



# The Flightline



Volume 48, Issue 10 Newsletter of the Propstoppers RC Club AMA 1042 October 2017



### President's Message

This is the month for nominations for the Board. As you know I have been sick for a period of time, now I am on the road to recovery. I would like the current Board to remain.

We have worked well for several years. Over the years we have always had fields to fly. Currently we still maintain two fields kept in excellent shape. We also remain on good terms with the field owners.

I would very much like to continue as President of the Propstoppers and I would appreciate your vote.

**Dick Seiwell, President**

### Agenda for October 10th Meeting At Gateway Church Meeting Room 7:00 pm till 8:30

1. Show and Tell
2. Finance Report
3. Bylaws ballot process revision vote.
4. Nomination of Club Officers
5. Club Calendar Review
6. Plan for Indoor Flying

### Propstoppers Club September Meeting

The meeting was held at the church meeting room on 20th September.

15 members were present, and the meeting was called to order at 7:15.

The treasurer gave his report.

It was recognized that since no business meeting was held in August there were no minutes to approve.

#### Old Business

In response to a question about the possibility of putting more stone at the entrance to the CA field, the president explained that we are not permitted to do so because it could lead to damage to the pipeline.

#### New Business

There was a discussion on flying safety, in particular about ensuring that a pilot was flying in a manner that reflected his abilities and that his model was of a type suitable for his experience level without supervision. Two members volunteered. So this effort will proceed.

It was suggested that the Board members should review our bylaws. The Board will solicit members to address this issue.

The Treasurer prepared and proposed a budget and dues for next year. The members voted to accept the recommendation we maintain the current \$60.

There was a reminder that the club picnic was scheduled for the coming Saturday.

After the meeting, an audit of the club's accounts was undertaken by three club members (Dave Harding, Larry Woodward, and Murray Wilson). The members declared the account and processes accurately reflect the club finances and processes employed by the Treasurer.

There was no Show and Tell.

The meeting was declared closed at 8 pm.

**Mick Harris for 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; 10th Oct. at the Gateway 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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## 2017/8 Indoor Flying at the Brookhaven Gym

November 11, December 9, January 6,  
February ? 10 ?, March 10 6:30-9 pm.

Flying after Tuesday Breakfast may begin by mid October.

## Nomination of Club Officers at the October Meeting.

### 1. Article VIII - Nominations, Elections, and Recall

#### a. Nominations

- i. Nominations must be presented at the October meeting either in person or by written statement. No nominations will be accepted after the October meeting.

#### b. Election

- i. The ballots will be printed after the November meeting and mailed to all members with a self-addressed stamped envelope to be returned to the designated collection point determined by the president. **(Note; the Board may decide to accomplish this process by email.)**
- ii. The ballots will be opened at the December general meeting and counted by two (2) individuals as designated by the president.
- iii. Any nomination at the October meeting having only one person for a position in each category shall be voted into office by the majority in attendance.

# Yet Another Great Picnic



Chris Marzuchi flew his new 3D Addiction. One good flight then threw a prop. Landed safe though.





Al Basualdo joined the EDF jet brigade, well, the Schurmans so we were treated to a three plane flight demo. And yes, Tina Kime brought the Pink Stuff. Club VP Chuck had to eat the last of it as she wouldn't take it home.



# Club Bylaws Update Program.

Some members have been reviewing the Club Bylaws and find them to be quite out of date in several areas. As noted in the September Meeting Minutes these issues were discussed and the board will seek a committee to review and recommend updates.

However, one update I offer here is necessary to ensure smooth and cost free steps in the election of club officials. A process that will be the subject of actions in the October Monthly Meeting addresses transmittal of the votes.

The current bylaws regarding elections are;

## **b. Election**

i. The ballots will be printed after the November meeting and mailed to all members with a self-addressed stamped envelope to be returned to the designated collection point determined by the president.

The proposed revision is;

## **b. Election**

i. The ballots will be printed **emailed to the membership by the Secretary** after the November meeting and mailed to all members with a self-addressed stamped envelope to be returned to the designated collection point determined by the president. **Completed ballots must be emailed by return within one week of original mailing.**

This proposed Bylaws revision shall be voted on during the October club meeting per the current Bylaw paragraph;

## **10. Article X - Amendment of these Bylaws**

**i. Where deemed necessary, By-Laws may be amended or added to by the club officers at a general meeting with a majority vote by those present.**

**Dave Harding**

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## **Change, for Better or Worse.**

Larry Woodward

Our recent initiative to review and amend the Bylaws is one way we recognize that time moves on and the nature of our world has changed. If change is inevitable, the question then is how to accommodate it to take advantage of the new without losing the value of the past.

Our national AMA organization is undergoing an interesting debate in this regard right now in a contested race for the national Executive Vice President's position. One candidate is running on a platform arguing to return to our roots in traditional fixed wing and rotor craft modeling while his competition supports the organization's current policy of embracing new technologies, in particular multirotor and FPV modeling.

Well, one way to look at the dilemma would be to recognize what it is about the hobby that we all can agree is beneficial and worthwhile. If we work to preserve and strengthen those elements, then the changes will just be icing on the cake. In this regard, as Webmaster I recently received an interesting message from [james@blogondirt.com](mailto:james@blogondirt.com) asking if I would be interested in linking some of his blog content on our web site. He is primarily interested in RC cars and helicopters, but the sample article he sent me seemed to speak very well to the issue of understanding what is fundamentally so attractive about our hobby. He points out a number of aspects common to all types of rc modeling that keep us coming back for more. I may take exception to his point that RC toys are useful for practical jokes (safety concerns) but for me he hit the nail right on the head when he pointed out the opportunity for social interaction that comes with "organized play." Here is what he has to say:

### 3 Fun Facts You Need To Know About the Top RC Cars and Helicopters

The Irish writer [George Bernard Shaw](#) once said: "We don't stop playing because we grow old; we grow old because we stop playing." So one trick for us not to grow old would be to keep on playing, no matter the age! The evolution of technology gives us a big helping hand in pursuing this goal: the RC vehicles, which are so much fun for both children and adults. Why is playing so important for us? The answer is rather simple: playing helps people develop or improve three main types of human abilities – physical, cognitive and social.

Thus, we get to learn how to control our bodies better; we develop creative thinking and unleash our imagination, which helps us become better at solving problems, and we learn how to think in advance, to strategize our next moves. Playing also helps people reduce anxiety, grow self-confidence and learn what team-work means. Plus, it contributes to having better control over our frustration or aggression impulses and to developing leadership skills. For adults especially, playing is a form of relieving stress, enjoying life, taking a break from daily problems and better connecting to others. And, as John from [RC Rank](#) explained to me: "It keeps us young and full of energy."

So let's see what makes playing with RC cars and helicopters so cool by quickly taking a look at a few specific features:

#### Stunts

One of the coolest things about top RC cars and helicopters, in my opinion, is that you can do with them pretty much everything you want. I mean any stunt you may dream! You can drive a car very fast or drift; you can do trick-shots; you can dive with a helicopter, hover or make it loop – there are endless possibilities of having fun with it. You can have show-offs with your stunts or learn new ones from your RC fellows. It's an excellent way to socialize and meet people; plus, you get such satisfaction when you pull off a new stunt!



#### Good deeds or pranks

Remember the kid from "Home Alone 3"? I know that was just a movie, but look at the things you can do with the RC vehicles these days, thanks to the evolution of interactive technology: an RC helicopter with an embedded HD camera can take high-quality pictures from above or even film. Challenging, educational and fun, for kids and adults! The movie industry already uses such models, for aerial images or for, well, stunts. The latest [RC helicopter reviews](#) also say they can help survey disaster-hit areas. One could send food by using small RC vehicles able to fit in narrow spaces and ride on dangerous terrain or fly over it. And, sure, if you're a joker (and your friends are ok with this), you can play a prank on someone by using an RC vehicle as your accomplice.

#### Social life

Believe it or not, owning an RC car or helicopter can improve your social life. This particular hobby brings people together into clubs and associations; there are organized races and competitions, show-offs and all sorts of gatherings meant to help the fans share information, get to know each other and develop new skills. There is a large community of RC lovers, and it's still growing. It's been a long ride since 1871 when French aviation pioneer Alphonse Pénard created the "Planophore" (credited as the first automatic model to fly steady) or since 1898 when the inventor Nikola Tesla presented the first RC engine model. But here we are today, so what else can I say except "RC fellows, never stop playing!"

# **BRITISH AIRCRAFT IN USAAF SERVICE**

By Mick Harris

Although the indoor flying season is still a long way off, now is the time to think about building something new - especially as these days it seems to take me forever to turn out a new model. I want to make a flying scale model, and this time finish it with an airbrush instead of using colored tissue. One obstacle to this is that I haven't sprayed a model in years, so that the results could be problematical.

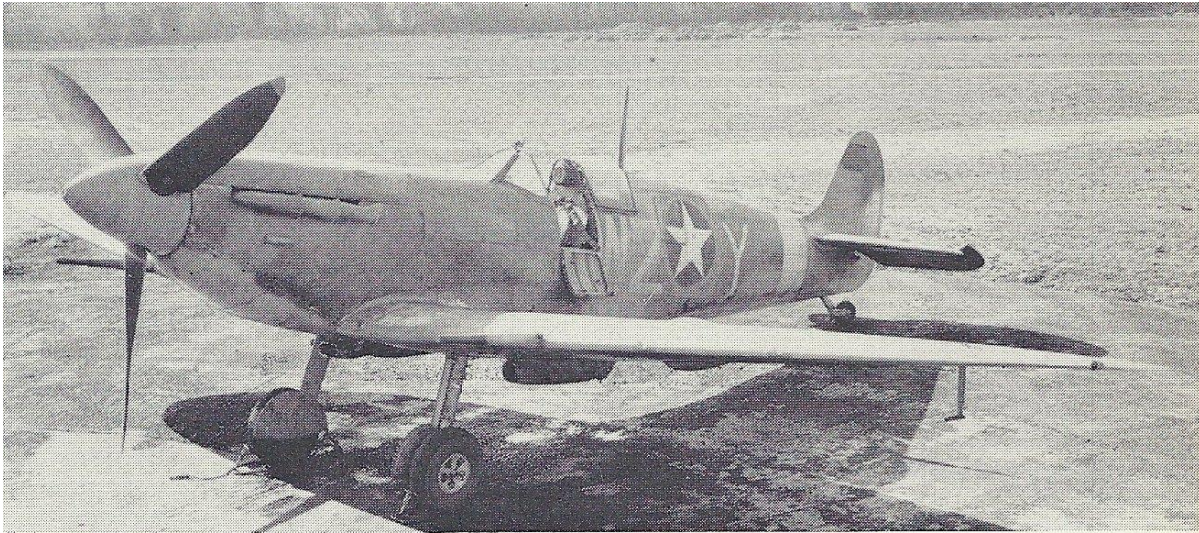
I therefore decided it might be wise to build a quick model for a practice run. An obvious choice was, to save time, a laser cut kit. I found the choice was limited for a model suitable for indoor flying and for a prototype that would interest me. I finally settled on a Spitfire of 18in wingspan - not an obvious choice for me as I like lesser known types, but perhaps I could come up with an unusual color scheme to make it look a bit different. Looking through my reference books I found a picture of a Spit. sporting USAAF markings. That would do!!!

I then remembered that I had some monographs in a series called *Camouflage & Markings*, and one of them was devoted to British planes in American service, and this should give me some ideas. Now everybody is aware that during WW II America was the arsenal of the Allies, contributing enormous amounts of men and material - but there was also a flow in the reverse direction, small perhaps in comparison but quite significant. For example, the RAF supplied the USAAF with about a thousand aircraft, a high percentage of which were Spitfires.



When America entered the war, equipment that was needed had to be shipped across the Atlantic. The personnel arrived before some of the necessary equipment, and so the U.S. flyers shared the RAF airfields until new ones could be built, plus the P-39's that they had trained on were not immediately available (perhaps they were lucky there!). The RAF supplied them with Spitfire IIs to train on and to learn how to fly in the European

environment, and then they upgraded to Spitfire Vs - mainly the models fitted with canon. Later some Spitfire squadrons were posted to the Middle East, where they were given tropicalised Spitfire Vs, and later changed to Mk VIIIs and MK IXs.



*Spitfire VB BM635 of the American 67th Observation Group in March 1943. It still carries the letters WZ-Y from its previous unit—the 309th Fighter Sqn., 31st Fighter Group.*  
(Photo: Official U.S.A.F.)

The USAAF also used clipped wing Spitfire Vs in the low level reconnaissance role. For the high level role initially stripped down P-38s were used, but losses due to enemy action were too high, so they acquired photoreconnaissance Spitfire XIs which had a better performance at altitude. These were painted in the original British camouflage color of overall blue, but by 1945 (it is interesting to note that the British aircraft were retained long after American ones were available) they were in polished metal finish as their pilots preferred the extra performance over the lower visibility.



The photoreconnaissance version of the deHavilland Mosquito had a very high performance at altitude (the unarmed bomber version roamed the skies of Germany virtually unmolested for two years) and over 70 were obtained by the USAAF for special operations, including reconnaissance, night fighter, and weather reporting.



The PR planes originally retained their overall blue color, but an additional red tail was used for easier identification as some P-51 pilots were not very good at aircraft recognition!



In 1943 three squadrons arrived in England to train for the night fighter role at RAF stations using Bristol Beaufighters. After training they went to the Middle East, where they received their own Beaufighters, which they used through the Italy campaign.



The USAAF did not take communication planes to England until later in the war, and so used RAF supplied aircraft, some of these having been bought by Britain from America earlier, others were a varied assortment including Hawker Hurricanes for high speed communications.

In addition to the aircraft manufactured in England, the USAAF acquired US manufactured aircraft belonging to the RAF. For example, the Douglas A-20 Havoc was originally ordered by the French, but only a handful reached their destination by the fall of France so the order was taken over by the British with additional aircraft added. In 1942 the spearhead of the 8th Air Force arrived in England. The personnel trained on Bostons (as the type was called in the RAF) and then flew the first US bomber missions of the war in British supplied planes. Most of the A-20s produced went for lend-lease to the UK and Russia, and in 1943 the USAAF required more of them than their original estimates so they diverted some on the production line for the foreign orders. Many had

already been painted so they were to be seen in RAF camouflage colors with new national insignia applied over the existing g ones.



Post WW II the interchange of military aircraft across the Atlantic naturally was drastically reduced, but some remained. The UK bought F-86 Sabres and B-29s,





USA built British designs such as the B-57 Canberra, the Harrier jump-jet fighter, and the T-45 trainer, but I believe the only British manufactured plane to see USAF service was the C-23 Sherpa cargo plane used mainly for supplying spares around the US bases in Europe.



## Piston Single Speed Record Set

The all-time piston single speed record was set Saturday when Steve Hinton Jr. flew Voodoo, a highly modified P-51 Mustang, at an average speed of 531.53 mph over four runs at Clarks Ranch in remote central Idaho. His fastest run was 554.69 mph. His average speed beat Lyle Shelton's record of 528.3 mph set in 1989 in Rare Bear, a tricked-out Grumman Bearcat. His father, a legendary race and test pilot, also set the speed record in the P-51 Red Baron in 1979.

Hinton Jr. had been trying to beat the record since early last week but weather and technical issues delayed the flight until Saturday. Hinton has flown the same aircraft to three successive Unlimited titles at the World Championship Air Races in Reno, Nevada, but there were even more modifications made to the Mustang for the record attempt. Even the distinctive purple paint job was removed to reduce drag and weight. Below is a Facebook video of the record run. <https://youtu.be/s1nLEca2ryU>

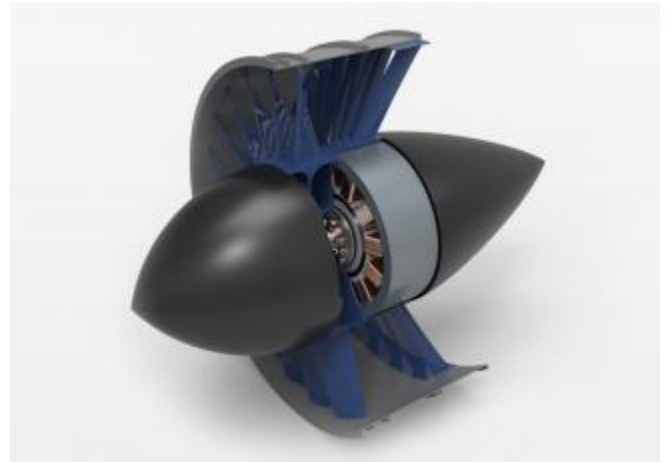


## Lilium Raises \$90 Million For Electric VTOL

Lilium, a start-up aviation company based in Munich, announced on Thursday they have raised \$90 million in investment to develop the five-seat Lilium aircraft. The funding, which brings the total capital raised to \$100 million, will enable the company to grow its staff to more than 70 and work toward a first manned flight in 2019. The new investment “makes Lilium one of the best-funded electric aircraft projects in the world,” said CEO Daniel Wiegand. No other company is promising the economy, speed, range and

low noise levels of the Lilium Jet, Wiegand said. A remotely flown two-seat prototype [flew in April](#), showing that it could take off vertically and then smoothly transition to horizontal flight.

The Lilium Jet will be able to travel for one hour at up to 162 knots on a single charge, the company says. Although the company refers to the powerplants as “electric jet engines,” they’re not traditional jets. According to the company website, the engines work like jets in that they suck in air, compress it and push it out the back. But the compressor fan in front is turned by an electric motor instead of a gas turbine. At the [Uber Elevate conference](#) in April, Wiegand described the engine as consisting of two bearings, a shaft and a rotor, with just one moving part;. Giant EDFs?



## Here's what flying cars will actually look like

Read more here: <http://www.techradar.com/news/heres-what-flying-cars-will-actually-look-like>





The Airbus/Italdesign Pop.Up comprises a separate aircraft and wheel-base. Credit: Italdesign/Airbus



The PAL-V Liberty in the skies above San Francisco. The process of drawing up regulations for flying cars is expected to take years. Credit: PAL-V

The [AeroMobil Flying Car](#) swaps from electric car to plane in three minutes, does 100mph on the ground and 223mph when airborne, and has a range of about 400 miles. 500 are due to go on sale in 2020, at \$1 million a throw.



AeroMobil's offering looks every inch the flying car of the future, but it's likely to remain a rich person's play-thing rather than providing a practical solution to the problem of urban congestion

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## The GoFly Prize

The GoFly Prize, which is a challenge to develop a safe, quiet, ultra-compact, near-VTOL personal flying device capable of flying twenty miles while carrying a single person. The total prize amount is \$2,000,000.

The GoFly Prize seeks an “everyone” personal flying device, capable of being flown by ANYONE, ANYWHERE. It should be a device for ALL: young and old, city-dweller and country-dweller, expert and novice. Recent advances in propulsion, energy, light-weight materials, and control and stability systems have combined to produce a moment of achievable innovation. What can be accomplished today could not have been attained even a few years ago. Technological and scientific advances have resulted in a time when our most audacious dream—the dream of pure human flight—is now achievable.

The GoFly Prize Competition launches on September 26, 2017 and is widely sponsored by the aircraft industry and academia.

<http://goflyprize.com/> *(Yikes, two of the principals worked for me! Dave)*

<https://herox.com/GoFly>

**Boeing will give \$2 million to anyone who can build a functional jetpack**

<https://www.theverge.com/2017/9/26/16362868/boeing-go-fly-prize-jetpack-competition>

[https://www.youtube.com/watch?time\\_continue=75&v=tY0RWL9k1T8](https://www.youtube.com/watch?time_continue=75&v=tY0RWL9k1T8)