



The Flightline



Volume 44, Issue 8 Newsletter of the Propstoppers RC Club AMA 1042 August 2014



President's Message

I hope all had a good time at Al Cheung's farewell Picnic .He will always have a place to fly when in the area.

The Church would like us to fly at their last Picnic OCT 4th , that's the first Sat. in OCT. This will be a late picnic, say 3:00 till Dusk They would like to see the planes and Helicopters fly. They will set up their chairs and tent behind the ropes This is a small payback for the use of the meeting room .We enjoy the room and flying the models It's a win-win deal and we all love flying.

Maybe we can talk about Battery safety and what we can do to prevent possible fires on the field or worse; up in a tree.

The meeting is Aug. 12 th. Doors open 7:00. Meeting over when all business is complete. Bring your Show-n-Tells.

Dick Seiwel, President

Agenda for August 12th 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
5. Battery Safety at the Field

Minutes of the Propstoppers Model Airplane Club July 8, 2014 at the Christian academy meeting room

Call to order took place at 19:13 by Vice-President Al Chung Roll call by membership chair Ray Wopatek showed 14 members and 1 guest present Treasurer's report was omitted in the absence of the treasurer Minutes of the June meeting were approved

Old Business:

President Dick Seiwel said that the CA field is dry but we should still be careful if it rains. Elwyn Field is in very good shape.

New Business:

The club decided to have a fly-in to send off our Vice-President who is moving to California.

Show and Tell:

Al Chung gave out disposable hemostats that are very handy for modeling. Ron Lauser showed a ParkZone sport cub ARF. He discussed the details of the plane. He says it flies very well.



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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; 12th August

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.

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Dave Harding gave out sheets of unidirectional graphite fiber for reinforcing models. He also displayed two scale models of antique airplanes. He has an Antoinette 1909 model with Electric Motor. The second is an Antonov 1938 whose original flew 69 hours from Moscow to Portland nonstop. He says it was a little tricky to learn to fly it because of its long thin tapered wing.



John Dixon showed his scale Corsair powered by a 1972 SuperTiger 76. It had a fiberglass epoxy finish that was extremely smooth.



Adjournment took place at 20:25.

Dick Bartkowski, Secretary

A Grand Sendoff for Club VP Al Cheung

In late July we held a picnic sendoff for our popular club VP Al Cheung. Well attended with flyers, families and friends flying started early despite morning rain and a brief shower at noon. Attendees grazed on nibbles, then lunch and ending with Tina Kime's "Pink Stuff".

Oh, the flying was good too and continued late into the evening, but there were a few hiccups to catch your attention.



Dave and Eric Flew early. Eric with his stable of WWII fighters were impressive in the air. Then Dave put up a flight with the Boehle Giant Old Timer contest model. The first flight in a long while.



Depth perception proved a problem with this big airplane and astonishingly it clipped the top of the tallest trees on approach then landed wide into the rough!





Chuck Kime, Dave Bevan and Chris Maruzzi's mother examine Chris's magnificent aerobat before one of his polished flying displays.

However, something went amiss and this beautiful plane crashed at the edge of the runway, resulting in a torrid LiPo battery fire. Dave Bevan, the ever ready volunteer, just happened to have a full-sized shovel in his kit so the smoking remains were removed to a safe place and flying resumed.





Examination of the wreckage found the elevator servo bellcrank had come off the shaft.

Jeff put on his usual polished display of aerobatics despite the weather closing in at lunchtime.





But then there was another fire;



Brian Williams flew up a storm all day. Here he is shown with his EDF Phantom. It flew great. With Brian is club member Ron Lauser, who brought out his Cub and foamies he displayed at recent club meetings. Also with Brian is guest Steve with his daughter. He brought and flew some impressive large helicopters. Hope he joins the club.



On his third Giant flight of the day Dave, making a long descending approach to landing, put it in the top of a tree! Drat, this depth perception thing is hard to learn! See later article for more!



But all in all it was a magnificent picnic and sendoff for our friend Al. Bon Voyage Al.
Dave Harding with photos from many attendees thanks.

Former Junior Club Member USAF Cadet Scott Resweber Solos at the AF Academy



Drew was a very active and dedicated junior club member and last year he won an appointment to the Air Force Academy.

Drew visited me after his basic training and said that flying would begin in the summer. Well, today his folks told me Drew had already soloed in the TG-16 sailplane and he has been selected to go into the Instructor Pilot Program.

Cadets in the Air Force Academy's Airmanship program now train in state of the art sailplanes. The new fleet of TG-16A training and aerobatic gliders is valued at \$4.8 million and includes five new aerobatic gliders and 14 basic trainer models that will replace the aging TG-10 Trainers currently in use.

Guess this means Drew has joined the ranks of Propstoppers flying BIG airplanes! Watch out for those giant Colorado thermals Drew.

Dave



Jeff Frazier To Go HV with his Viper Jet

In between my work journeys I am still trying to have some RC fun in the sky. I have decided, after much prodding by Chris Maruzzi and Ryan Schurman, it is time to unleash the hounds and go HV in my Viper Jet.

Last week at West Jersey RC we took this video of a couple passes of me flying the red Viper

<https://www.youtube.com/watch?v=LhknUWnpBIU>

Well - sad (but not too sad) to say, in a later flight after the video, I pulled a classic noob move and put myself into my low "take off / landing" rates and realized at the bottom of a VERY high speed high-G loop the the ground was higher than I remembered it was and I did not have the throws to avoid terra firma! Actually no damage to anything but the airframe, as I did "technically" did complete the maneuver, but caught my jet's belly in high grass and it pulled me in. I say not so sad, as every RC hobbyist knows this is not a bad thing, but an upgrade opportunity!

I have had my eyes on the 90mm "Dr. MadThrust" at Hobby King for some time now. Put some pictures below. The jet currently (original configuration) has a just less than 1 to 1 thrust to weight ration (flight ready model is 6.7 lbs / 6.2 lbs of thrust on 6S). With the new motor, batteries and additional components I am estimating the flight ready model is 8.0 lbs / 11.5 lbs of thrust on 10S (meaning, in my simple calculations, I will have ~30% more thrust to weight ratio).

Of course, in good hobby practice - I just happened to have a brand new lime-green (kit) version of the red Viper airframe in stock (hidden) in my home office closet here at home. I was wanted a spare on hand in case there was ever a Viper shortage crisis in the world. I am like the government, why buy one when you can buy two! :D

Upgraded Power Train:

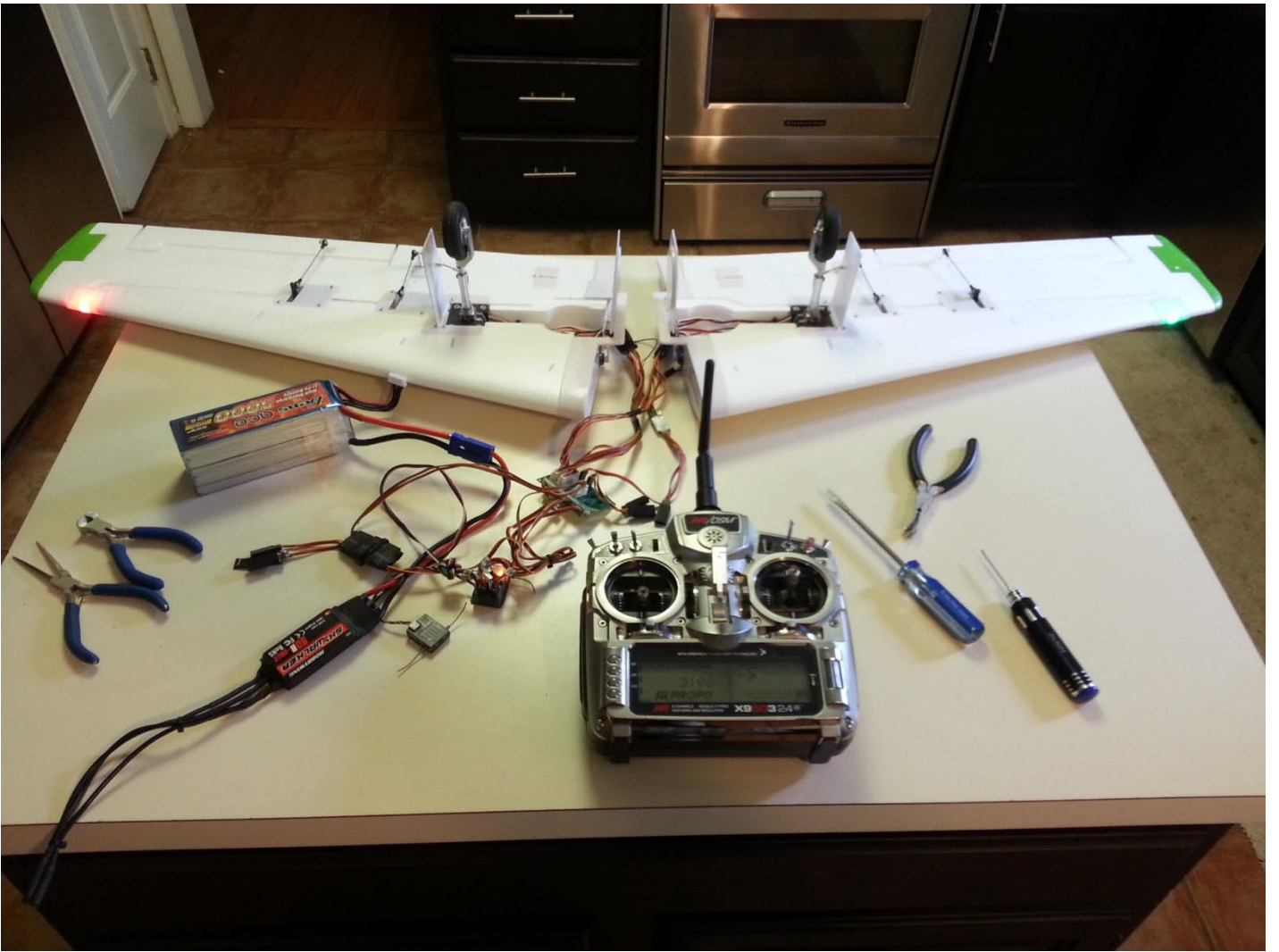
- * Dr. Madthrust 10S Version EDF —> http://hobbyking.com/hobbyking/store/uh_viewItem.asp?idProduct=45275
- * ESC I plan to use - 120HV —> http://hobbyking.com/hobbyking/store/uh_viewItem.asp?idProduct=36515
- * UBEC (since HV has no BEC internally) —> http://hobbyking.com/hobbyking/store/uh_viewItem.asp?idProduct=33299
- * Some custom lighting —> <https://www.dropbox.com/sh/64m787vb4ai9vr/AAAPdTK4tdGOoKMshlxP4ek-a>

Will recycle the old power train - all was fine from my "incident" - I plan to build a Russian Mig-19 in the future.

- Jeff Frazier

LEFT - new RIGHT - old





Dave, "Tall Trees" Harding's Grand Long Weekend Adventure

As reported earlier, I managed to put my Boehle Giant in the trees twice at CA field during the picnic. The second arrival was in the top of a modest size tree just over the fence. As a big airplane it was basically just sitting atop the small branches, but also as a big airplane bringing it down through all the lower branches presented a problem.

Still, this is not an unusual problem flying in our tree-lined fields so some are well prepared for recovery. Chuck Kime has his kit with him at all times!

So, Chuck, new member Regis de la Bastille and Murray Wilson's son pushed through the underbrush and the gate to the site of the "arrival". Meanwhile I put in an emergency call to my son Martyn, asking him to bring a ladder and a selection of saws, including his tall tree pole saw. In the event he just came to examine the problem to see what was necessary.

Chuck's kit consists of a slingshot together with a short fishing rod fitted with a casting reel with thin monofilament line and a 2 oz weight attached. He shoots the weight over the branch of interest and pays out the line till the weight falls to earth. Then he has a series of successively stouter lines and ropes which are tied to the weight and then pulled back over the branch of interest. Successive lines or ropes are pulled into position using the same technique until one of desired strength is in place. Then it is a matter of pulling the rope and hence the branch of interest out of the way, or shaken till the model falls. If it falls to the next branch the process is repeated till the model either falls to the ground or can be reached. This was the way it played out with the Giant.





Regis brought back the wings and we brought the rest. The model suffered only small damage so can be easily fixed.

But wait, there is more.

During Tuesday breakfast discussions with Al Tamburo he offered his large sized Telemaster for electric power so it may be used for a candy drop at the September Church picnic. Thinking this model, that had flown with a 91 four stroke could take the propulsion from my lately damaged Hanger 9 Cub I accepted. Well, it needed a bit more than just the motor installation but a day and a half of work resulted in a flying model, although the controls, including flaps, were a bit of a struggle with just an Orange \$9 Spektrum receiver. Also, the Telemaster is known for



poor handling in the roll/yaw mode. It needs coupled rudder but at first I couldn't figure out how to do that. Al flew it finding it a bit of a handful, in flight because we didn't have sufficient trim travel, and on approach and landing the aforementioned directional control issue.

Following this flight I had another look at the channel assignments and found a way to switch them enabling the desired aileron into rudder mix. So, with the thought that it might be tame enough for me to fly Al took it away and handed over to me. With a few little hiccups I managed to tame it and made a high pass of the strip, preparing to make the landing on the next pass. Well, far down the field for a long gently approach, first half of the downwind turn to parallel the tree line..... Chuck called "you are too close to the trees" but Al said "no he is ok"..... crash! Now the next big airplane is in a tree, and this is the tallest in the treeline!



This was a job for professionals so, first clearing it with Elwyn maintenance personnel, I contacted Brian William's "Tree Guy". Well, he took Brian's model out of a tall tree having climbed to the top with his gear, bringing it down without further damage. So Brian gave me his phone number and two days later he did the job, expertly, quickly and for a very reasonable price. I have his number, but don't wish to use it! I have it for you guys!

Oh, the model was in fair shape. The wing had snagged a branch half way from root to tip. This caused the model to yaw into the tree breaking three of the four wing retaining nylon bolts; well, actually, the Telemaster is top of my list of poorly designed structures and I had pointed out to Al that the bolts would never shear as the small blocks to which they are attached will go first. (an expensive way to prove a point!) The wing was "attached by the remaining bolt, which had torn away the left hand upper fuselage structure, and the wing servo connections. The tail had departed fairly cleanly with the platform firmly bolted (steel cap screws; four of them) to it. The break with the fuselage structure is clean enough for a simple glue job. The wing is a bit ratty but basically sound and the rest of the fuselage looks ok. Of course two full days attached to the ESC meant the nice 5000mah 6 cell battery is flat and puffed! So all in all a simple fix, and I was planning on using two 5000mah 4 cell packs in series anyway as the short landing gear did not allow for a sufficiently large prop to obtain more power.

Dave

At the Fields

Of course our fields are seeing good use now the weather has improved. Here are a few snaps from a random selection of photos I have taken and other members have sent to me. Remember, if you want your time in the spotlight (well, newsletter) you must send them to me.

We have been flying up a storm at Elwyn field after breakfast on Tuesdays and other times too.

Here is the second flight of my Old Timer, a Weather's Westerner from 1938. This is currently powered by an Aveox electric motor but will be powered by a mid 1930s Brown Jr. ignition engine for the SAM Champs at Muncie in a few weeks.

It's great to be able to fly engine powered airplanes at Elwyn, it will make it easier to get ready for the Champs for Dick Bartkowski and I. Mike Black also regularly flies his old fleet of glow powered airplanes there.





The Beast flies again! Quick fix up after departing the tree top home. Flies well enough! Gotta work up to landing with full flaps.



Eric's Parkzone Mosquito

Eric Hofberg has prepared a new Parkzone Mosquito. Wingspan 49", 2200mah 3 cell battery, servoless retracts added. He hopes to give it the maiden flight this week. Can't wait to see it fly.





Dick Miller Passes

It is with sadness that I report the passing of Dick Miller. Dick was an engineer and prolific modeler who gave back to our sport through a regular column in Flying Models. He was an early specialist in electric powered models. Dick was a long time resident of the Reading area and his obituary reports;

He had lived in Berks Country successively in two unique contemporary houses he had designed and built mostly solo. Graduating from Drexel in June, '59 as an electrical engineer, he served as an instructor in the Air Force, teaching military personnel highly sophisticated radio skills, then worked at AT&T retiring in 1988. He turned to remote-controlled, electric model airplanes, building them from scratch and writing reviews for Flying Models magazine. - See more at:

<http://www.legacy.com/obituaries/philly/obituary.aspx?pid=171627441#sthash.bpsNT58h.dpuf>

Dick joined our club when he moved to the area some years ago. He was an active flyer till his health deteriorated. We shall miss him.

