



The Flightline



Volume 49, Issue 5 Newsletter of the Propstoppers RC Club AMA 1042 May 2019



President's Message

Well, here we go - another month. They sure do sneak up on you. A little slow to start, but we're really rolling now.

The grass at Elwyn has been mowed, looks good but a weird way it got cut. The head of Security was driving by and saw some guys flying. He went back to the shop and told one of the grounds crew to come out and cut the field, nice job, too. I spoke to Bob, the head of Security. He said any time we need it, just call him.

After spending some time at Elwyn, I went over to Christian Academy, muddy --- and UNCUT! But I haven't heard any complaints yet. Treasurer Pete Oetinger spoke with the new 'lawn man', and we are cool for the season with grass cutting.

I haven't seen any report yet on results from the letters we sent to members still owing dues (See the Minutes of the April Meeting). So, I'm not sure how effective the letters have been. I'm hoping more members will show up at the monthly meetings too. The more the merrier.

Don't forget the May 4th SAM Contest over at Mays Landing, N.J. For more info see Al Tamburro. I'm looking forward to a fun day.

Chuck Kime, President

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Agenda for May 9th 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:
Safety/Rules Committee review:
5. New Business:
6. Show and Tell:
7. Adjournment

Minutes of the Propstoppers Model Airplane Club

Tuesday April 9, 2019
Meeting started at 7:15 PM

Treasurer Pete Oetinger submitted the Treasurer's Report

Membership Chairman Ray Wopatek informed the meeting that we now have 22 members that have not paid up dues so far this year. This is almost half of the membership roster.

The Treasurer said that the current cash balance is sufficient to continue operation for this season, but that without dues revenue from the full Membership Roster we would be in a deficit position going into the winter season and would not be able to meet the projected budget for 2020.

Consensus speculated that if enough of these remaining unpaid members are actually "drop outs," then the club will not be able to meet next year's budget without either increasing dues or cutting back on mowing services and other expenses. Eric Hofberg volunteered to send an individual letter directly to each of the delinquent members explaining the situation and asking for prompt action.

Meeting adjourned at 8:00 PM

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Membership Chairman Ray Wopatek 610 259-4942	raywop@gmail.com
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2018/19 Indoor Flying at the Brookhaven Gym

Flying after Tuesday Breakfast 10.00am
will continue until the schools let out in
June.

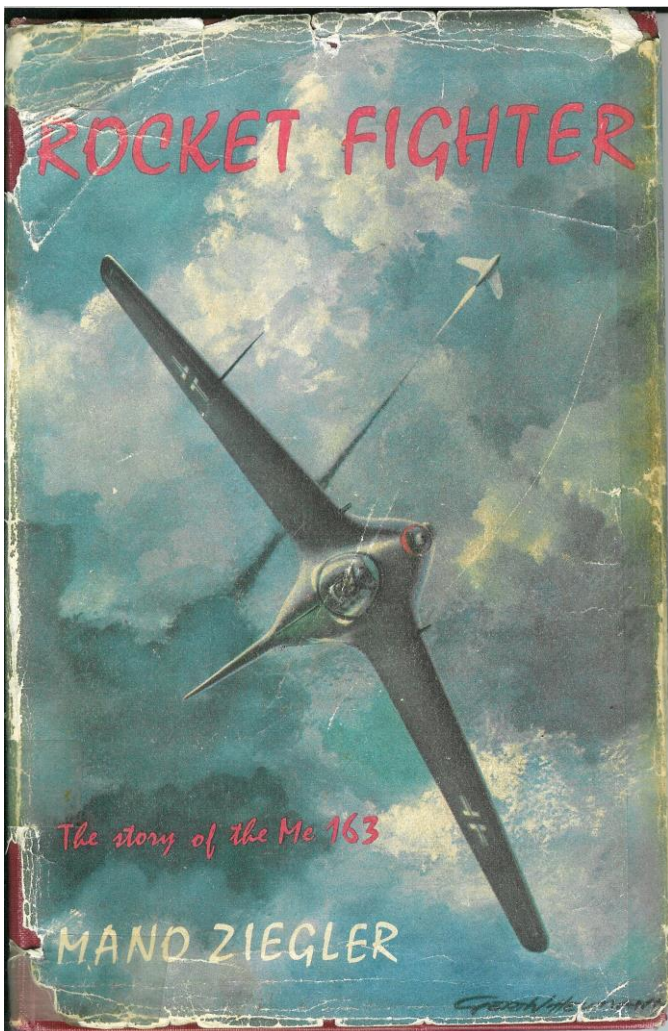
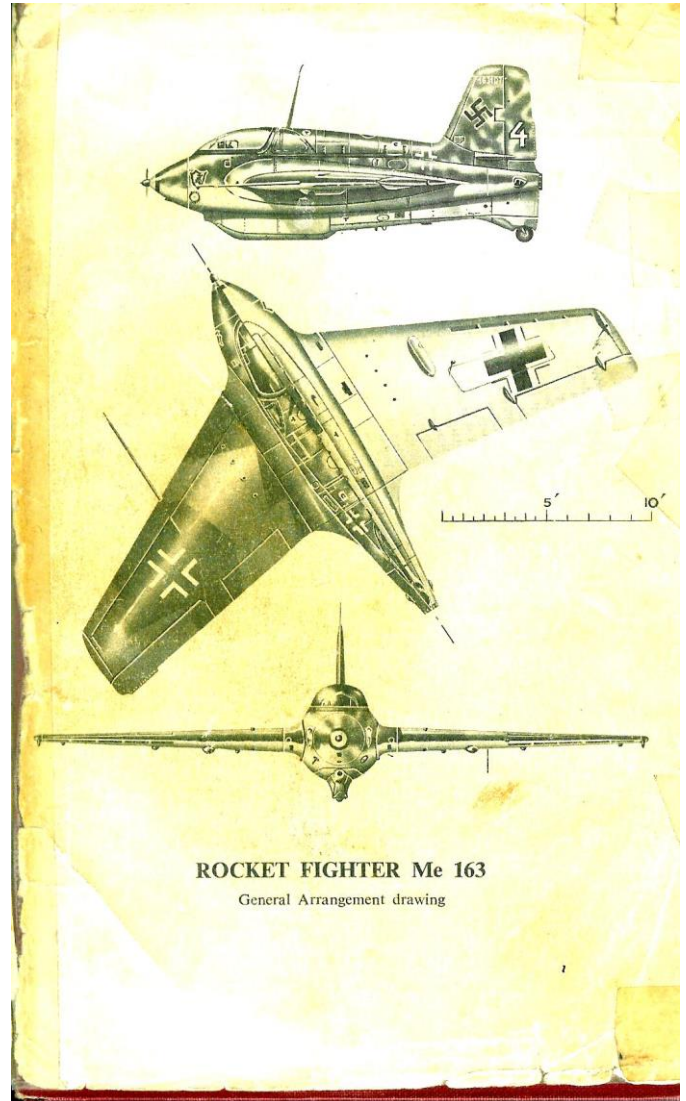
Show and Tell:

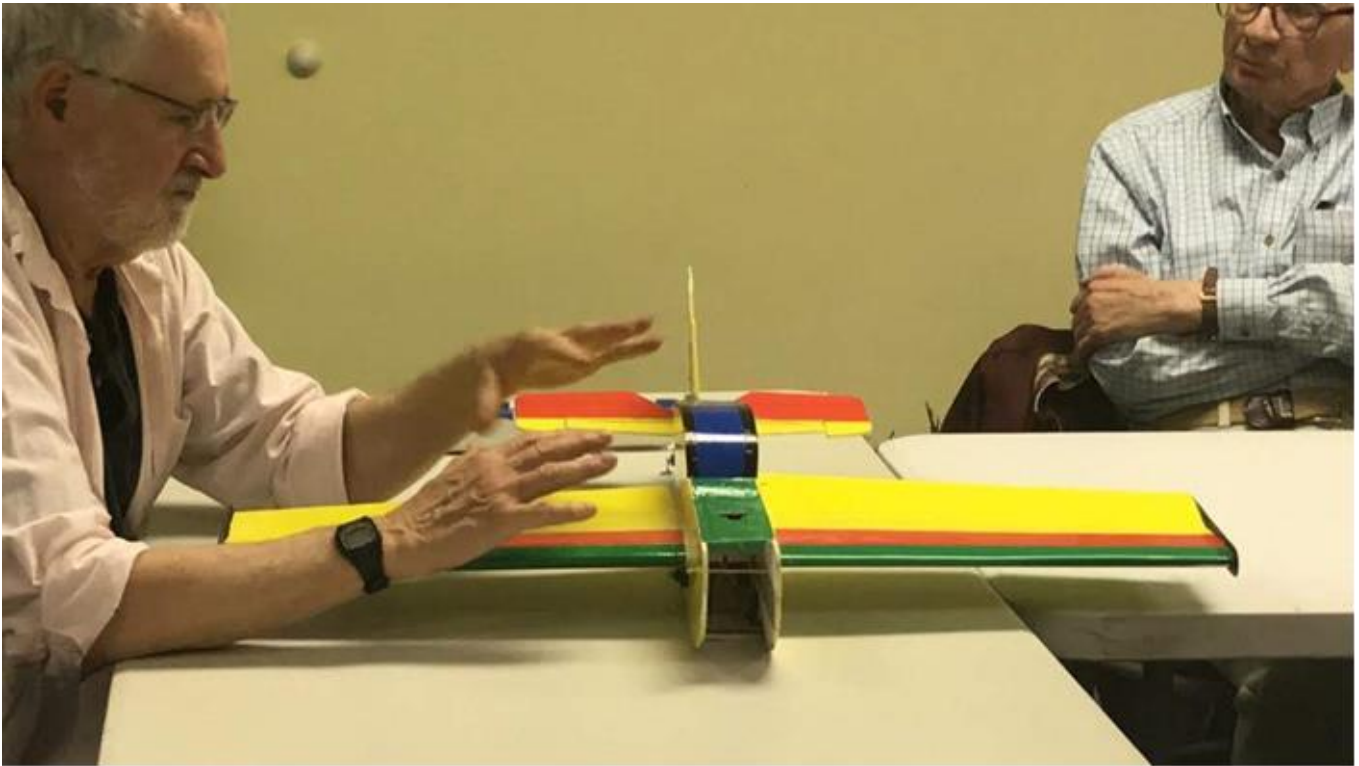
April 9, 2019

Dave Harding gave a talk based on a rare book about the Me 163, a highly experimental rocket powered fighter built and flown by Nazi Germany in the early years of WWII.

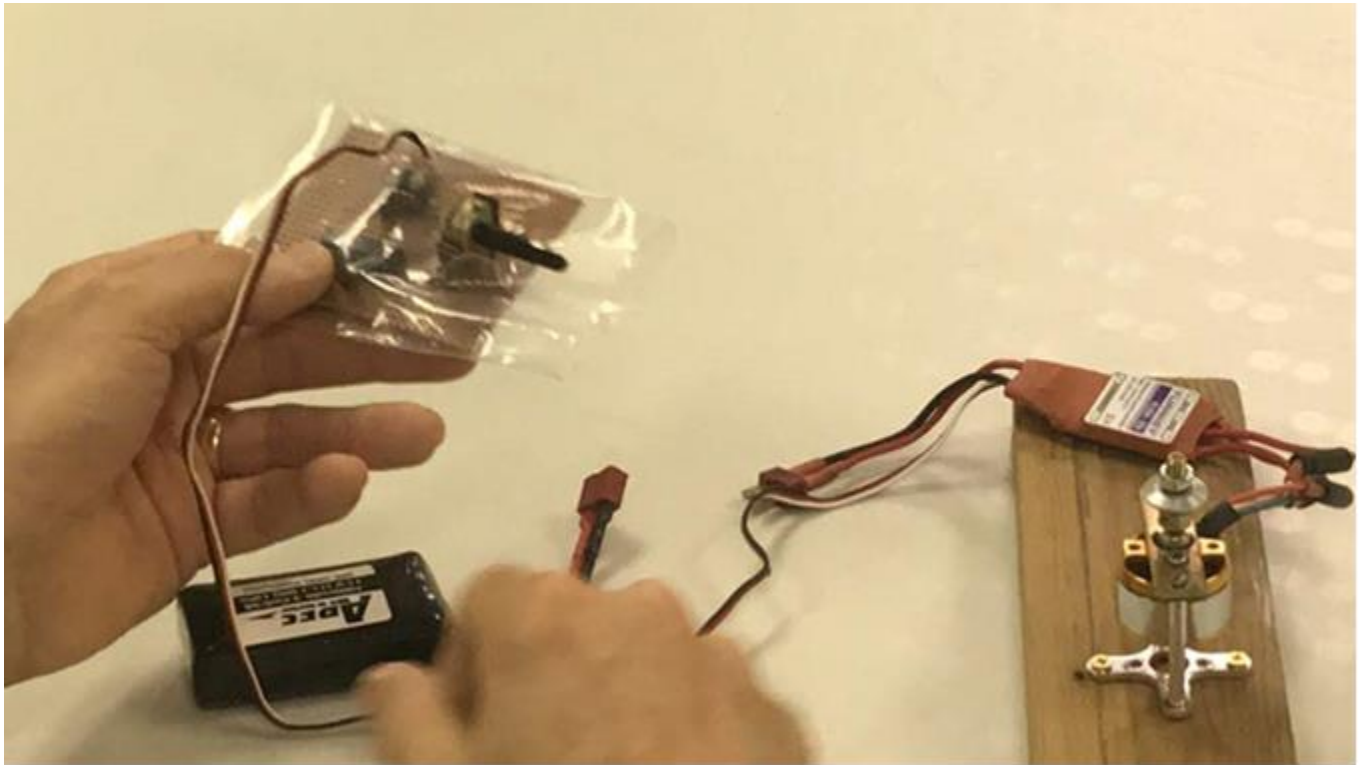
This “flying wing” design, influenced by the early work of pioneers like Lippisch and Wright, was started in 1939. Development continued through very aggressive, and fatal, testing and research culminating in a top flight speed of 704 mph in 1944.

Me 163 prototypes flew early in WWII but didn't become operational till near the end. The aircraft never proved particularly effective in the war effort due to lack of fuel and vulnerability to attack during the short glide on landing.

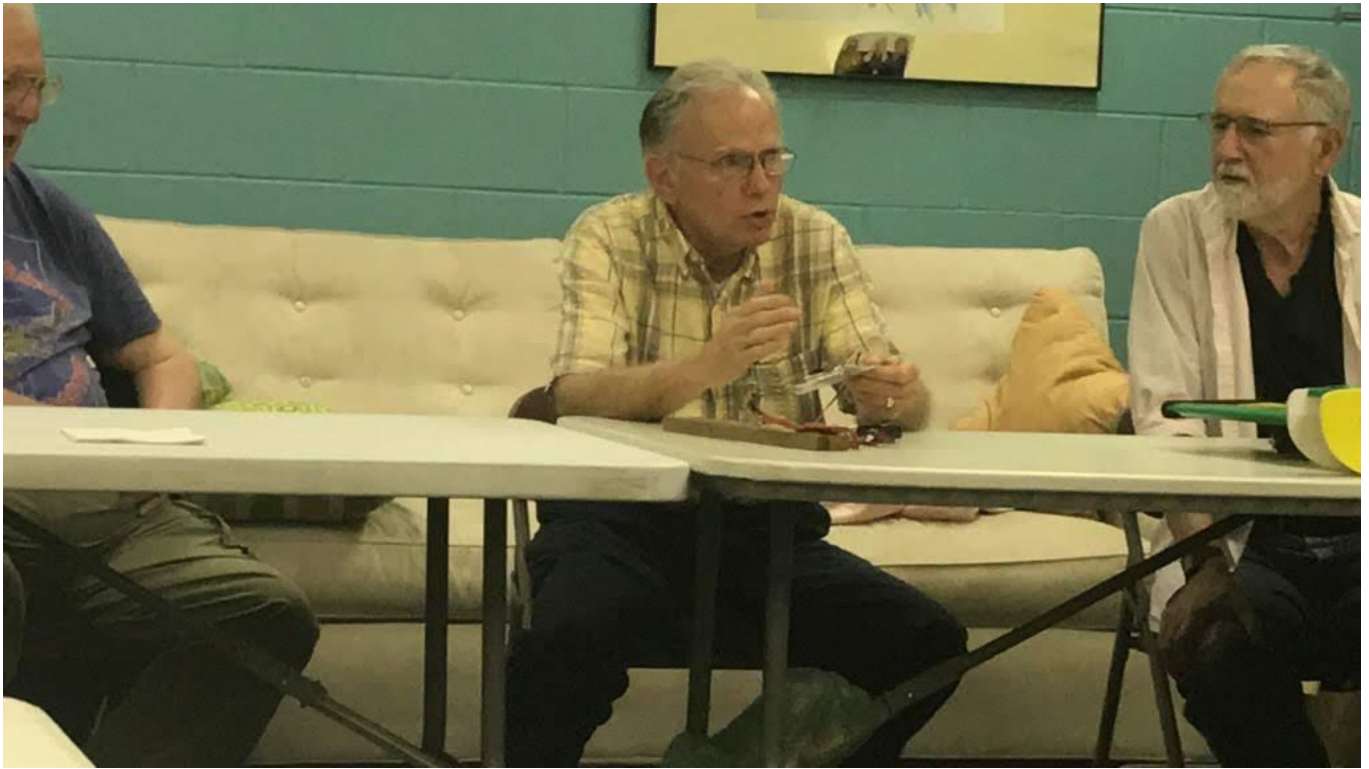




Larry Woodward showed his recent build of the Flite Test 3D; made from DTF Board and covered with colored packing tape. The design incorporates Flite Test's standard Swappable Power Pod capability and is capable of 3D maneuvers. Although Larry says he is only interested in it as a basic pattern flyer.



Lou Yadevia showed an early scratch-built electronic circuit he designed for testing motors and servos without needing to set up a radio transmitter/receiver.



Calendar of Events

CLUB MONTHLY MEETINGS:

Second Tuesday of the month.

Gateway Community Church. Doors open at 7:00

Gateway Church Meeting Room

TUESDAY BREAKFAST CLUB:

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 notice of dates, pg. 2.

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 past due. 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:

7th Annual Micro Air Vehicle (MAV) Student Challenge

Dave Harding sent in this info for members to consider attending the 7th Annual Micro Air Vehicle (MAV) Student Challenge at the University of Pennsylvania on May 13th. This student competition draws the best teams nation-wide and promises an interesting show.

The Vertical Flight Society invites student teams to participate in the **7th Annual Micro Air Vehicle (MAV) Student Challenge**. This electric-powered vertical take-off and landing (VTOL) MAV competition seeks to encourage interest in autonomous/unmanned aircraft technology as well as small air vehicle design and fabrication. Teams may choose to design either a remotely-controlled system or a fully-autonomous system.

The 7th Annual MAV Student Challenge will be held in conjunction with the [75th Annual Forum & Technology Display](#) in Philadelphia, Pennsylvania, on Monday morning May 13, 2019, 9:00–11:00 am, at the [University of Pennsylvania's Houston Hall \(Hall of Flags\)](#). Please download the [competition rules \(PDF\)](#).

If You Can't Fix it, Feature It! (Redux)

I received a very nice message this month from member Ron Lauser regarding my article in the March Flightline, "If You Can't Fix It, Feature It." It showed my method for using self-adhesive printer sheets to meet FAA external marking requirements for model aircraft. Ron found the article of interest but pointed out that I had not given any information about sources for the printer sheets.

Here is an update on the article:

I use several products, all are similar to this one from Avery:

<https://www.avery.com/products/labels/8665>

They all have a slight "frosted" surface even though they are labelled as clear. This is to give the printer ink something to grab onto. Check your printer manual for compatibility requirements for printing on film. You may have to make printer settings adjustments.

Once they are well burnished onto the surface, I use an old gift card, the frosted surface is not a problem. It is very similar to the way 3M brand "Magic Tape" goes clear once it is pressed down. The surface, however, will never be glossy. But, I always cover the finished application with clear packing tape anyway, which leaves a glossy surface. I use the packing tape to protect the printed image, even a little bit of moisture will make the ink run, and to reinforce the application adhesive which is not always reliable.

This printer material is very useful for all sorts of markings, not just FAA identification. See what you come up with and send me pictures of the results to share with the Club.

Thanks Ron!

John Collins: The Paper Airplane Guy



AMA sent out a video clip of a presentation at the recent AMA Expo West by John Collins, the current Guinness Book of World Records holder for longest hand tossed paper airplane flight. His presentation is very entertaining and full of cogent explanation of the design theory that led to his unique approach to the problem. He opted for a true glider design that actually “flew” the distance. This was in contrast to the more “Ballistic” designs used by previous record holders.

He not only demonstrates the folding technique to make one of his record breaking designs, but also demonstrates several other unique designs with unusual flight characteristics.

[John Collins' AMA Expo West Video Presentation](#)

WWII Memories:

Between our longstanding connection with Boeing (See the November 2018 Flightline Editor’s Note and article on rotor craft history.) and a handful of noteworthy “Brits” among our members, we enjoy a particularly well informed “bond” with our model warbirds. For some entertaining first-hand commentary on WWII aircraft just ask Murray Wilson and Mic Harris to tell you about their “misspent youth” hunting shrapnel in the rubble of the London Blitz.

Dave Harding gave me an interesting photo and article about a WWII temporary airfield outside London that existed practically in the back yard.

“Sent from my brother who lives in Bognor on the UK south coast. I expect the locals are beginning to prepare for The Invasion Remembrance. This field was 400 yards from his home.”



A Look into the past with Sylvia Endacott

During the month of May 1944, 75 years ago, there would have been an increasing awareness of activity locally with service personnel, not least of which would have been around the Chalcraft Lane area. Here the Norwegian Wing of the RAF would be flying many recognition sorties from the North Bersted airfield across the Channel to France.

As the airfield was an ALG – Advanced Landing Ground – they would have been aware that this temporary airfield along with others on the South coast had been set up for a specific purpose. The original plan was for 27 of these ALG's to be set up along the South coast and the Bognor Regis site was set up by June 1943. There was a limited amount of activity during the early part of 1943. However in March 1944 the No. 132 (N) Wing arrived. This comprised No. 331, No. 332 and No. 66 Squadron arrived, all of these equipped with Spitfire IX's having moved from North Weald. One of the airmen told us they were unaware of anything specific but were told that their activities were to be important. This airfield was primarily a Norwegian ALG. During May 1944 the airfield received a visit from numerous senior members of the Norwegian services, these visits were to thank the men for their activities and a moral boost for what was ahead of them. On the 26th May 1944 His Royal Highness Crown Prince Olav of Norway visited and joined the men by sleeping in a tent on the airfield, having declined the offer of accommodation in a nearby farmhouse. He also joined the men at The Kings Beach hotel in Pagham, which was a regular haunt of airmen.

10 Around the beginning of June the invasion

stripes were being painted on the aircraft and also photographs were being taken of all the men beside their aircraft, as it was realised there could be a high fatality rate with the coming event.

Whilst writing the history of the airfield in 'It started with a map,' I was contacted by one of the airmen, Ken French, who wrote in his memories, "On the evening of 5th June all pilots were told to report for briefing and there on the wall was a large map of Normandy. We were told that the invasion fleet was ready at sea, and troops would be landing on the beaches at dawn the next morning. Our job was to be part of a large umbrella of fighters covering the whole invasion area and our particular brief was for the American zone of Omaha. The cover was to be maintained from dawn to dusk. After briefing we were not allowed to leave camp in case anyone should utter a careless word. When we took off the next morning the first thing, we noticed was the ships which were everywhere we looked. In fact there were well over 5,000 of them coming from as far apart as Felixstowe on the East Coast to South Wales in the west. The men were obviously apprehensive as to what lay ahead. It was therefore interesting to read Ken's log book about 'D Day' with the notation – 'At last and all quiet for us.' Also when the full story unfolded it was not quiet at all. Eventually the Squadrons returned to the Bognor Regis ALG for a short period before finally leaving by September 1944, the area was returned to farmland and the story of these brave men from 'our airfield' lost into history.

Airbus Zephyr

The world's leading, solar-electric, stratospheric UAV

<https://www.airbus.com/defence/uav/zephyr.html>

Contributed by Dave Harding

The first unmanned aircraft of its kind to fly in the stratosphere, Zephyr harnesses the sun's rays, running exclusively on solar power, above the weather and conventional air traffic. It is a HAPS: a High Altitude Pseudo Satellite, able to fly for months at a time, combining the persistence of a satellite with the flexibility of a UAV.



The production model Zephyr S has a wingspan of 25m and weighs less than 75kg. It is able to carry see, sense and connect payloads.

Currently in development, the larger Zephyr T has a wingspan of 33m and weighs 140kg. It's a larger size enables it to accommodate payloads with larger masses.

- Flexibility: Zephyr's launch requirements are simple compared to traditional aviation. No runway, no airport. Operating within the stratosphere, Zephyr's ability to fly persistently around 70,000ft means it can avoid conventional air traffic and operate without interfering with other airspace users. After take-off and ascent into the stratosphere, Zephyr then navigates to the desired location, which may be hundreds or thousands of kilometres away. Zephyr can be controlled from Ground Control Stations anywhere in the world using beyond line of sight (BLOS) capabilities.
- Safe and secure: Zephyr has civil and military approval from countries across four continents, including the UK and Australia.
- Persistence: Zephyr's persistent flight is unrivalled. Unlike other unmanned aircraft, it uses solar energy, with secondary batteries charged in daylight powering overnight flight for months at a time.
- Revolutionary: the first unmanned aircraft of its kind to fly the stratosphere, Zephyr is capable of revolutionizing defense, humanitarian, and environmental missions all over the world.



[Click on the picture above for Maiden flight video.](#)

The Zephyr is a culmination of work begun nearly twenty years ago. The **Helios Prototype** was the fourth and final aircraft developed as part of an evolutionary series of [solar-](#) and [fuel-cell-](#) system-powered [unmanned aerial vehicles](#). [AeroVironment, Inc.](#) developed the vehicles under NASA's [Environmental Research Aircraft and Sensor Technology](#) (ERAST) program. They were built to develop the technologies that would allow long-term, high-altitude aircraft to serve as [atmospheric satellites](#), to perform atmospheric research tasks as well as serve as communications platforms.^[1] It was developed from the [NASA Pathfinder](#) and [NASA Centurion](#) aircraft.



Drone pilot 'trying to take photos of Harry and Meghan's house risks disaster

Police ban drones from flying over Frogmore Cottage ahead of Meghan and Harry's new arrival as baby is due any day now

by MSN Published on Apr 7, 2019

A drone pilot risked disaster by flying the device over Prince Harry and Meghan Markle's new country home in the middle of Heathrow's busy flight path, a witness says. The drone was being operated in a restricted area in a possible attempt to take aerial photos of Frogmore House a day after Harry and Meghan moved in.



A photographer walking in Great Windsor Park took snaps of the quad-copter soaring hundreds of meters into the air as passenger jets flew just 90 meters (300ft) above on their final approach. A witness said the drone flew south to north along the line of The Long Walk - the route Harry and Meghan took in a carriage on their wedding day last year - and hovered over Windsor Castle. It then returned south down the Long Walk and swerved east and headed towards Frogmore Cottage before returning south where it came from and disappearing.





The drone flight took place just after 5pm on Saturday. The photographer, who snapped the drone on a long lens with a professional camera, estimated the height of the drone to be more than 300 meters (984ft). The maximum height a drone can be legally flown, even in an uncontrolled airspace, is 121 meters (396ft).

The route taken by the drone was within very tightly controlled airspace near to one of the world's busiest flight paths. It was in the London Central Zone as well as being right in the middle of the Heathrow arrivals and departures flight path with passenger jets flying through it at low altitude every two minutes. It was also within five miles of the airport, which is a further controlled zone by law, and within close proximity of Windsor Castle, which is a banned zone for drone flights. It is also illegal to fly zones within the confines of Windsor Great Park.

A website dedicated to tracking all flights in and out of international airports showed that at 5.03pm on Saturday - right in the middle of the drone flight - eight passenger jets were lining up to make the final approach to Heathrow flying over this exact part of Windsor. Passenger planes flew overhead at an altitude of between 1,300ft and 1,400ft, according to flight tracking website. A witness said of the drone: "We were walking along the Long Walk towards Windsor Castle a few hundred meters from the castle. "The passenger jet flight path switches between times of day and at this time (5pm) arrivals



were coming in right over our heads. "They are always very low. "The noise is deafening. "There were jumbo jets (Boeing 747) and super jumbos (Airbus A380) and others. "They come about every two minutes and on Saturday that was their flight path all afternoon. "Then in between the flights we heard the distinctive whirring of a drone overhead." The witness added: "I was quite shocked. It seems like such an obviously dangerous thing to do with the planes coming so low overhead and so regularly right in this area. "It flew over our heads at about 200 meters up towards Windsor Castle and then went up.

A Moment in Flight:

Flight Video by Pedro Navarro

This month features the Clipped Wing Cub with a western themed sound track that reminds us of our youth watching TV westerns and playing “Cowboys and Indians” with friends

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

