



# The Flightline



Volume 45, Issue 7 Newsletter of the Propstoppers RC Club AMA 1042 July 2015



### President's Message

We have a new picnic date July 18<sup>th</sup> all other arrangements as before.

The CA field held up to the storm very well. One tree branch has to be cut back and we need more stones near the gate. Also there is a new lock from the pipe line (the second lock on the chain). We will go over that at the meeting. Go to the left when going to the field, going behind backstop is very muddy.

Elwyn field is good but we need to discuss whether all three runways are required as their maintenance requires a fair amount of work.

Potential new members should be instructed that according to our byelaws Article 3, they must fill out an application and attend three club functions, two meetings and one at the field, or three meetings.

**Dick Seiwel, President**

### Agenda for July 14th Meeting At **At our CA Field** Flying 5pm Meeting 7pm till 8:30?

1. Show and Tell
2. Membership Report
3. Finance Report
4. Club Calendar Review
5. Elwyn Field Runways
6. 2015 Dues Reminder

### Minutes of the Propstoppers Model Airplane Club

**June 9, 2015 at the Christian Academy field**

Call to order took place at 7:00 PM by chuck Kime VP  
The roll call showed 20 members and one guest present  
Treasurer's report by Pete Oetinger was presented to the membership  
Minutes of the May meeting as published in the newsletter were approved.

### Old Business:

The picnic scheduled for June 27 was discussed.  
President Seiwel noted that Elwyn Field still has some rocks around the runway. We will plan sometime in the future for pickup and try to pick up rocks whenever we're there.

### New Business:

Member Ken Merlino noted that Norwood pride day is coming in September. He is asking for individuals willing to do a demonstration flight on the pride day. He will coordinate when the time comes and give us more details as the date approaches.

### Show and Tell:

Al Tamburro showed a dollar tree red bottle of CA glue approximately 1/4 ounce. He notes it works very well for the current stick model he is building.

Adjournment took place at 7:25 PM so that the membership could enjoy a good night of flying.

**Dick Bartkowski, Secretary**

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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; 14<sup>th</sup> July at the Field**

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

INDOOR Flying, see attached dates.

### 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 Support NASA Goddard Space Flight Center's Remote Sensing Earth Science Teacher Program, (RSESTeP)

RSESTeP is a three-tiered Remote Sensing Earth Science Program in which 4th-12th Grade Science Teachers submit ideas for Earth Science Missions that they would like to implement with their students and community.

Selected Mission Teachers come to Goddard for a full week of Summer RSESTeP Training and implement their planned mission during the upcoming school year in partnership with local scientists and certified AMA pilots.

NASA RSESTeP Teachers use AMA's Charter Club Search Link to locate R/C Clubs in their area and contact the local R/C Club President who is able to recommend two of their best pilots to work with students and the community. It is an excellent outreach for the clubs.

So, when President Dick Seiwel received such a request to support a Science Teacher at Toby Farms School he asked Ryan Schurman to be the demonstration pilot using his new Six Rotor machine.



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

#### Club Officers

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Ryan's support crew included President Dick Seiwel and his dad Tom Schurman as shown in the "selfie".



Here is some of the data measured during the demonstrations for the kids;



Dick reported the meeting went extremely well as Ryan was well prepared with presentation material on his computer as well as the new model. The students impressed Dick with their interest and questions. The teacher was very pleased with our support  
Great job guys.

***Latest nature report from Crosby Beach, Cape Cod.***



Good weather and early summer migration pattern has increased the daily population of Crosby Beach Flyboys, (*oldfartium airomodeleri electrofoamus*) congregating at the edge of the marsh and the back beach.

My morning observation sessions have resulted in a marked increase in flying skills, especially in windy conditions. This week we were flying in 20 mph winds off the bay and I am happy to report that my trusty FT Spitfire took it easily. I just LOVE that plane! (Note the all natural organic model stands supplied at this site, very handy.)



With this same plane, on a calmer day, I broke my personal best record with a flight of ten consecutive seconds of inverted flight.

When the winds occasionally blow from the northeast, against the outer beach dunes, we get a pretty good uplift and I was able to make a very short flight slope soaring. I am really looking forward to trying that again.

Here is my latest build, the FT Simple Soarer. It can be fitted with the FT power pod for motor gliding, or the pod can be removed and replaced with a simple control pod for slope soaring.

I am hoping to have a chance to get my Slow Boat maiden on water soon. It will be interesting to report on the "wildlife" scene at the edge of the pond.

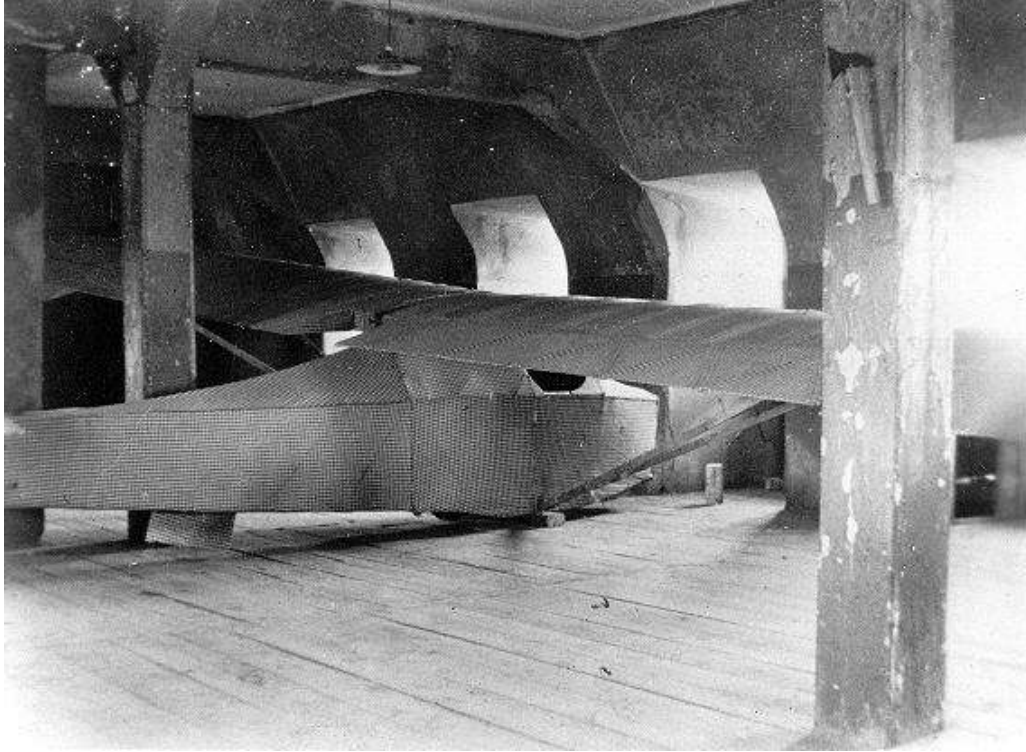
Good flying everyone,

**Larry**



## ***WWII Aviation That Was Not Quite***

Have you seen this airplane fly? Do you know what it is?



How about this one?



Now what if I told you it was built here?



In the attic, without the German guards knowing. Yes, it is the Colditz Cock glider built in the WWII Colditz POW camp by British POWs. While the first picture is the only record of the original, taken by the Americans when they liberated the camp, the second was taken a week ago by your erstwhile editor and his grandson during a tour of the famous camp. [https://en.wikipedia.org/wiki/Colditz\\_Castle](https://en.wikipedia.org/wiki/Colditz_Castle)

I had read both books written about the escapades and escapes when I was still at school. These books are spell binders as in Colditz, the prisoners were all trouble makers who had attempted escapes from other less restrictive camps and the guards outnumbered the inmates at all times. The books are available; The Colditz Story [http://www.amazon.com/Colditz-Story-Cassell-Military-Paperbacks/dp/0304358126/ref=pd\\_sim\\_sbs\\_14\\_2?ie=UTF8&refRID=0XC9EZCN4MC27P96GWC9](http://www.amazon.com/Colditz-Story-Cassell-Military-Paperbacks/dp/0304358126/ref=pd_sim_sbs_14_2?ie=UTF8&refRID=0XC9EZCN4MC27P96GWC9) and Latter Days at Colditz <http://www.amazon.com/Latter-Colditz-Cassell-Military-Paperbacks/dp/0304364320> as well as a movie made in 1955; "The Colditz Story" and even a British TV series available on YouTube. And a sudsy three hour docudrama movie made in 2005 also illustrates life in the camp shot in the actual locations. <https://www.youtube.com/watch?v=6H9h3DgfOuM>

In 2000, when the original POW designers and builders of this machine were still alive and well a group of glider enthusiasts built one to the original plan and then it was flown by Derek Piggott, a top British glider pilot; <https://www.youtube.com/watch?v=9dles1q-CDU> You might also like to watch parts 1 & 2 of this series; <https://www.youtube.com/watch?v=yBjTmqbNSC0> <https://www.youtube.com/watch?v=BgmMoOcMto0>









Recently there was another demonstration with an RC version assembled at the Castle and actually launched via a bathtub full of cement a pulley and long rope. The launching ramp was the peak of the adjacent roof covered with a whole long line of tables. The stunt proved the flight could have been made.



However, when they were ready to fly the original bird it was close to the end of the war and the senior officers decided it was safer inside the camp than out.

Nobody knows what happened to the original. It disappeared after the picture was taken.

Of course Colditz was on the Iron Curtain side of the Germany divide and it was not possible to explore the events until the "fall of the wall" and German reunification. By then the Castle had been used as a mental hospital for many years, although they still find bits of escape equipment as renovations are made.

You can now tour the castle where they tell the stories of the many escape attempts (over 300) and the ones who made a Home Run; about 30. The Colditz tour was a very moving experience for me and my grandson learned about war!

**Dave**

## ***Aviation Navigation Aids of the 1920s***

All over the country, 70-foot concrete arrows can be found in remote locations.

Follow them, and they'll point you out of the desert. [70ft Cement Arrows](#)



They come courtesy of the US Postal Service's Air Force and will point you all the way across the continental United States.



They were constructed in 1924 to guide postal planes in the right direction as they carried mail from coast to coast.

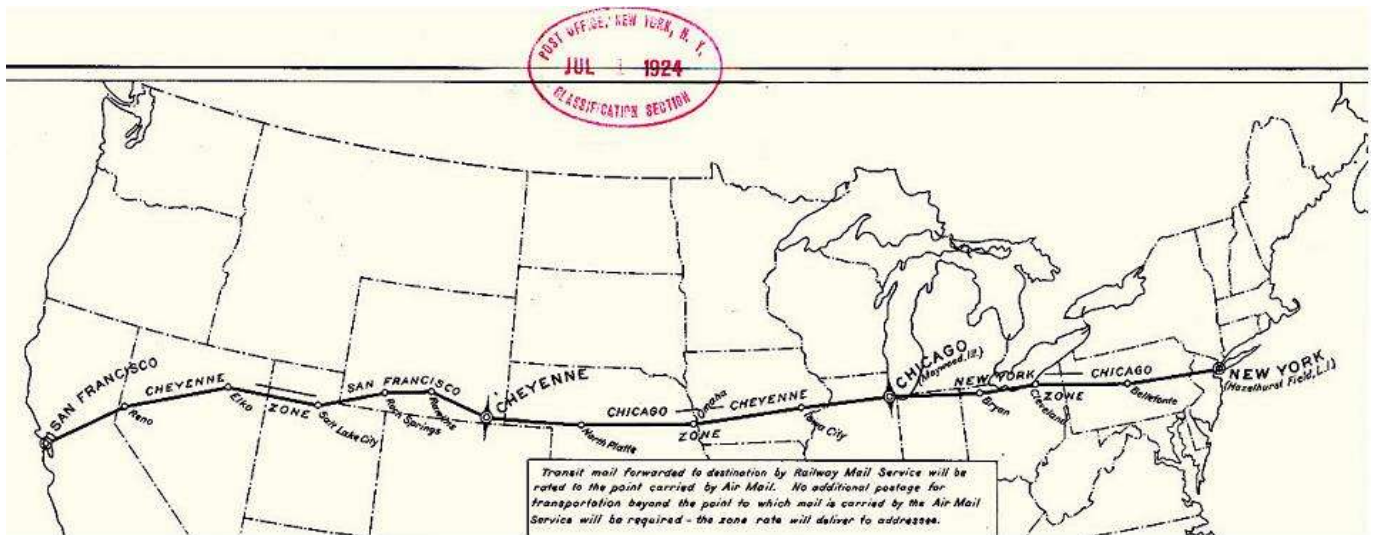


These old planes couldn't rely on radio as much at the time, so they used these arrows, along with beacon towers, to navigate.





The arrows and beacons bisect the United States from San Francisco to New York City.



The towers were 50 feet tall and fixed with gas lights that could be seen from 10 miles away, in order to help lost pilots find their way. This is a model of the arrows and towers in their heyday.



**World War II brought new advances in radio technology that effectively made the towers and arrows system obsolete. The towers were mostly dismantled.**



There has been an effort to restore and preserve some of them, however. Like this one in New Mexico complete with its generator shack.



This is a pretty cool piece of history, even if it was short lived. To think of those early postal pilots navigating like this from coast to coast is mind blowing.

*Provided by Eric Hofberg. Thanks Eric.*

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*No Dues, No Fly!  
We know who you are!  
Current not paid; x out of 45*

## **Membership Renewal For 2014**

*Membership renewal for 2015 is now required. You can renew by mail or at the club meeting in July.*

*Don't lose your club privileges!*

*Bring cash or check and your AMA card.*

*Dues are \$60.*

Please send a check to;

Ray Wopatek  
1004 Green Lane  
Secane, PA. 9018

Please enclose a **copy** of your current  
A. M. A. Membership card,

**And Please, Please enclose a  
Stamped self- addressed envelope.**

**Ray Wopatek Membership**