



The Flightline



Volume 49, Issue 3 Newsletter of the Propstoppers RC Club AMA 1042 March 2019



President's Message

Hello Snowbirds,

Now that the cold weather has settled in, I am hoping that more pilots will start flying indoors.

For those of you that don't know, we have a great gym (spell that heated) to fly in. All are welcome. With the current weather making the fields a little less inviting, why not give "indoor" a try?

The flight Safety and Rules Committee is pretty much done with their updates, so we should be close to making final copy available for members for vote on soon. Much thanks goes to the Committee members. It is not an easy job.

See you at the gym (Next indoor date is Saturday March 23)

Chuck Kime
President

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Agenda for March 12th 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:
President's review of field operating hours:
Safety/Rules Committee review:
5. New Business:
6. Show and Tell:
7. Adjournment

Minutes of the Propstoppers Model Airplane Club

Taken by Mick Harris in the absence of the Secretary.

Minutes for Club Meeting held February 12, 2019

The meeting was called to order at 7:15, with 10 members present.

The Treasurer gave his report.

The President brought it to the attention of members that reports in the Press indicated that Elwyn was being reorganized with regard to the use of some of its properties, either using it differently or selling it. Most probably, the plan mainly involves the Sleighton Farm, but we should keep an eye on it to be aware if it might impact our flying activities.

With little other club business this month, the rest of the meeting was devoted to a presentation by Dave Harding on building with foam materials. Dave is to be congratulated on an interesting talk illustrated with lots of hardware samples. See the Show N Tell review on the following page.

Now, how about other members trying to make our meeting more interesting with some diverse Show N Tell presentations on your favorite part of RC flying?

Adjournment took place at 8:20 PM

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

President Chuck Kime (610) 833-5256	chuxtruk@vahoo.com
Vice President Pedro Navarro (610) 331-2536	pedronv@gmail.com
Secretary Richard Bartkowski (610) 566-3950	rbartkowski@comcast.net
Treasurer Pete Oetinger 610 627-9564	Pete202@iuno.com
Membership Chairman Ray Wopatek 610 259-4942	raywop@gmail.com
Safety Officers: Eric Hofberg 610 566-0408	bgsteam@comcast.net
Ryan Schurman	Throttle152@hotmail.com
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Webmaster Pete Oetinger	

Propstoppers Web Site; www.propstoppers.org
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**2018/19 Indoor Flying at the
Brookhaven Gym**
Saturdays 6:30-9:00 pm.
Mar.23, Apr. 13
Flying after Tuesday Breakfast 10.00am

Show and Tell:

Dave Harding made a presentation on the subject of scratch building with foam materials. He covered all aspects of the process from drawing up the plans and structural considerations to finishing. Mostly readily available materials are used (foam sheets, wallpaper insulation, adhesives etc.) Local reinforcement with tapes, balsa, spruce and carbon or glass fiber is often added.



In most cases the fuselage design starts with a simple box structure with sides of thin foam and thicker foam top and bottom pieces that can be rounded off to give a streamlined shape. Even a relatively simple shape results in a very realistic representation of a full-size prototype. The techniques are adaptable to all subjects from pre WW1 to modern jets, configurations including canards and flying wings and multi-engine power trains.



Above: A beautifully crafted amalgam of foam and balsa.

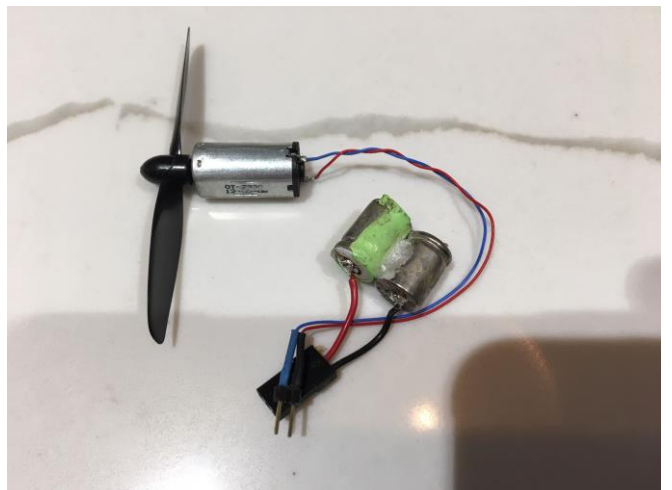
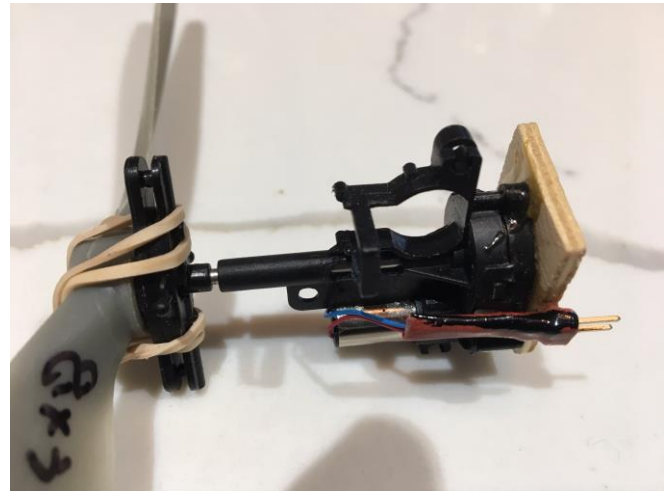
Below: Covering the foam with sanded layers of tissue and water based adhesives can achieve a very smooth finish.



Above: Dave discusses the use of “wallpaper insulation” (extremely thin foam sheet) imported from, England.

Al Tamboro showed a series of small power assemblies for micro indoor free flight models that he “hacked” from inexpensive flying toys he purchased at the Five and Below store. He was able to salvage the motors, props and various control components and adapt them for installation in his models. He has produced one working prototype aircraft so far and is working on further developments with these systems. He expects to be demonstrating some more examples by the next meeting.

Al also showed an N40 brushed motor and prop assembly he found on line as a matched counter-rotating pair at AllElectronics.com, <https://www.allelectronics.com/item/dcm-499/set-of-two-motors-and-propellers/1.html>



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.
Flying Indoors in winter at the Brookhaven Gym 10:00-11:00 (subject to availability of the gym).

Regular Club Flying

At Old Christian Academy Field (Gateway Community Church); Electric Only

Monday through Friday after school till dusk

Saturday 10 am till dusk

Sunday, after Church; Noon till dusk

At Elwyn Field; Fuel or Electric

Monday through Saturday 8 am till dusk

Sunday 10 am till dusk for Electric, Noon till Dusk for Fuel.

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.

2019 DUES ARE NOW REQUIRED

Membership renewal for 2019 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

Editor's Note:

Drew Resweber

Dave Harding recently heard from the parents of Drew Resweber about his latest assignment serving in the U.S. Air Force. You may recall an article about Drew last year when he was undergoing his jet flight training. Drew was an enthusiastic student member of Propstoppers throughout his youth and credits the club with providing him with a solid start in aviation.

Feb 13, 2019,

Drew graduated from ENJJPT (Euro-NATO Joint Jet Pilot Training) last Friday (2/8/19) and is now a winged/rated military aviator. His first assignment is going to be as a FAIP (First Assignment Instructor Pilot) in the T-38c at ENJJPT/Sheppard Air Force Base in Wichita Falls, Texas.

He will be teaching the UPT (Undergraduate Pilot Trainees) and will be getting a ton of flight hours and experience.

As you know you the Propstoppers played a major role in solidifying his interest in aviation from a young age and we are grateful for all of your teaching and mentoring.

Scott and Beth Resweber



USAF T-38c

Golden Age Air Museum: <http://goldenageair.org/>



Mark your calendar now for two important events this summer at the Golden Age Air Museum in Bethel Pa, 371 Airport Road, Bethel PA, 19507 (717) 933-9566. It is Located about 75 miles from Media at the Grimes Airport in Bethel Pa. [Click here for Google Maps location](#)

June 15, 2019 ■ "Flying Circus" AIR SHOW

(Rain Date: June 16, 2019)

Take a Step back in time to the days of the barnstormer and the flying circus. Experience an authentic 1920's air show.

Barnstorming Aerobatics and much, much, more!

All welcome.

Live music after the air show!

Members \$5, Non-Members \$10, Children age 6 to 12 -\$5, Age 5 and under free.

Biplane Rides [Click here for more information.](#)

Airfield closed to fly-in traffic, except for aircraft with prior reservations. Contact the museum for a reservation, a limited number are available.

Gates open at 10am for Airplane rides.

Show starts at 2pm. Approximately 2 hours and 15 minutes long.
Refreshments & food services available.

August 15-17, 2019 ■ Golden Age Radio Control Model Meet

Featuring model aircraft designs dating from the Pioneer Era through the year 1941.

Sponsored by the Tri-County Sky Barons tricountyskybarons.com

Registration fee for pilots \$20 weekend, \$15 for single day.

Pilot registration contact Eric Lunger 717-994-7735 or erlunger@gmail.com

Gate Admission: \$7 adults. Children age 6 to 12 -\$4, Age 5 and under free. Current museum members: \$5.

Breakfast, lunch and refreshments available.

Model Flea Market spaces available.

Primitive camping available.

Airfield closed to transient aircraft.

Museum flight demonstration by full scale antique aircraft.



FAA Issues Interim Final Rule for External Marking Requirement

The FAA issued an [Interim Final Rule](#) that will require drone pilots and model aircraft pilots to display their FAA-issued registration number on the outside surface of their aircraft. The rule will take effect on Monday, February 25, which means the markings must be in place for any outdoor flight beginning on that date.

Most importantly, this rule does not change the original acceptable methods of external marking, nor does it specify a particular external surface on which the registration number must be placed. The requirement is simply that the registration number must be seen upon visual inspection of the aircraft's exterior.

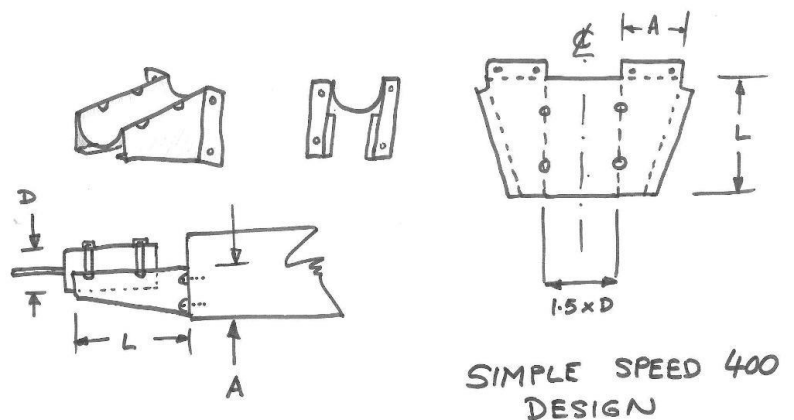
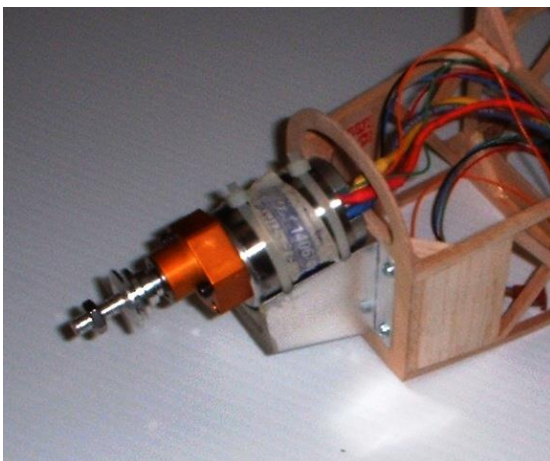
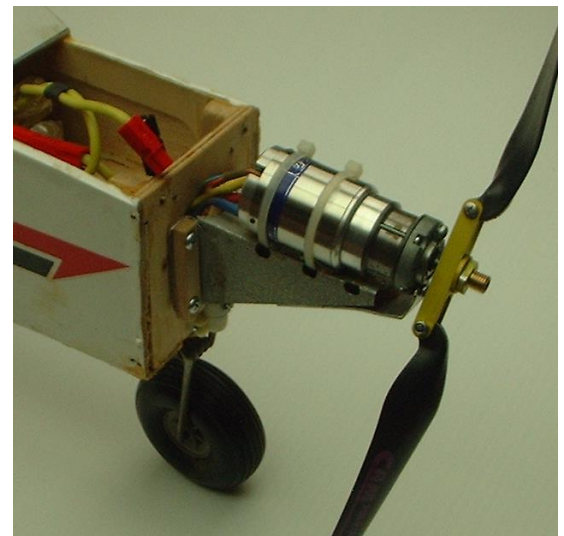
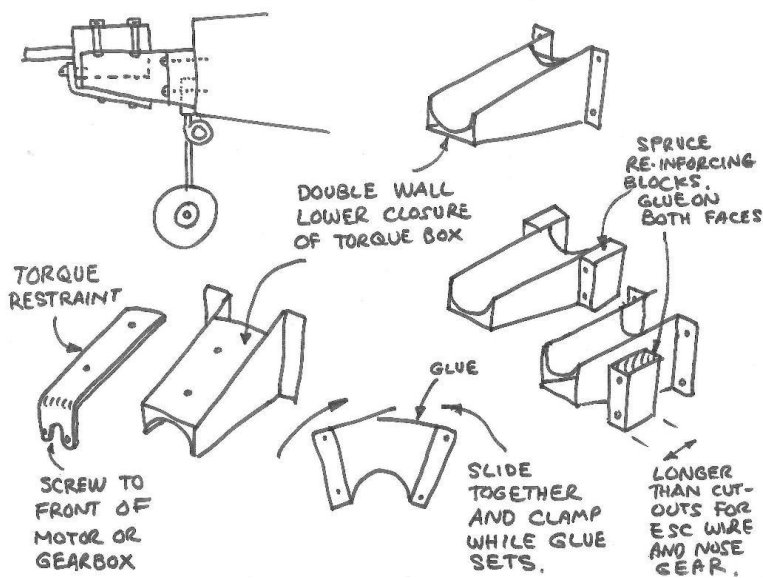
Law enforcement officials and FAA partners have expressed concerns about the safety risks a concealed explosive device could pose to first responders when opening a compartment to find a registration number.

If you are uncertain if you have a valid FAA registration, you can access your FAA account at <https://faadronezone.faa.gov/#>. This site will allow you to view your personal FAA registration number and expiration date. They strongly advise you to avoid registering your model aircraft anywhere other than this official FAA website. If you register under Section 336, there is a \$5 fee for a three-year registration, and hobbyists receive one identification number for all of their aircraft. Please be aware of unofficial registration websites that charge exorbitant fees or require separate registration fees for each recreational aircraft.

Contact AMA with any further questions or concerns at amagov@modelaircraft.org.

Using Aluminum Sheet in Foam Construction (Redux)

In response to my article last month on using aluminum in foam construction, Dave Harding sent in some information he had developed along similar lines years back when he was installing heavier DC inrunner motors. The challenge of mounting these called for a more robust system than what I have been making. Dave, characteristically, came up with some beautifully conceived solutions.



If You Can't Fix it, Feature It!

By Larry Woodward

With the announcement of the new FAA Interim Final Rule for External Marking Requirement there has been lots of discussion about the “burden” of placing these markings on the exterior of our aircraft. To some degree, I can understand the concern for competition scale modelers who feel such markings will diminish the purity of their craft. But, for the vast majority of RC flyers, it hardly seems that much of a problem.

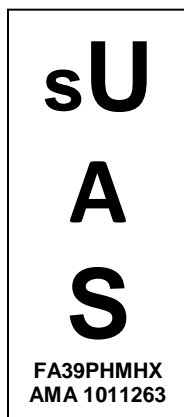
When I worked as a practicing architect, I had a favorite expression: “If you can't fix it, feature it.” The point was that often there would be some annoying requirement imposed on the design by existing conditions, regulations or some other force that was considered a detriment to the aesthetic of the project design. Typically, we would fight it, hide it or in some way try to pretend that it was there. Often this did not work well because the “fix” looked worse than the problem. The better solution was often to embrace the issue and use it as the basis of a clear, often bold, feature in the design. This way we did not appear to be apologizing for the issue but celebrating it.

So, with the FAA external marking requirement, I take the position that I can feature it in the overall markings of my aircraft in a way that seems logical and aesthetically consistent. Essentially I have created a series of designs for wing/tail/fuselage markings that will provide the required information in a manner that parallels familiar types of aircraft markings.

The design features the sUAS designation in prominent form with my FAA and AMA numbers incorporated in much smaller type. They are laid out on my computer and printed onto self-adhesive sheets that can be cut out and applied to the aircraft in various locations.

I use a similar self-adhesive sheet to discreetly add my phone number and lost plane message.

I don't pretend there is anything special about my graphic design. I can see how the concept could be expanded in many directions to incorporate classic insignia formats, cartoon graphics and other FAA type wing and tail numbering. The point is to just make the new required ID numbers look like they were always meant to be there.



The Corn Belt Fleet

The U.S. Navy's Forgotten Great Lakes Aircraft Carriers

MilitaryHistoryNow.com

Contributed by Eric Hofberg



The *USS Sable* underway in the Great Lakes during the Second World War. (Image source: [WikiCommons](#))

“Despite their importance, the Wolverine and Sable have become little more than two curious footnotes to the larger history of the Second World War.”

In the wake of [Pearl Harbor](#), with six fleet carriers in combat, and thirteen additional fleet carriers and scores of [escort carriers](#) on order or under construction ([with more to come](#)), the [U.S. Navy](#) needed thousands of pilots and tens of thousands of deck crews qualified for carrier operations. Training these student pilots in the basics was relatively easy using land-based airfields. But the only way for them to be carrier qualified was to train on aircraft carriers. And that was the problem. The solution was the paddle wheel carriers *Wolverine* and *Sable*.

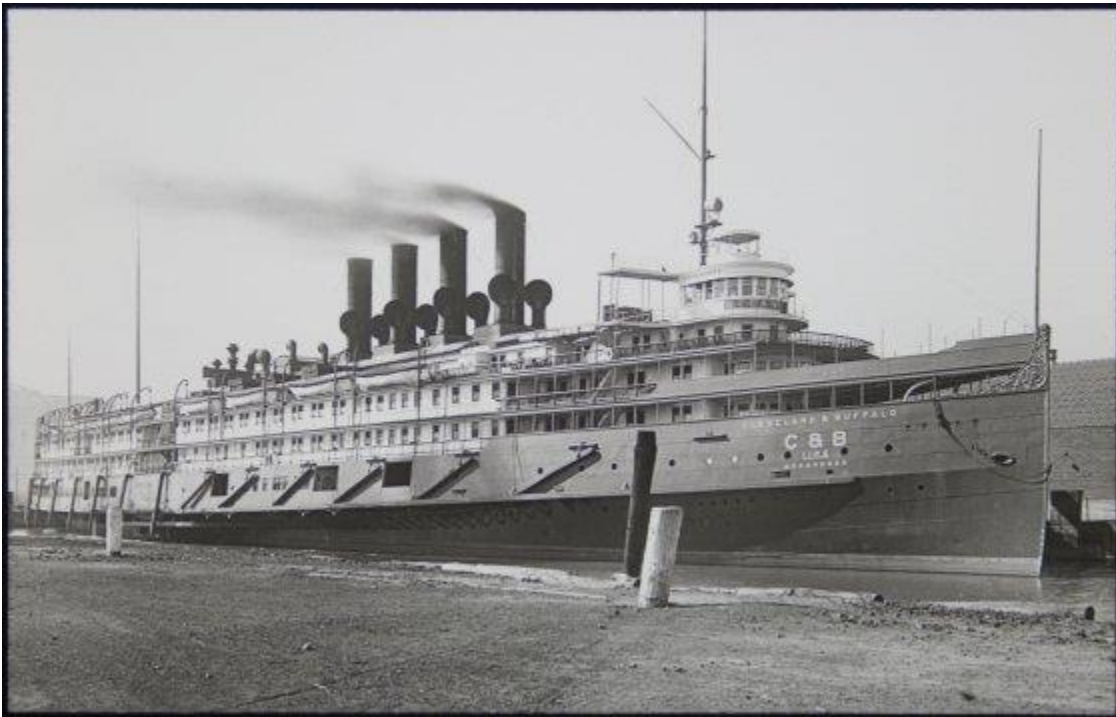
The six existing carriers couldn't be spared for training. Even if one were, it would be vulnerable to submarine attack. Anticipating such a need and situation in early 1941, Cmndr. Richard F. Whitehead, aviation aide at the [Great Lakes Training Center](#) at Glenview Naval Air Station north of Chicago, offered to the Bureau of Ships the answer: convert Great Lakes steamers into aircraft carriers and conduct pilot and deck crew training in the secure waters of Lake Michigan. The Bureau of Ships ignored him. The idea re-surfaced [following Pearl Harbor](#) and landed on the desk of Chief of Naval Operations [Adm. Ernest J. King](#). Orders were cut and on March 2, 1942, at a cost

of \$756,000, the Navy requisitioned from the Cleveland and Buffalo Transit Company the passenger ship *Seeandbee*. It was joined on Aug. 7, 1942, by the *Greater Buffalo*. The Navy's "Corn Belt Fleet" was born.

Although the United States commissioned a staggering 151 aircraft carriers during World War Two, it's safe to say that none were quite like the [USS Wolverine](#) and her sister ship the [USS Sable](#). Not only were the two flattops the only American wartime carriers powered by coal (most naval vessels of the era ran on [fuel oil](#)), both served their entire military careers on Lake Michigan – a landlocked Great Lake in the middle of North America.

And while these freshwater fighting ships faced no enemy and fired not a single shot in anger, both were invaluable to the American war effort. Together, the vessels prepared thousands of naval aviators for the dangerous job of landing planes on pitching and rolling flight decks at sea. And it was squadrons of these same naval aviators that helped turn the tide against the Axis.

Yet despite their importance, the *Wolverine* and *Sable* have become little more than two curious footnotes to the larger history of the Second World War. That is, until now! Here's their story.



Before it was converted to an aircraft carrier, the *USS Wolverine* was the Lake Erie luxury liner the *Seeandbee*. (Image source: WikiCommons)

Commissioned in 1942 as a training ship for naval aviators, the *Wolverine* began its life in 1913 as the [paddle-wheel](#) steamer [Seeandbee](#), a Lake Erie luxury cruise liner capable of carrying 1,500 passengers. The 500-foot-long vessel featured 500 private cabins, a saloon and a great formal dining hall, complete with an orchestra.

For years, the *Seeandbee*'s berths were filled with upscale travelers looking to get from Buffalo to Cleveland overnight in style. But as ticket sales slumped during the Great Depression, the ship's future seemed uncertain. It wasn't until 1942 that she won a new and entirely unexpected lease on life.

Within weeks of the [Japanese attack on Pearl Harbor](#), Washington bought the aging steamship and began converting her for military use. The navy was desperate for training aircraft carriers for an onslaught of rookie pilots and deck crew and the admirals couldn't spare a single serving flattop for the role. But ships like the *Seeandbee* might fit the bill.

In just four months, work crews cut away the vessel's superstructure and fitted her hull with a 500-foot wooden flight deck and arrester cables. A small bridge along the starboard side was also added.

Re-christened the *USS Wolverine* (IX-64) and commissioned in August of 1942, the vessel, which lacked the hangar decks and defensive weaponry of a conventional aircraft carrier, would be little more than a floating runway. Yet despite her shortcomings, the *Wolverine* was a handy platform for pilots to practice take offs and landing, thus freeing up frontline carriers for combat duty. By early 1943, the vessel was sailing daily from Chicago's [Navy Pier](#) into Lake Michigan where she'd conduct flight training operations.

A WONDERFUL SIDE TRIP



The Great Ship "SEEANDBEE"

Largest and Most Costly Steamer on Inland Waters of the World. 500 ft. Long, 98 ft. 6 inches Broad. 500 Staterooms and Parlors, accommodating 1,500 persons.

Steamers "City of Buffalo" and "City of Erie."

BETWEEN BUFFALO AND CLEVELAND

Daily May 1 to Nov. 15.
 Leave Buffalo.....9:00 P.M. Leave Cleveland....9:00 P.M.
 Arrive Cleveland.....7:30 A.M. Arrive Buffalo.....7:30 A.M.
 (Eastern standard time)

Daylight Trips Every Saturday, July 17 to Sept. 4, 9 a. m.

Fares: \$4.63 One Way, \$7.87 Round Trip.

Week-End Excursions Every Saturday, \$5.09 Round Trip.

THE ALL-WATER ROUTE TO TOLEDO CEDAR POINT AND PUT-IN-BAY

Daily (except Monday) Service, June 19 to Sept. 6, inclusive.

FARES:

Buffalo to Toledo\$5.56 One Way, \$8.56 Round Trip
 Buffalo to Cedar Point or

Put-in-Bay\$5.56 One Way, \$9.03 Round Trip

Week-End Excursions to Cedar Point and

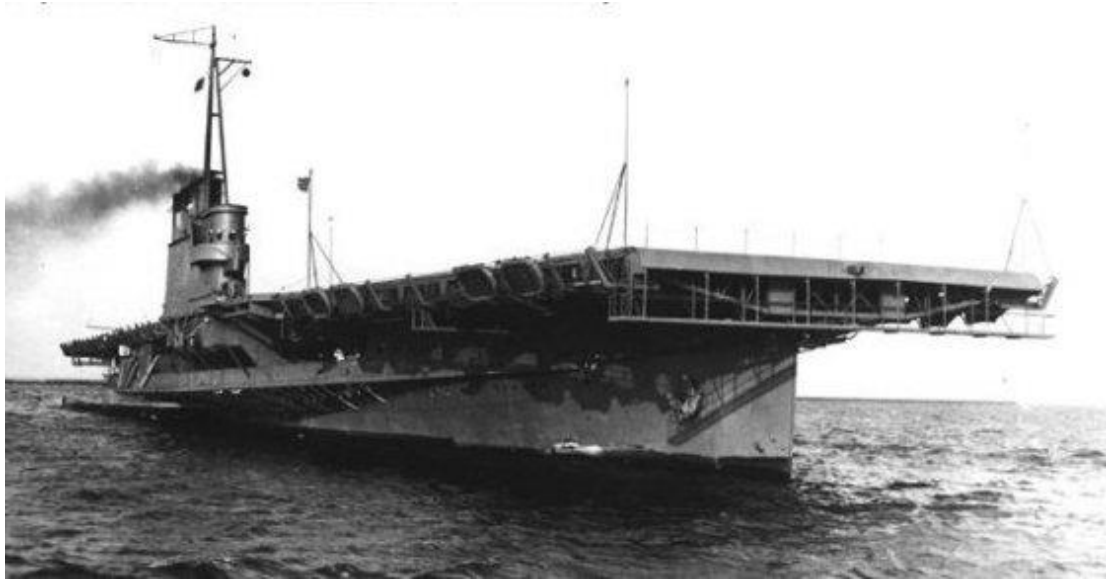
Put-in-Bay Every Saturday.....\$5.56 Round Trip

New Tourist Automobile Rate, \$10.00 Round Trip, with Two-day
 Return Limit for cars not exceeding 127 inches wheel base.
 Cars over 127 inches wheel base, \$14.50 Round Trip.

Railroad Tickets over N.Y.C.R.R. or N.Y.C. & St. L. Ry. between
 Buffalo and Cleveland, good for Transportation on our Steamers.

THE CLEVELAND & BUFFALO TRANSIT COMPANY
 S. Michigan Ave. Bridge, Buffalo, N. Y.

Thousands of travellers cruised between Buffalo and Chicago in style aboard the SS Seeandbee. (Image source: WikiCommons)



The *USS Wolverine* was about 250 feet shorter than a frontline Yorktown-class carrier. (Image source: WikiCommons)

By 1943, the navy needed even more carrier pilots trained, so in May the *Wolverine* was joined by another flattop, the newly refurbished *USS Sable*.

This newer carrier had been converted from the 518-foot-long paddle-wheel liner *Greater Buffalo*, the former pride of the [Detroit and Cleveland Navigation Company](#)'s Lake Erie fleet.

In her prime, the *Greater Buffalo* treated passengers to luxury staterooms, a vast dining hall, an onboard movie theatre and even its own radio station. But by 1941, the *GB* sat idle. The following year, she too was acquired by the navy and retrofitted with a flight deck — this one made of steel. Eight rows of arresting cables were also added and a bridge. Down below were pilot briefing rooms, living quarters, mess halls and even laundry facilities for both aviators and crew.



A Navy trainer touches down on the *USS Sable* somewhere off Chicago. (Image source: WikiCommons)



The USS *Wolverine* (IX 64) is moored at Buffalo, N.Y., in early August of 1942, its conversion from the *Seeandbee* complete. At left is the stern of the *Greater Buffalo*, just beginning the conversion process to the USS *Sable* (IX 81). National Naval Aviation Museum photo

Together, the two unlikely vessels became known affectionately as “the Cornbelt Fleet” — a nod to the ships’ landlocked Midwestern cruising grounds.

By the late spring of 1943, the *Sable* and *Wolverine* were launching and recovering single-engine warplanes flown by aviators from Chicago’s [Glanview Naval Air Station](#). Training ran seven days a week. When operations were in full swing, 100 fliers a day were earning their carrier qualifications on the two ships’ decks.

But it wasn’t all smooth sailing for the Cornbelt Fleet. Despite steaming off the so-called Windy City, the air on Lake Michigan was often too calm to allow for safe carrier flying. The [wind over deck \(WOD\)](#) speeds necessary for aircraft launch and recovery were a far cry from those found on the world’s oceans. The often still air also kept heavy frontline combat planes like [Hellcats](#), [Corsairs](#) and [Avengers](#) from getting stiff enough winds for safe touchdowns. Take offs were also a challenge. Even SNJ Texan trainers, Navy variants of the lightweight [AT-6](#), often had trouble operating from the *Sable* and *Wolverine*. In fact, wind conditions were sometimes so calm, flight operations had to be suspended altogether for days at a time.

Yet despite these limitations, the carrier pilot training program was a resounding success. Nearly 18,000 fliers conducted more than 116,000 landings and take-offs on the two vessels between 1943 and 1945. During that period, fewer than 300 planes were lost.

The flight decks for the ships were 550 feet long (about two-thirds the length of a fleet carrier's) and equipped with eight sets of arresting gear. The ships' islands were configured to resemble those of the combat carriers, but neither ship was fitted with hangars, maintenance facilities, elevators, or catapults. Nor were the hulls armored, as they would never leave the waters of Lake Michigan. The *Wolverine's* flight deck was constructed out of oak planks, similar to what was then in use on the combat carriers. In addition to its role as a training ship, the *Sable* functioned as a test bed. It was the first carrier equipped with a then-experimental metal flight deck. Various non-skid deck coatings, applied in checkerboard fashion, were evaluated. In addition, the *Sable* conducted tests of the experimental TDR-1, a remote controlled drone made of wood and originally designed as a target aircraft. Later tests had the drones equipped with bombs and television cameras, making them the first TV-guided missiles. The success of these tests saw the TDR-1 go into combat in 1943 at Bougainville, part of a top-secret operation conducted for the rest of the war.



The Cornbelt Fleet at anchor at Chicago's Navy Pier. (Image source: WikiCommons)

The ships were docked at the [Navy Pier](#) in downtown Chicago and would leave at dawn for flight operations conducted about a mile offshore. For a trainee to be carrier qualified, he had to successfully take off and land ten times (later reduced to eight). Traffic jams were regular occurrences as drivers along Lake Shore Drive stopped to watch. From dawn to dusk, seven days a week, weather and wind conditions permitting, the Corn Belt Fleet trained pilots and deck crews. Trainees were required to keep their cockpits open in the event they crash landed in the water and had to escape a sinking plane, which made flights during the winter particularly grueling.

Of the roughly 120,000 landings conducted by the carriers, there were just over 200 accidents, with about 120 of them being aircraft ditching or crashing into Lake Michigan. Incredibly, only eight pilots were lost. By the time the ships were decommissioned in November 1945, the training carriers had qualified approximately 35,000 pilots, one of them being Lt. (j.g.) George H. W. Bush, the future president of the United States.

“I remember those Great Lakes flights very well in the open cockpit that winter. Coldest I ever was in my life.”

— George H. W. Bush



A Grumman Wildcat cracks up on the deck of the *USS Sable*. (Image source: WikiCommons)

With the war won, the need for carrier pilots ended virtually overnight. Both ships were decommissioned within weeks of Japan’s surrender. While the *Wolverine* was sold off for scrap, the [Great Lakes Historical Society](#) offered to convert the *Sable* into a floating museum at [Put-in-Bay, Ohio](#). Sadly, the plans fell through and in 1947 the carrier was sent to a shipyard in Hamilton, Ontario to be broken up.

All that remains of the *Wolverine* and *Sable* now are photos and some newsreel footage.

A Moment in Flight:

Flight Video by Pedro Navarro

It's time to put on your Chewbacca suit and set up all your Star Wars action figures! This month features the P-51D in an action packed flight set to that venerable theme from our innocent youth. Just add your imagination to see your favorite characters behind the scenes and feel the mood change as the Millennium Falcon moves effortlessly from one planet system to another.

[Click here to see this month's Moment in Flight.](#)

