Dixon showed his vacuum former that he uses to mold acetate sheets in his oven. He sets the oven to 250° and applies the vacuum from a shop vac.

Mick Harris showed his stick and tissue built Skyrocket model with a 30 inch wingspan. He converted it to electric explaining that this model had a short nose different from conventional rubber models which have a longer nose piece. That means he could balance it with an Electric Motor up front. Apparently, when it was designed, balsa was unavailable so propellers were built with hardwood and forced a shorter nose for balance.

Pete Oetinger told about a flight with his son in North Dakota. His son was piloting a 170. They landed in a strong crosswind which was a bit scary for both.

Adjournment took place at 8:00 PM

Dick Bartkowski, Secretary

Picnie Sat 21st June

10:30 till 4 CA Field

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Picnie Sat 21st June

Calendar of Events

Club Meetings

Monthly Meetings

Second Tuesday of the month.
Gateway Community Church at the Christian Academy. Doors open at 7:00
Next Meeting; 10th June

Tuesday Breakfast Meeting

Tom Jones Restaurant on Edgemont Avenue in Brookhaven. 9 till 10 am. Just show up.
Flying after in the summer at CA or Elwyn Field 10 am. Weather permitting.
Indoors at the Brookhaven Gym in bad weather 10:30-11:30 See dates allowable.

Regular Club Flying

At Old Christian Academy; **Electric Only**
Monday through Friday after school till dusk
Saturday 10 am till dusk
Sunday, after Church; 12 pm till dusk
At Elwyn Field; Gas or Electric
Monday through Saturday 8 am till dusk
Sunday 12 pm till dusk

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.
Check our Yahoo Group for announcements;
<http://groups.yahoo.com/group/propstoppers/>

Beginners

Beginners using due caution and respecting club rules may fly Apprentice or similar models without instructors at Christian Academy Field.
The club also provides the AMA Introductory Pilot Program for beginners without AMA insurance.

Propstoppers RC Club of
Delaware County, Pennsylvania.

Club Officers

President Dick Seiwel reslawns@verizon.net
(610) 566-2698
Vice President Al Cheung alandjennifercheung@gmail.com
(610) 742-0602
Secretary Richard Bartkowski rbartkowski@comcast.net
(610) 566-3950
Treasurer Pete Oetinger
610-627-9564
Membership Chairman Ray Wopatek raywop@gmail.com
(610) 626-0732
Safety Officers bgsteam@comcas.net
Eric Hofberg
Ryan Schurman throttle152@hotmail.com
(610) 565-0408
Newsletter Editor
Dave Harding davejean1@comcast.net
(610)-872-1457

Propstoppers Web Site; www.propstoppers.org

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Indoor Season Expanded Year Round

Some of us, well something like twenty members, are lucky enough to have completed their innings at the bat and can now attend our weekly Tuesday Breakfast at Tom Jones. When the weather is fine some of us prepare to the field afterwards for some flying. Obviously there are times when the weather precludes this and we can't fly. But the other day a penny dropped in the old brain. We sit within a hundred yards of the Brookhaven Gym so why not see if we can fly indoors when weather precludes flying outdoors?

So our Indoor Maestro Chuck Kime, asked for permission and sure enough we are welcome to fly there on some days. So thanks to Chuck and Harry the Brookhaven custodian, we have an extended indoor season. Here are the allowable dates for the next few weeks.

Brookhaven Indoor Tuesday Morning Flying

Flying Time--- 10:15 to 11:30 Tuesday Mornings.

Flying Allowed	No Flying
June 3	June 24
June 10	July 1
June 17	July 8
July 15	July 22
Aug 12	Aug 5
Aug 26	Aug 19

Thanks Chuck and thanks Harry.

3D Hobby Shop Mini-Giant Aerobats Spawning at CA Field

Following the recent trend to 80+ inch Aerobats at the field we now see a whole new fleet of these 70+ inch machines all with Hacker A-60 motors. Here is Jeff Frazier with his Extra 330sc operating on 6S batteries.





These are Ryan Schurman's and Chris Maruzzi's Extra 540s, also from 3D Hobby Shop with Hacker A-30s but 8S bats. Here is Brian Williams with his 3D Hobby Shop Vyper 42 inch Bipe.



Pictures and material from **Jeff Frazier**

Now mounting a motor in an ARF with a fixed propeller position requires a special motor mount, or a lot of screwing around with spacers. Jeff attacked this problem by mounting the Hacker on standoff dowels. But subsequent discussions with Tony at GForce Hobbies resulted in these custom cut aluminum mounts. Tony will make them for you for \$30 per set.



CA Field Topography History

You might wonder why we have such a wonderful flat field at CA, and you might also wonder why we have a "lake" adjacent to our pit area. Well, somebody messed with Mother Nature over the years.

The topographical maps from 1966 show the area from what is now the surrounding trees sloped down towards Chester Creek through three gullies. On the maps only the outer two are shown as wet.

The northern most gully is the one which flows through the western end woods of the Moore farm field. It runs through the woods as old members can attest as we flew from Moore Farm for years and the surrounding terrain is familiar to us.

The middle gully runs through the southern side of Moore Farm and through the woods to the north of our CA field.

The third gully runs down through the Moore woods and under our entrance gate / bridge whereupon it runs beyond the woods to the south of our field.

Now starting somewhere about the mid '60's Sweeney opened a dump on his land and proceeded to fill the two gullies traversing his field, but not before he installed some drainage piping. I assume he filled the land up to what is now our entry gate forming the level playing field for CA and his property too.

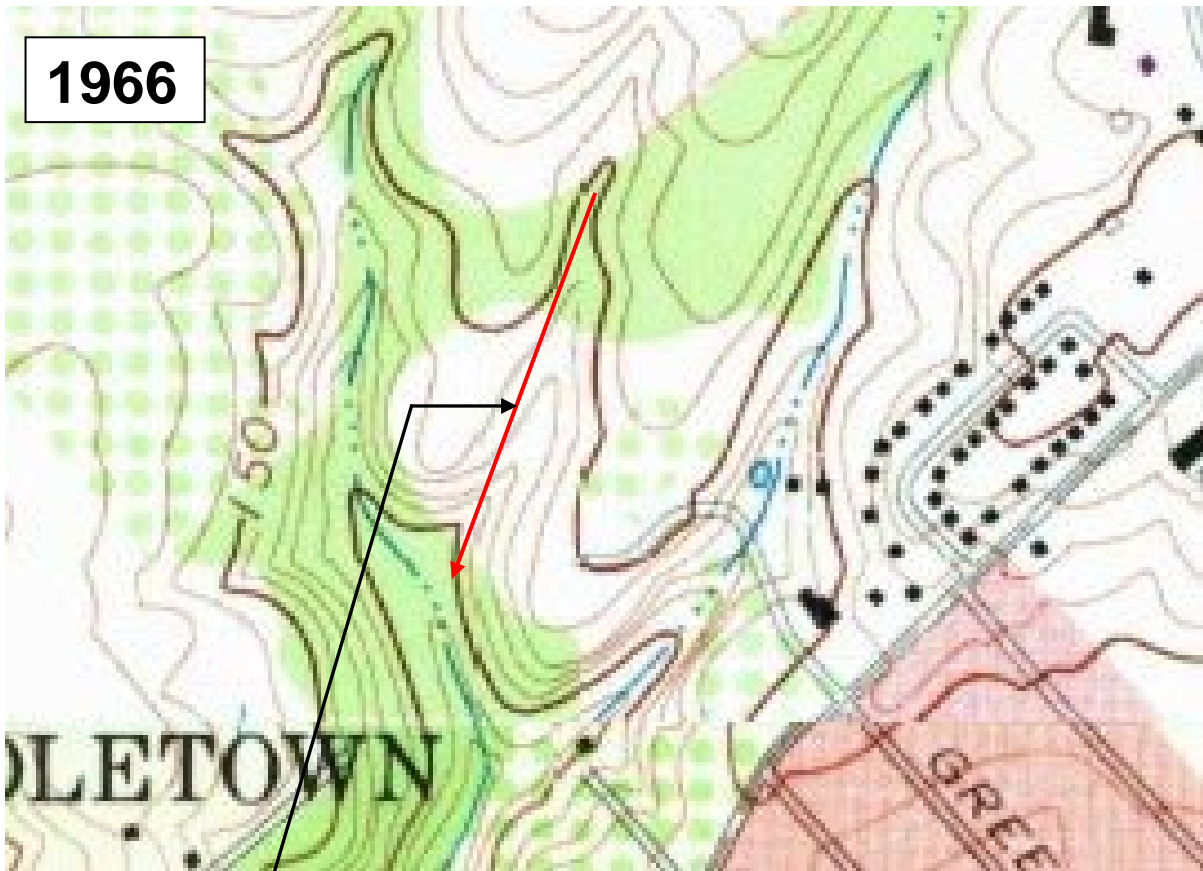
Somewhere along the way the piping that drains the middle gully became blocked or more likely collapsed thereby blocking any flow out of the middle gully. The result is Lake Christian.

When we first obtained permission to use the field the owners were trying to unblock the channel out of the middle gully. They pumped the lake dry leading the outflow across our field and into the gully on the south side. This was probably an illegal act under today's EPA rules. However, apart from finding a whole collection of stray objects like shopping carts they were unable to find the outlet much less open it. So Lake Christian is with us and the result is a beach on our side in the spring and a very soft field as the water percolates across the field.

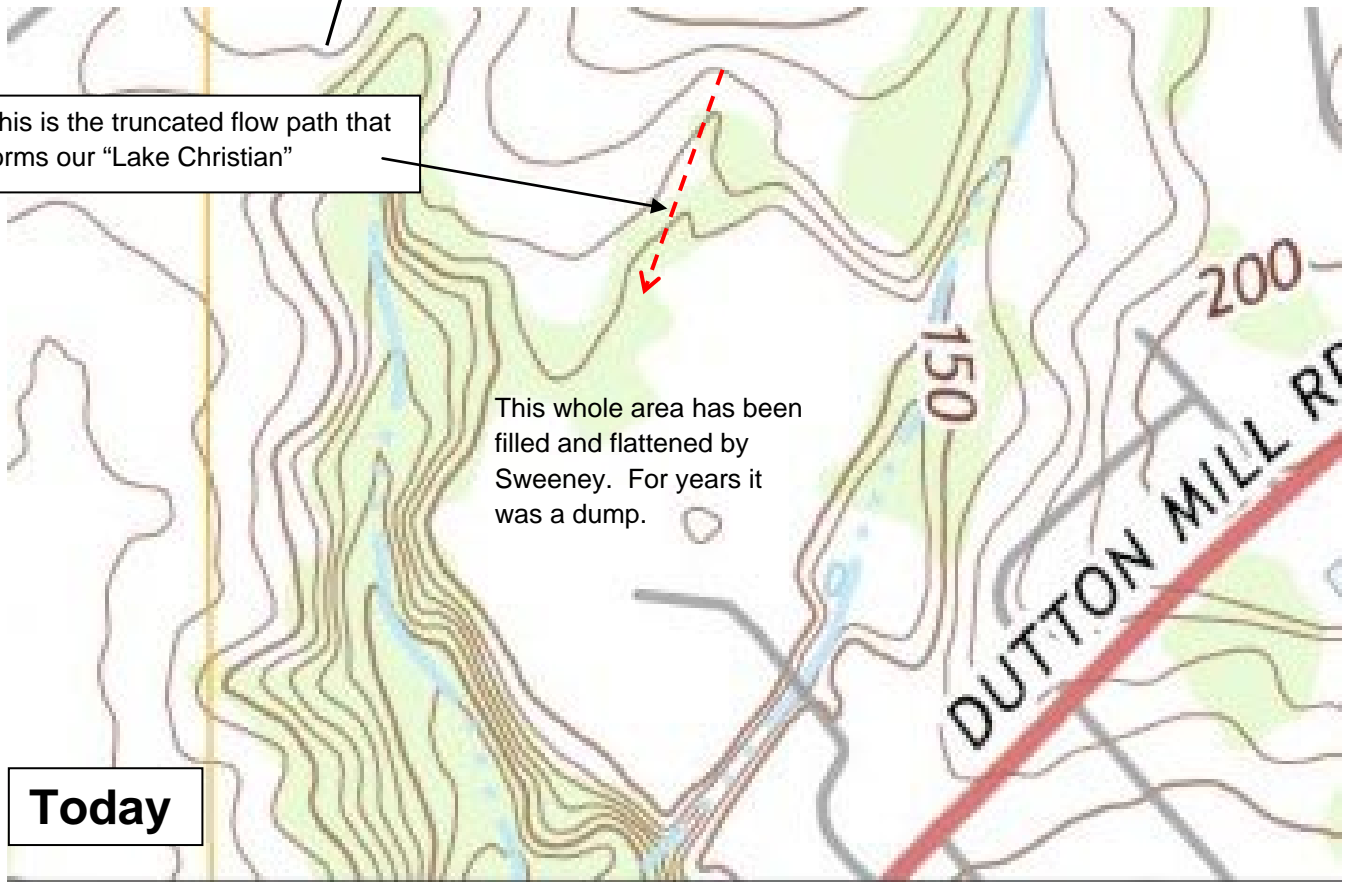
Just thought you might like to know.



1966



This is the truncated flow path that forms our "Lake Christian"



This whole area has been filled and flattened by Sweeney. For years it was a dump.

Today

These Guys Messing with Our Batteries?



HobbyKing

**Nano-tech
World Record
114.5 MPH**

Electric Motorcycle
Class = Under 150kg
World Record Speed
114.488 MPH
at Bonneville Salt Flats.

Even the Wall Street Journal Weighs in on Quads

Following an earlier article on "[Drones](#)" the WSJ follows up with a few flights in the office.





Dave

Check out the video; [Drones](#)

Why Did British Aeromodelers Emigrate to America?

The Crookham Gala and SAM1066 Easter Event on Sunday April 20th

The gala could not be described as festive. Dire weather forecasts deterred the expected crowds. The nine attending (mostly the organizers) huddled disconsolately together against the chill wind, lost in the bleak grey wastes of Salisbury Plain like the last survivors of some defunct druidical faction who'd got the date of the Vernal Equinox wrong. 'And the rains will come at 10.30', intoned the tall imposing figure who was obviously the chief druid. An attractive Plan 'B' began to form in the minds of the less dedicated. No-one will come, abandon the whole sorry affair and leg it to the Middle Wallop Museum cafe for an early lunch. But the rains didn't come and two more adherents who had travelled from afar had arrived with expectations. And so the ceremonies began.

This was the first event of the 2014 Southern Coupe League and six entered. Given the conditions it was decided to fly three rounds. We were sited in front of a fringe of bushes and low trees which provided shelter from the northeasterly but created strong turbulence. Consequently many climbs were dislocated, leaving not enough height to carry over the severe downdraft induced by the valley to the south.

E36 was the only other class flown with three entries. The ten second motor run for the first round produced maxes and long retrievals for Chris Redrup and Peter Tolhurst. Conditions were deteriorating and so motor runs were reduced to five seconds with the results shown on the score table. With no fly-offs or other distractions prize-giving was early at 3.30pm. Ten minutes later, the clouds burst. Several were lucky to get off the plain in the deluge, back to the flooded motorways clogged with traffic.

Crookham contest modellers were not in competitive mood on that Sunday morning.

The forecast was dreadful and the wind was strong and northerly and cold. However three non Crookham club hardy souls turned up. As F1G was part of the Southern Coupe league, I thought I might get a few sneaky points if no one else entered. It was not to be. Just after my model floundered in the wind, Roy Vaughan found strong lift and maxed easily. He had a very long retrieve and later calculated the wind to be near 20mph. As the day progressed the wind got stronger, as forecast.

PeterHall, coupe C. D., decided three retrievals would be enough. I recorded two more times and then turned my hand to E36. My model was in averagely mediocre trim on its previous outing, but in the high wind it was miles out. It got a little better on the the second and third flights. Because of the long retrievals it was decided to use a 5 sec motor run in the second and third rounds. I got a bottle of wine for third place.

The next day, Monday, the weather at Port Meadow was perfect

Sunday 27th. April Middle Wallop

On the downside this was probably the wettest ever Croydon Wakefield Day but on a positive note it was blessed with only a moderate breeze. Come the start of the comp at 10 o'clock with the rain chucking it down it was decided to run the contest to the Croydon Rough Weather Option ie no rounds and a 1.30 max. This was done to minimize the need for long retrievals in the rain but also to reduce the risk of models disappearing in the murk.

Whilst there was not exactly a flurry of activity, a few hardy souls came and parted with their cash but then generally decided to wait to fly in the hope of the weather improving; which, miracle of miracles, it did as come lunchtime the rain stopped and the visibility improved. This situation essentially prevailed for the rest of the day but with one or two short showers, and then a torrential downpour during the fly-offs.

With dark clouds all around it was decided to bring the fly-offs forward to just after the comp closed in the hope that we might get the flights in before the rains came. Unfortunately we were thwarted by the rain gods and the heavens opened although Peter Hall waited and waited and managed to get away at the end of the fly-off period when the rain had virtually stopped.

Croydon Wakefield Day at Middle Wallop

I had booked accommodation for the Saturday night before the Sunday event so, even though the XC Weather forecast was diabolical, the wife and I travelled down to the Andover Premier Inn. I had made a few preparations, I had even repaired my broken 'Jaguar' propeller but, as it had crashed last year due to a displaced rudder trim tab, I would not be able to fly it without testing.

We awoke on the Sunday morning to the wet and windy weather as forecast, drove to Wallop and presented ourselves to the Cafe for breakfast, full English. We ate and sat watching the rain splashing on the balcony. The forecast had been promising light showers at first getting heavier as the day progressed. I formed a plan which was to fly at least one flight with my 'Korda' as soon as there was a break in the rain. Eventually there was a break in the rain and we deserted the cafe and moved onto the field. By the time we parked the car it was raining again, so it became a waiting game. It took two short breaks in the showers before I managed to get the 'Korda' assembled and the winding jig set up. The next break it was up and at'em. The 1-30 max was easily achieved and on Rachel's return with the model the weather was still fine so, up and at'em again, two in the bag and back in the car. Raining again. This is where the forecast went awry as just after lunch the sun came out and I had my third flight in good conditions, not the heavier showers that had been forecast when I consulted XC Weather the day before, but they were yet to come. Having maxed out early we retired back to the Museum Cafe for a pot of tea and cakes to await the fly-off. On returning to the flight line we were informed that, due to the gathering black clouds we could fly-off ASAP. This is where my performance went back to norm. Winding like a man possessed as the rain began to fall, broken strands appeared just before full turns but I stuffed it in the model anyway. In my haste I had not realised how far the wind had veered and launched over the parked car line. The model lurched away and the turbulence and broken strands caused the model to stall badly then cavort about over the cars almost piling in before recovering just in time to D/T. But, turns out I had miss-set the tomy timer and D/T'd at 40secs and was down in 46. That was not the end of it, it was now raining quite hard so we elected to retrieve there and then in the car. The model was just off the perimeter track so I swung the car round and parked alongside. As I jumped out of the car the wind whipped up and the heavens opened and it rained buckets. By the time I was back in the car I was absolutely soaked. A dripping wet John boy picked up 2nd place, a bottle and monetary prize at the prize presentation by which time it was fine again, all in a day's modelling I suppose.

Dave

Solar Impulse 2: Test flight carried out in Switzerland



A solar-powered plane that will attempt to fly around the world in 2015 has made its first test flight after taking off in Switzerland.

Solar Impulse 2 is a larger, upgraded version of the aircraft that flew across the United States last year. Project leaders Bertrand Piccard and Andre Borschberg say they want to push the boundaries for alternative energy. Mr Piccard explained the carbon-fibre aircraft had a wingspan wider than a Boeing 747 jet, but weighed only 5000 lb.

The plane is built just like a model airplane using graphite instead of balsa but covered in plastic film over much of the surfaces. Of course the wing upper surface is all solar panels.

See the flight video and other information here;
<http://www.bbc.com/news/science-environment-27660628>

