

# **The Flightline**



## Volume 48, Issue 18 Newsletter of the Propstoppers RC Club AMA 1042 Sept. 2018



INSIDE THIS ISSUE	
1	President's Message
2	September Meeting Agenda
3	August Meeting Minutes
4	Bylaw Revision: Process and Progress: Final Vote Larry Woodward
5	Drexel Students Fly at CA Field Dave Harding and Chuck Kime
6	Aerial Recon Saves Lives (almost) at Elwyn Field Larry Woodward

### President's Message

Let me start off by urging you to attend this months meeting. This is the meeting where we get to vote on the new revised By-Laws.

The By-Law Committee has spent many hours reviewing,and modifying the old By-Laws to meet the new AMA guidelines. This would keep you up to date on the rules, and also show your appreciation of the many tedious hours spent on this project.

NOW! On to a hot subject. Just because Summer is almost over (I think) do not forget your lotion, especially on your ears. I know I shouldn't talk. My ears look like lobster claws.

Keep in mind it's almost INDOOR FLYING time. We are planning a variety of events to challenge your flying skills.

Chuck Kime

Vice President

## Agenda for September 11th Meeting At Gateway Church Meeting Room 7:00 pm till 8:30

- 1. Call to Order and Roll Call
- 2. Approval of minutes
- 3. Treasurer's Report
- Old Business By Laws Fiinal Vote Safety Committee rules review Elwyn Field Flying Hours Yahoo Groups Calendar notification problems
- 5. New Business
- 6. Show and Tell
- 7. Adjournment

#### Minutes of the Propstoppers Model Airplane Club

August 14, 2018 at the Gateway Church meeting room: Call to order took place at 7:05 PM by Vice-President Chuck Kime who also conducted the meeting in the absence of the president

Treasurer,s report was postponed in the absence of the Treasurer.

Survey of the room showed 11 members and one pending member present.

Old business:

A long discussion took place about attendance at the meetings. The group noted that the club has two fields and apparently separate groups that use each field. It is possible that the interests of these two groups are different.

The group voted to distribute the finalized bylaws to the membership so that we may vote to have them approved. We wanted to include an explanation of the fact that the rules that govern flying are in a separate Amendment and not in the Bylaws. The rules document is still in development. The bylaws strictly govern the organization of the club, i.e. officers, members, duties etc. This part appears to be noncontroversial

so it will be dealt with first.

Show and tell:

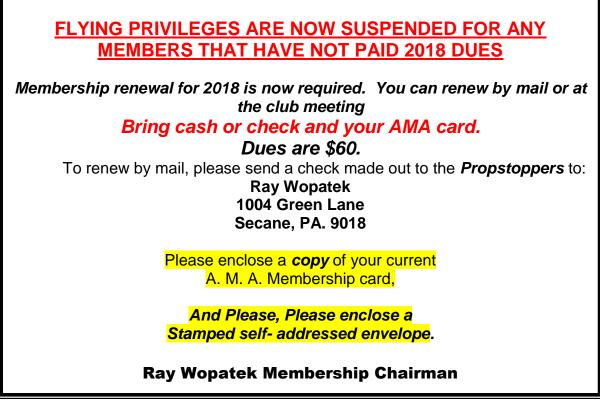
A brief show and tell took place as one of the members showed two antique ignition engines that he had come across. The group looked them over and discussed their quality and use.

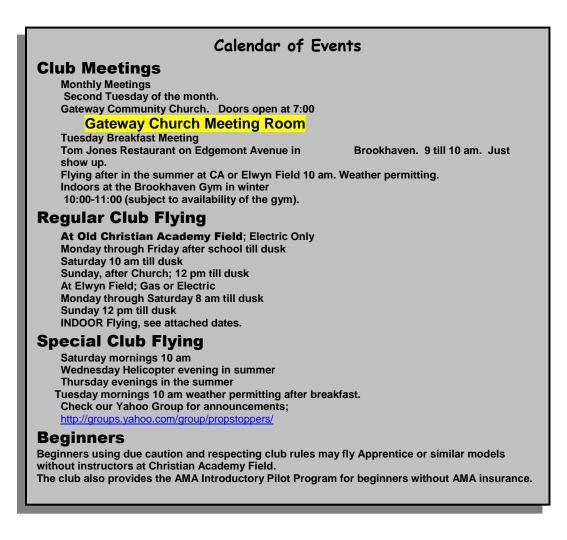
Dick Bartkowski Secretary

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

President **Dick Seiwell** (610) 566-2698 Vice President **Chuck Kime** (610) 833-5256 Secretary **Richard Bartkowski** (610) 566-3950 Treasurer Pete Oetinger 610 627-9564 Membership Chairman **Ray Wopatek** 610 259-4942 Safety Officers: **Eric Hofberg** 610 566-0408 **Ryan Schurman Newsletter Co-Editors: Dave Harding** (610)-872-1457 Larry Woodward 610 891-7936

Propstoppers Web Site; www.propstoppers.org Material herein may be freely copied for personal use but shall not be reproduced for sale.





## Bylaw Revision: Process and Progress: Final Vote

by Larry Woodward

The proposed revisions to the Proppstoppers Bylaws were distributed in the July Newsletter and discussed at the August meeting. A separate notice with a link to the Bylaws (<u>https://drive.google.com/file/d/10Makzy7r8SpyAo\_3qTGyFwXyvDIWgouL/view?usp=sharing</u>) was emailed to members on August 25<sup>th</sup>. This month the membership will vote on whether or not to adopt the revisions. A simple majority of the members present at the meeting will determine the outcome.

If adopted, the new bylaws will establish, among other things, a formal Safety Committee composed of the Safety Officers and the Vice President. This committee is charged with all matters related to safety, including periodic review of the field rules and procedures. If approved, this new Safety Committee will now proceed with examining current safety rules and procedures and making recommendation for possible improvements that will better reflect new AMA recommendations for advanced technology such as multirotors and FPV.

# **Drexel Students Fly at CA Field**

By Dave Harding



Fourteen teams brought their airplane parts and analyses out to CA field on Saturday 18<sup>th</sup> August. The weather forecast was for overcast skies, windy, warm and humid with thunder storms expected at two pm. So despite the 9 am start, the pressure was on to fly every one. After all, the professor who was present would score their results, a score that would play in their overall GPA.

As we previously reported, the students had to use what they learned in the Airplane Design course to design a wing and tail, including the placement onto a fuselage we provided, such that the resulting airplane would be stable and controllable. They were also required to predict the load carrying performance. But at this one time final test, we were unable to do that part. Still the challenge to design and build the balsa and film covered parts, and define the location of the Neutral Point and CG, was not an easy task.





A number of the models were rather unstable and those that survived the first test, most did, were allowed to reset the wing position to achieve a stable CG. Most of these flew well enough. A number of others produced wings that were either warped or the two wings were joined in a way that resulted in different incidence side to side. Attempts were made to see if sufficient rudder authority would allow controlled flight, but a number failed.

Since we had no 110 volt power at the field we did not take heat guns or covering irons. So, on the field repairs were out of the question. Two teams tried to straighten the warped wings with engine exhaust from their cars; a failure! We offered to return the following week to test these models if the students wanted to repair them. But later in the day with two more such models, I called my daughter (an engineering family) who lived nearby to see if the students could use one of her clothing irons. As she agreed they did just that and were the last two models flown at 3 pm.

Yes, not only did the weather hold long enough to get all the flying done but it turned out to be clear and sunny with no wind! Sun burn anyone?

Then the early team with the warp called and said they would like to try again. So, the following Saturday they came to an early flying session at Elwyn field, along with the usual Propstopper suspects.

Their wing now had the same incidence on both sides but one was still warped; tip wash out. Once again the rudder authority did not allow controlled flight. But Mast Builder and Flyer Al Tamburo suggested they use rubber bands on the outboard section. I for the life of me could not see how that was going to twist the wing. But,.... Wizard Al simply planned for the bands to pull the trailing edge down like a flap ~ the structure was not all that stiff or strong. Yep, it worked and the model flew perfectly. (Note the Big Al rubber bands in the picture below).



Each team took pictures and videos of their flights, but I have lost the technique to post them for you to see. Maybe we could coax Cecil B. deMille, or better yet our Pedro, to make one movie of this Propstoppers project.

We do these things to give back to those that follow us so they can learn and enjoy what we have. And so it was with some satisfaction we received the following letter from the students.

Chuck & Dave,

We all want to express our thanks and appreciation for the time you two have devoted to the MEM 425: Aircraft Design class this summer. It's one thing to have a professor who cares about teaching the course in a way that keeps students engaged, but to have two additional gentlemen involved who are experienced and knowledgeable in the field of aircraft design was invaluable to us.

Thank you for taking the time to teach our class how to design and build our models, and for piloting the variety of designs we brought you. You two, along with Dr. Yousuff, may have inspired some of us to continue this hobby, or even to aspire to be real aircraft designers ourselves. We hope you continue this relationship with future classes to show more students how fun and rewarding model aircraft design can be.

Sincerely,

The MEM 425 students:

Virnot

Daniel Me dutte

drilld. anchez de Lamadrid

Tasnia Choud molly citha Huar

Dave and Chuck.

# **Aerial Recon Saves Lives (almost) at Elwyn Field**

By Larry Woodward



If you spend any time flying at Elwyn Field this time of year you will understand what I mean when I say you take your life in your hands once you leave the runway. If the flight proves problematic and you are forced down in the "outfield" you will be faced with a formidable decision. How much is my model worth in comparison to the dangers of a "jungle trek" through the poison ivy infested briar patch we call a "field." And, if you are brave enough to attempt a rescue mission there is only a miniscule chance you will be able to find your aircraft anyway.

Well, when the going gets tough - the tough get going; But not without a little technology in hand. Our intrepid master of aerial videography, Pedro Navarro, was not to be deterred by a little tough terrain when it came to recovering his models, and a few other members' besides. Here is his solution to lost aircraft at Elwyn. First, using a utility dolly to crush the weeds, set out a few reference marks (paths) across the field.





Second, set up your trusty recon model equipped with a video recorder and run a grid of passes across the field.



With a little luck and a keen eye you will pick out the critical detail in the saved video.



What remains is still a trek not to be taken lightly, but armed with aerial photo references the chances of success are greatly improved.



Click here to see Pedro's video presentation of the whole process.