



The Flightline



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



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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
4. Old Business
By Laws Final 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 Seiwel
(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
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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
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FLYING PRIVILEGES ARE NOW SUSPENDED FOR ANY MEMBERS THAT HAVE NOT PAID 2018 DUES

Membership renewal for 2018 is now required. You can renew by mail or at the club meeting

Bring cash or check and your AMA card.

Dues are \$60.

To renew by mail, please send a check made out to the ***Propstoppers*** 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 Chairman

Calendar of Events

Club Meetings

Monthly Meetings

Second Tuesday of the month.
Gateway Community Church. Doors open at 7:00

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 winter

10:00-11:00 (subject to availability of the gym).

Regular Club Flying

At Old Christian Academy Field; 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.

Bylaw Revision: Process and Progress: Final Vote

by Larry Woodward

The proposed revisions to the Propstoppers Bylaws were distributed in the July Newsletter and discussed at the August meeting. A separate notice with a link to the Bylaws (https://drive.google.com/file/d/1oMakzy7r8SpyAo_3qTGyFwXyvDIWgouL/view?usp=sharing) was emailed to members on August 25th. 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 18th 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:

C. Pirmot

Jeffrey Sanchez

Zachary McDonald

H. Smith

Chris Misher

Anna Fierpe

Aulu Olliv

David McDaniel

Matt Welling

~~David~~
Alyssa Novak

Fred Brackman

David Fisher

~~Mark~~

Sebastian Sanchez de Lamadrid

Alejandro G-P

Nathan Cooper

~~David~~

Yannick Juppé

John

Jimmy Datta

Tasnia Chowdhury

Molly Luha

Jie Gu

Harrison Zhy

Lan Shen

Tuote Huang

Daniel Bernard

Cliff Hester

Nathan Pritchard

John Kim

Victor

Ben Madson

Mike Pyle

Victor

Jeffrey

Samir Vasquez
William Papp

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.](#)