



# The Flightline



Volume 45, Issue 11 Newsletter of the Propstoppers RC Club AMA 1042 November 2015



## Agenda for November 10th Meeting At At the Church Room, CA Field Meeting 7pm till 8:30?

1. Show and Tell
2. Membership Report
3. Finance Report
4. Club Calendar Review
5. Indoor Flying Program

### Indoor Season

**Tinicum;** November 6, 2015 December 11, 2015  
January 8, 2016 February 12, 2016 March 4, 2016

**Brookhaven;** 11/14, 12/19, 1/16

All 6:30-9:30 pm

### INSIDE THIS ISSUE

1	President's Message
1	October Meeting Minutes
1	November Meeting Agenda
2	Show & Tell
4	October Flying at Elwyn
5	Indoor Season Begins
6	Interference Nightmares
11	Fun in the Sun

### President's Message

With the clock changes and fall weather the Elwyn morning flying group has been having a ball.

But now it gets dark at 4:30 the members flying at Christian Academy Field, mostly our working members are pretty much limited to weekend flying.

Not to worry, the Indoor season is upon us and Indoor Manager and club VP Chuck Kime is ready. See the rules and practices for indoor flying in this issue, build or buy your models and have fun this winter.

And let's see those Show & Tells at the next meeting.

**Dick Seiwel, President**

### Minutes of the Propstoppers Model Airplane Club October 13, 2015 at the Christian Academy meeting room

Call to order took place at 7:08 PM by President Dick Seiwel  
Roll call by membership chair Ray Wopatek showed 16 members present

Minutes of the September meeting as published were approved  
Treasurer's report was deferred in the absence of the treasurer

### New Business:

There were reports of a gas powered helicopter being flown at Christian Academy field by an unknown person not known to be in the club. Only club members and guests with in AMA membership are allowed to fly and gas engines are not allowed at any time. The combination of our lock will be changed in January. If you need the new combination you can call Dick Seiwel.

We have indoor flying dates for Tinicum School and Brookhaven gym.

Nominations for the board were taken. The present members were put up without opposition and approved by acclamation.

### Show and Tell:

See below.

Adjournment took place at 8:35 PM

**Dick Bartkowski Secretary**

## 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; 10<sup>th</sup> November at Church Meeting Room**

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

#### Club Officers

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## Show & Tell

Pictures by Larry Woodward

Ken Merlino showed his Dogpatch airlines STOL. Originally it had an OS Max engine. Now it has been converted to electric. It is very light and a capable slow and gentle flier.



Al Tamburo showed his third Simplex model powered by in Enya 09 engine for contest flying. He covered it with clear doculam.

*One big California club had a One-Design contest for the Simplex and about twenty of them flew. Here is the Editor's California Eating, Drinking and Flying buddy Mike Myers together with our Globe Trotting Australian friend Allan Laycock getting ready to fly his Simplex at Apollo Field in Van Nuys California.  
Editor Dave*



#### Flight Test VersaWing:

A recent scratch build presented by Larry Woodward. The construction is Fan Fold Foam with iron-on document film. This model was first built this summer while flying on vacation and reported as a very good performer. The maiden flight for this build was very disappointing. However, after adjusting the servo positions and changing to a higher Kv motor/prop combination, this model is now a sweet flying machine capable of a wide range of speeds and maneuvers.

## October Flying at Elwyn Field Never Better:

Blue skies, moderate temperatures and no wind (with thermals) made for excellent gliding. Al Tamburo, with his, newly restored recent and yet to be identified, "acquisition," took the prize easily for highest and longest sustained flights. That plane just refused to come down.

Larry Woodward tried in vain to keep up flying his venerable old 2M Spirit, but there was no catching up with Al.

Garrett Cole and Chuck Kime gave chase with their "pusher" glider/trainers. Joe Paradine, behind the camera, took advantage of the low wind conditions to give his Champ and other micro flyers a solid workout.

All-in-all, it was a magical morning.

### ***Larry Woodward***



**Editor's Note;** No input received from the Christian Academy flyers. Maybe next month.

# The Indoor Season Begins

## *Indoor Season*

**Tinicum; 11/ 6, 2015, 12/ 11, 2015, 1/ 8, 2016,  
2/ 12, 2016, 3/ 4, 2016**

**Brookhaven; 11/14, 12/19, 1/16**

**All 6:30-9:30 pm**

Here we go guys. Indoor time. We are fortunate to have the same sites that we have had for quite a while. The procedures will be pretty much the same as in past Indoors. I just want to go over them so we are all on the same runway.

1st-- MUST have AMA card to fly. No exceptions!

2nd--MUST sign in BEFORE any flying.

3rd--MUST enter AMA # in sign-in book.

4th--We are requesting \$2.00 fee to help with janitorial expenses.

Visiting Pilots \$4.00

We will be flying the same classes as before in 15 minute segments. Please respect the schedule.

- Time-- 6:30/6:45--LT. Wt. (Embers,Vapors.Rubber )
- 6:45/7:00--Choppers & Quads
- 7:00/7:15--3-D
- 7:15/7:30--Larger Planes ( Big Foam, Fast Planes )

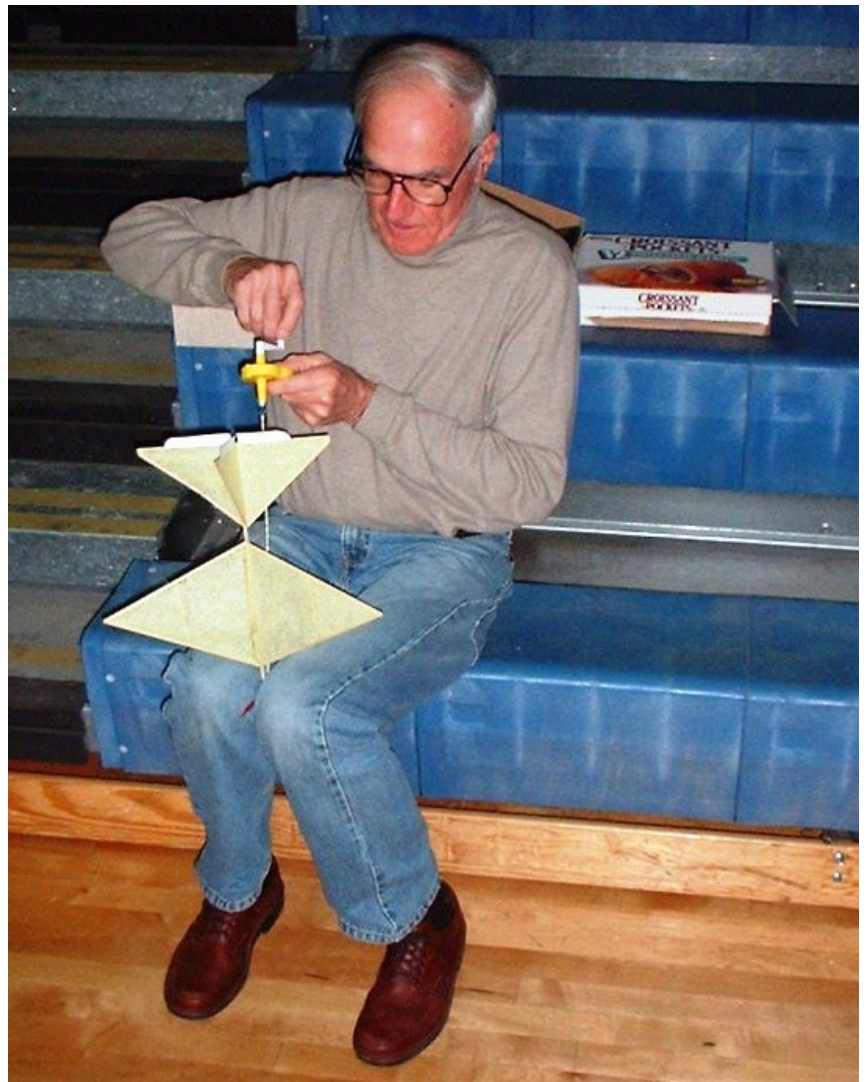
Repeat 7:30

Repeat 8:30

Any questions, please ask.

Best to all. Happy flying.

**Chuck Kime, Indoor Program Manager**



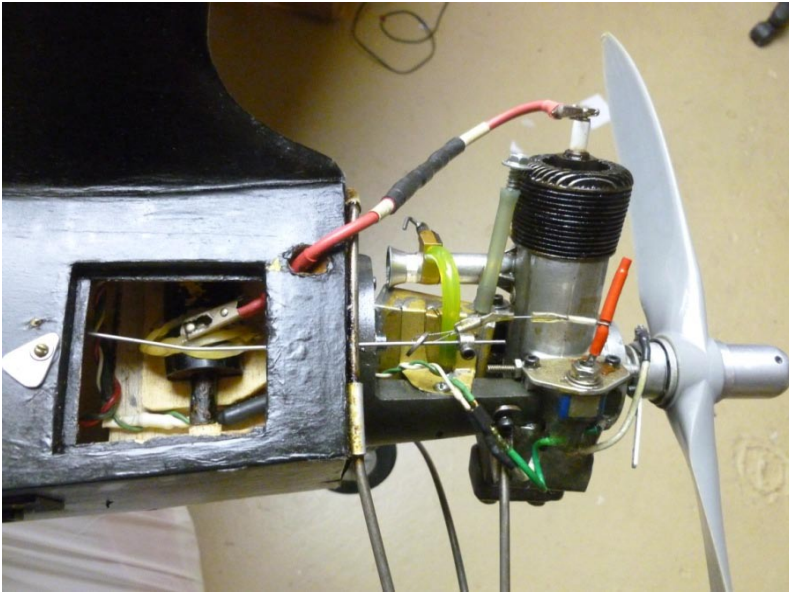
# Interference Nightmares

Some of you know that Dick Bartkowski and I have been flying SAM Contests with spark ignition old time engines. Now one of the drawbacks of this experience, and there are many, is high frequency radio frequency interference. The ignition system of coil and spark plug operates by discharging an electric power source through a high voltage coil producing a spark in the spark plug. Of course this in turn ignites the fuel and off you go. But this action not only produces a spark but also a broad range of high frequency radio waves which can propagate through the wires and the air and in turn cause the flight radio to experience false signals. This can be manifested in many ways. My Weather's Westerner with the Brown Jr. ignition engine has an all flying tail. I mounted the elevator servo in the tail with a long extension back to the receiver which was mounted amidships. When the engine was running the elevator snapped to full down position. I tried many things to solve it including wrapping and twisting the elevator servo lead but to no avail. The solution in this case was to move the servo closer to the receiver and use a pushrod to control the elevator.



I purchased my Lanzo Bomber in 2003 and flew it with an Ohlsson 60 ignition engine on the old 72 Mhz radio for many successful meets. But of course it was always a hassle to get your channel pin when the flying conditions were good, so last year for the Muncie SAM Champs I switched the radio to a Spektrum 2.4 Ghz one. Guess I didn't fly it before the meet, it had flown very successfully many time before, but to my horror, the controls wouldn't behave. No matter what I did they thrashed around uncontrollably when the engine was running.

As a last gasp attempt Dick Bartkowski loaned his Futaba Orange receiver and let me use his transmitter to solve the problem.



But this year I wanted to fly it with one of my transmitters so once again I tried the Spektrum, this time with different receivers. Still no success. So I thought why not go back to the old 72 Mhz Futaba stuff , but my trusty F8U transmitter was on the west coast (with a Spektrum Module yet)! So looking around I found a very old Futaba Conquest radio and a companion Rx so I tried that and it worked. But not to leave well enough alone I wanted a computer radio so I could set the trims to the various flight modes. So I borrowed a Futaba F8U from Chuck Kime and put my old channel 42 module in it and the

old channel 42 Rx in the airplane. Yikes, it didn't work; all kinds of interference.

So one more try with the Spektrum and a real Spektrum Rx bought quickly from Amazon. It worked and the model flew great at the Midwest SAM Champs meet attended by Dick and me in September.

**Dave and Mick with Lanzo Bomber with Ohlsson 60 ignition engine on 72 MHz at Muncie during the 2006 SAM Champs**



Here we are at Muncie where Dick flew his Spook with another Ohlsson 60 ignition engine. He had no problems with interference but we both had all kinds of problems getting the ignition systems set up.



Here Dick works his magic on the Ohlssons. Older members will remember when you did these things to keep your car running well; setting the point gap and timing among other things.





### *But Wait, There is More*

After the Muncie SAM meet I realized I could build another model for the real SAM Champs that would be held in Nevada on the El Dorado dry lake in October. So I quickly built a 36% sized Boehle Giant (my big plane). It would not use a spark ignition engine but rather a diesel dating back to my first modeling in the US, in 1962. So no worries on interference; right? Wrong!

This little guy with only a rudder and elevator, and a servo to pull off the fuel line (must have a means of shutting off the motor and these motors have no throttle).

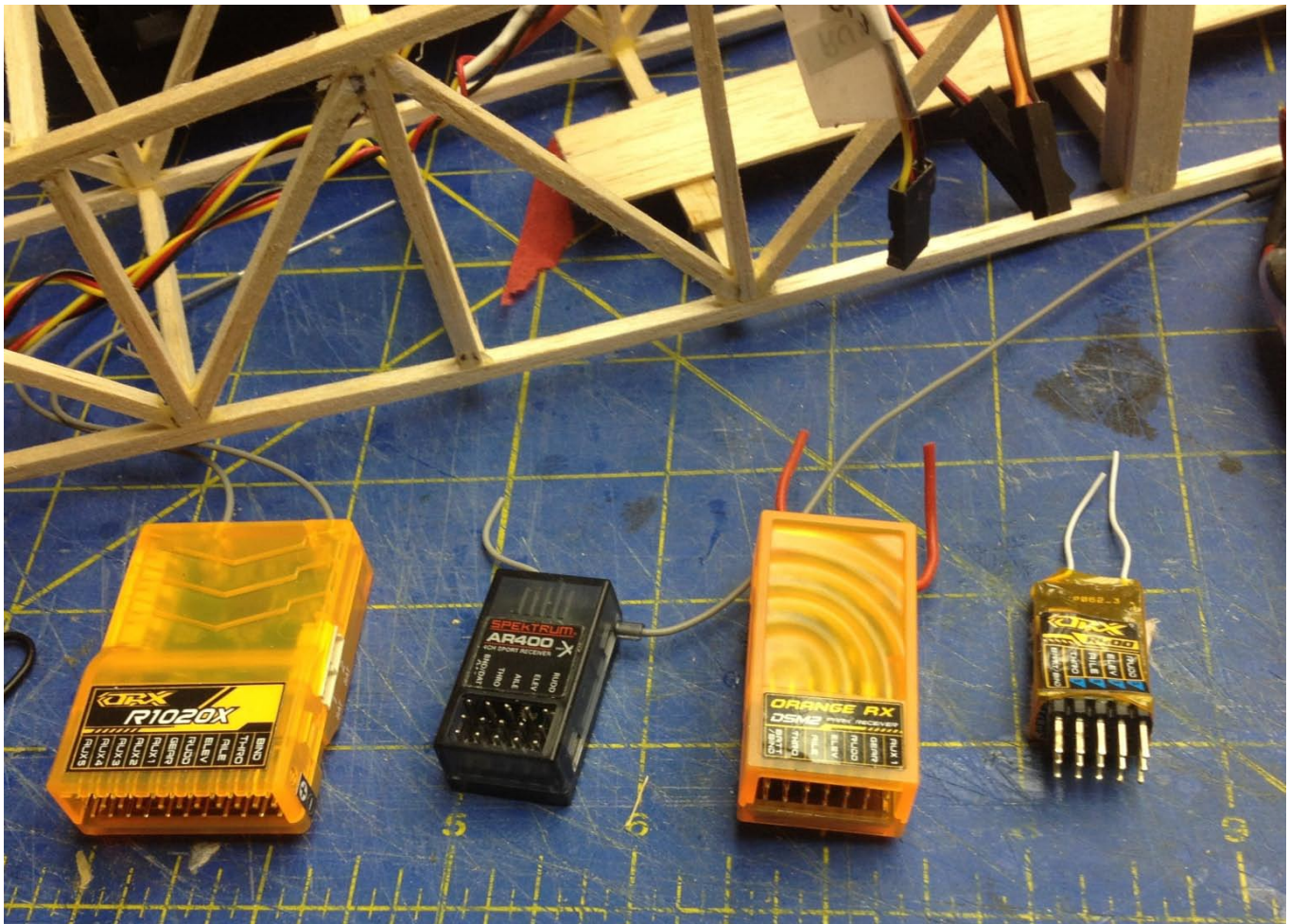
On the first hook up the servos went nuts! Yikes, what is this, cheap receivers? My fluorescent lights? So I started to try different receivers;

I started with the little four channel orange knock off, then tried the six channel; no good.

Well, the ignition induced problems with the Lanzo Bomber were solved by using a real Spektrum receiver, so I tried that; no go.

Then I remembered during the problems with the Bomber I ordered a bigger fancy Orange R1020X receiver that included some special stuff (I think it is only telemetry capability, but what the heck, worth a try).

This one worked! No interference! Don't know why but it worked and I flew several times on the desert without problems.



The Mini Giant flew well and reached almost out of sight altitude with no control problems.



Of course all this trouble was with a simple model airplane. Imagine the challenge to ensure real aircraft and their weapons can exist without interference in the worst possible place; on the deck of an aircraft carrier. Just look at all those antennae for high power radar and communications. Then look at the weapons on the F/A-18. Just imagine if interference would cause one of those missiles to fire!

**Dave**



# Some Fun in the Sun

Some random shots from my trip to California and Nevada.



An amazing flyer seen at an all electric meet at Apollo Field Van Nuys California.





Delaware R/C Club

# FLEA MARKET & SWAP MEET

Saturday  
January 16, 2016

## Newark Senior Center

200 Whitechapel Dr, Newark, DE 19713

Tables \$15.00 each    Confirm reservation by Dec 15, 2015  
Table set up @ 8:00am  
Doors open to the Public @ 8:30am

"Impromptu Auction" at the end of the event

Admission \$5.00 includes one raffle ticket

Food by Troop 30  
Raffle prize and 50/50

For more information contact:  
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