



The Flightline



Volume 46, Issue 10 Newsletter of the Propstoppers RC Club AMA 1042 October 2016



President's Message

The fields are in good shape as I write this. I want to thank all those who participated in the Church Fair event though they did not take advantage of our efforts. It was worth doing. Remember, October is the month for candidates to express their interest in taking club office. Come out and state your position. See you at the meeting and don't forget to bring something for Show & Tell.

Dick Seiwell, President

*Agenda for October 11th Meeting At
At the CA Church Room
Meeting 7:00pm till 8:30?
Flying before.*

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

Minutes of the Propstoppers Model Airplane Club September 13, 2016 at the Gateway Church meeting room

Call to order was at 7:13 PM by Vice-President Chuck Kime
Roll call by membership chair Ray Wopatek showed 14 members present
Minutes of the August meeting as published were approved
The treasurer's report was presented by Pete Oetinger

Old Business:

The meeting started with a discussion of activities at the two fields. In the end the consensus was to continue with the runways as is.

New Business:

President Seiwell asked if we wanted to try two indoor flying nights per month at the Brookhaven hall this year. The group thought it was worth a try.

Ken Merlino brought up the issue of control line flying at one of our field sites. The club had a long discussion about possible sites for this activity.

Show and Tell:

Mick Harris showed several scale pilots to be added to planes for scale realism. They range from quarter scale size two small indoor.

INSIDE THIS ISSUE

1	<i>President's Message</i>
1	<i>September Meeting Minutes</i>
1	<i>October Meeting Agenda</i>
3	<i>How to get on AMA's email list</i>
3	<i>Gateway Church Fair Flying Demonstrations</i>
4	<i>Report from Blueberry Pond, Cape Cod.</i>
7	<i>Fun in the Sun, Rain and Wind at the SAM Champs</i>
13	<i>Facebook's Drone Program</i>
16	<i>Video Tour of UK's Keil Kraft kit factory in 1950s</i>
16	<i>Boeing Boss plans to beat Musk to Mars</i>

Brookhaven Gym Indoor Program 2016/17

6:30 till 9:00

- Nov 12th 2016**
- Dec 3rd 2016**
- Jan 14th 2017**
- Feb 18th 2017**
- Mar 18th 2017**

Adjournment took place at 8:10 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; 11th October at the Gateway Church 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

President Dick Seiwel reslawns@verizon.net
(610) 566-2698

Vice President Chuck Kime chuxtruk@yahoo.com
(610) 833-5256

Secretary Richard Bartkowski
(610) 566-3950 rbartkowski@comcast.net

Treasurer Pete Oetinger
610-627-9564

Membership Chairman Ray Wop raywop@gmail.com
(610) 626-0732

Safety Officers
Eric Hofberg bgsteam@comcas.net

Ryan Schurman throttle152@hotmail.com

(610) 565-0408

Newsletter Editor

Dave Harding davejean1@comcast.net
(610)-872-1457

Propstoppers Web Site; www.propstoppers.org

Material herein may be freely copied for personal use but shall not be reproduced for sale.

Get on AMA's email List

Mike Keenan wondered why some of us received the AMA's NOTAM on flying restrictions when some big-whig comes into town to attend a Rock Concert. So he called the AMA and found some systemic errors. In the event he received the promised if anyone is not receiving NOTAM notices contact;

Brent Sullivan is in charge of the AMA NOTAM notification, and can be contacted at (800)435-9262 extension 242.

brents@modelaircraft.org

Mike Keenan

Tom Schurman Burns up Lum's Pond

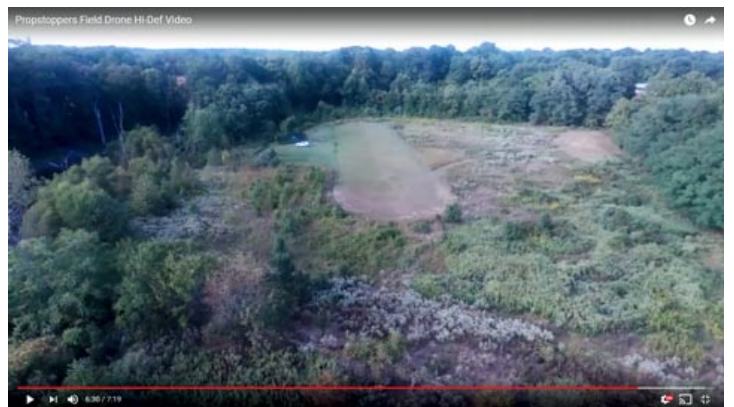
Tom is flying some really heavy metal at Lum's Pond. Here are some videos;

<https://www.youtube.com/watch?v=3-wUWJjlgKc&feature=youtu.be#t=133.345562> Tom



Jeff's High Def Drone Pix of CA Field

<https://youtu.be/6B46qxWfPJc>



Gateway Church Flying Demonstrations

Once again we were invited to put on a flying demonstration for the Gateway Church Fair. The Fair was amply advertised to the public with a series of banners posted on Rt. 352 for a week ahead of time. Indeed the turnout at the Church was great.

President Dick Seiwel mowed a spectator area on our field just inside the gate as last year we were swamped with dozens of kids coming to engage in our candy drops.

This year your editor dusted off Al Tamburo's Telemaster which I had converted to a Candy Bomber and Joe Guardino made one from his Pilatus Porter. Both were tested and ready, so was a big stash of candy.



The rest of the CA gang turned out in force and flew up a storm all afternoon and evening.



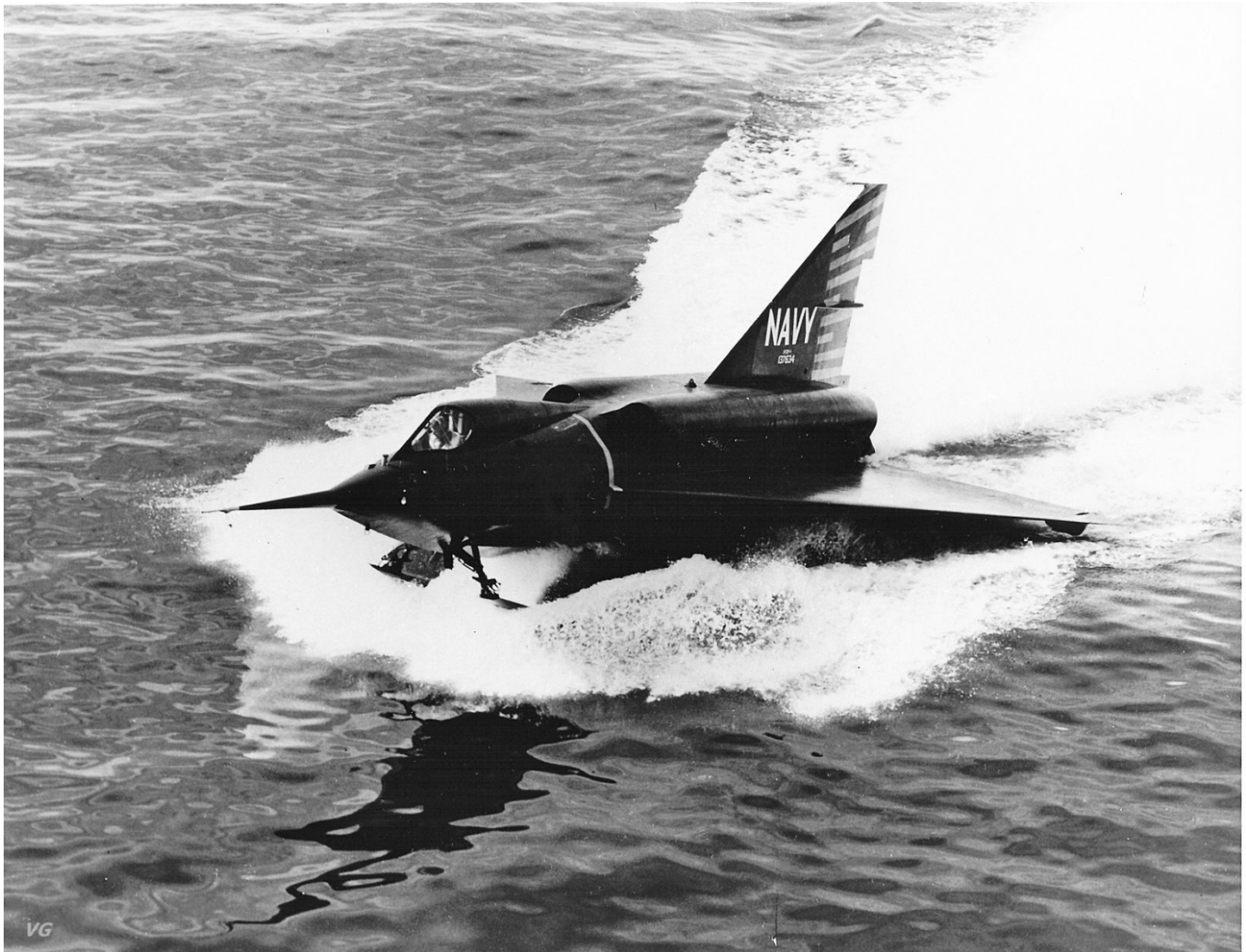
Trouble was, the kids were so engaged in the other pursuits available at the fair that only one showed up for the candy bombing. He had waited patiently with his mother for about an hour so we were glad he scored big on candy. **Dave**

Sea Dart declared a "winner," PB-Y Catalina not so much.

Flying off water is one of my favorite things in summer. But, with swimmers all over the ponds and beaches during the peak season here, we have to wait until after Labor Day to find a quiet place to fly. Last week my day had arrived, Blueberry Pond was completely deserted at 8:00 am.

I have two new sea planes to try out.

One is my scratch build FFF model of the Sea Dart, a navy test plane attempt at making an amphibious jet fighter.



My model, built from plans and instructions at rcgroups.com, is a pretty nice "stand off scale" plane that came in at about the right weight (17 oz. without battery). This is a real milestone for me given my apparent penchant for building with lead. It performed really well in hand launch test flights at the field. With 300 watts of power pushing a 6" prop-in-slot at 2200 kv it makes for a real 'screamer' both visual and audio. After a few tweaks of the cg and some elevon trim it flies smooth as silk with fast rolls and beautiful big round loops. All in all a very nice flying park jet. But, like the full scale Navy Sea Dart, the question is how will it do off water.



In a word, Fantastic! Rudder control during taxiing was great and takeoff and landing were smooth and stable. Although this plane can reach high speeds, it also slows down very nicely and assumes a stable high angle of attack for easily controlled landings. All in all, the group consensus is that the plane is a "winner."

My other sea plane for this day is a commercially made foam model of the PB-Y Catalina. I purchased this twin engine beauty at the swap meet in Delaware last winter for what seemed to be a very good price (first warning ignored).

Because it has very delicate wing tip floats that could easily be broken off by landing on the tall grass at our field, think marsh, I was reluctant to conduct test flights by hand launch and opted to wait for a water takeoff (second mistake).

I also was not very thorough in my initial bench testing and only confirmed that the motors and controls worked mechanically, but did not double check throws, cg or prop action (third mistake). So, when we got it on the beach and tested the motors it would spin in a wild circle upon adding throttle. A little belated attention to detail showed that the props had both been installed backwards and they were not counter-rotating (warning-maybe the previous owner was in a hurry to unload this baby).

We also noticed a large amount of down elevator at servo neutral. We attributed this to sloppy set-up by the previous owner, remember the props, and proceeded to adjust the angle to neutral position.

Finally ready for water trials.

Taxi control was poor due to a 'bow down' attitude in the water that left the rudder too high to be effective. With a fair amount of throttle and full up elevator it would tip the tail down enough to give the rudder some control. After a few spin outs and sloppy attempts, I got some sense of control and managed to take off. Then all hell broke loose. It roller coasted from stall to dive repeatedly as I tried to get some sort of control. I managed to keep it in the air just long enough to reach the far side of the pond where it proceeded to set itself firmly in the top of a very tall tree hanging out over the water.

Now the Propstoppers are legendary at the use of slings and arrows for retrieving planes from tree tops. But this tree was located on the edge of a pond in a location not accessible by land. Furthermore, to "Take the shot" you would have to be standing on the pond. What to do?

We had a small kayak with us that we use for water retrieval. But this was not exactly a water problem. For tree problems the guys here prefer poles to projectiles. So, we called in our crack team of sea rescue experts. This problem was no match for our intrepid crew with bamboo poles and duct tape all neatly packed into a two man kayak.





The plane is now back in the hanger for minor repairs and then it will be off to the field for some diagnostic work. I plan to tame this bronco, wing tips or not, or bring her to ruin trying.

Well, this will be my last report from Crosby Landing Beach for this year. By the time you read this I will probably already be back in Pa. I'll see you at the field.

Larry

Fun in the Sun Wind and Rain

Our Old Timer flyers Chuck Kime, Dick Bartkowski and your Editor together with Tina Kime (the worker) drove out to the AMA site in Muncie Indiana for a week long SAM Champs. Just a week before the weather forecast was for mild temperatures and modest winds all week with maybe just one questionable day.

Well, with just days to go it changed completely and continued to change every day. Monday and Tuesday were forecast for rain then high winds. Wednesday through Friday were forecast to be better. But in the event every day was a weather challenge. Still, as it turned out despite these conditions there were periods each day when some competitive flying was possible and in the end we ran a complete set of events. Oh, forgot to say we were the management team for this \$8000 event! Tina had spent months with registration handling the event entries as well as the moneys for the non flying events; socials, Concours and Banquet.

Chuck managed an engine raffle where members donated mostly old ignition or glow engines and members bought the ticket for a try at winning one. This program raised almost \$1000 towards the costs of running the event.

About 75 members registered over four hundred model/events and with an average of three flights per event the program could have resulted in well over 1000 flights. But with the bad weather all week there might have been only about 300 flights actually made. Still, they were sufficient to run the full slate required of the various Championships and our Dick Bartkowski won as the Electric Champion involving five events.



Not only did we need all the models and flying stuff but we catered the Socials too including Dick's special meat balls and Kielbasa, my bread and home brew English Amber Ale. Since we were managing the meet we also had to bring all the registration materials, computers, and printer and then assemble the member's packages.



Here Dick launches his Electric Wakefield made years ago by Mick Harris. Chuck is the timer.



This is Dave's 1936 Weather's Westerner powered by a 1936 Brown Jr. ignition engine.



Tina spent the whole week huddled in blankets occasionally with an under the table heater sheltering from the weather while keeping all the RC scores. Chuck helped with the flying and timing. Dick messed about with the Ohlsson 60 ignition engine in his Spook trying to get a stable setting. Didn't really manage it and on the test flights it quit early.





This nice scale model was entered into the Concours event. You had to fly the airplane to qualify for the Concours. This one flew well. Scratch built by Bob Galler from Albuquerque.



Dick won the Electric Champion's award for his flights in the five Championship events. Here receiving his award from RC Contest Director Mike Salvador.



The event ended with a fine Banquet at a 100 year old Country Club.

So although the weather was challenging most of us had a good time with old friends.

Dave



Facebook Is About to Test Its Enormous Solar-Powered Drone

<https://www.wired.com/2016/07/facebooks-giant-internet-beaming-drone-finally-takes-flight/#slide-2>



Many have tackled the challenge of connecting peoples in sparsely populated or economically disadvantaged areas around the World. Land lines and satellites are extraordinarily expensive so people have considered balloons and high flying aircraft. Back twenty years ago Burt Rutan build one, the Proteus.



Now Facebook is getting in on the act with a large flying wing.



AS THE SUN rose over the Sonora Desert in late June, Mark Zuckerberg stood beside a runway not far from the Mexican border.

Next to him stood [Facebook](#) vice president of engineering Jay Parikh and a few other colleagues, all eyes on the strip of asphalt that stretched toward the horizon. They had arrived a little before dawn, and they were the latecomers. A team of [Facebook](#) technicians began prepping the launch at midnight the day before. Among them was Martin Gomez, who sat inside a trailer at the other end of this airfield near Yuma, Arizona, taking the crew through its “go”-“no go” checklist. Then, a little past six o’clock, a truck taxied down the runway, pulling Aquila on a massive metal dolly stretched out behind it.





See the video;

<https://dp8hsntg6do36.cloudfront.net/5790ec45b7ffa918cd000002/0be7702e-f343-4d93-8809-6539ce5738f3high.webm>

Video Tour of Keil Kraft the biggest British Model Airplane Kit Manufacturers in the 1940s

<https://www.youtube.com/watch?v=nIhs0ItNwK8&app=desktop>

Watch as the workers saw, plane and cut balsa planks and parts; no safety items, no push sticks, workers wearing ties while operating high speed machinery. Smoking in amongst the balsa dust. Those were the days!



Boeing boss plans to beat Musk to Mars

Julie Johnsson *Bloomberg* 16-10-2

Boeing once helped the U.S. beat the Soviet Union in the race to the moon. Now the company intends to go toe-to-toe with newcomers such as billionaire Elon Musk in the next era of space exploration and commerce.

Boeing Chief Executive Officer Dennis Muilenburg sketched out a Jetsons-like future at a conference Tuesday, envisioning a commercial space-travel market with dozens of destinations orbiting the Earth and hypersonic aircraft shuttling travelers between continents in two hours or less. And Boeing intends to be a key player in the initial push to send humans to Mars, maybe even beating Musk to his long-time goal.

"I'm convinced the first person to step foot on Mars will arrive there riding a Boeing rocket," Muilenburg said at the Chicago event on innovation.

Like Musk's SpaceX, Boeing is focused on building out the commercial space sector near Earth as spaceflight becomes more routine, while developing technology to venture far beyond the moon.

The Chicago-based aerospace giant is working with the National Aeronautics and Space Administration to develop a heavy-lift rocket called the Space Launch System for deep space exploration.

Musk last week welcomed competitors as he unveiled a SpaceX craft that would dwarf the workhorse of Apollo missions of a half-century ago, hauling 100 travelers to Mars with cruise-ship-style amenities.

"The goal of SpaceX really is to build the transport system. It's like building the Union Pacific railroad," Musk told a space conference, as he laid out a plan to bring travel to Mars to a mass market with tickets priced one day as low as \$100,000.

Boeing built the first stage for the Saturn V, which took men to the moon. Nowadays, Muilenburg sees space tourism closer to home "blossoming over the next couple of decades into a viable commercial market." The International Space Station could be joined in low-earth orbit by dozens of hotels and companies pursuing micro-gravity manufacturing and research, he said.