



The Flightline



Volume 49, Issue 6 Newsletter of the Propstoppers RC Club AMA 1042 June 2019



President's Message

May is supposed to be a great month to fly. Well, I have problems flying in 60 or 70 mile per hour winds. I'd like to think I'm not alone, but I know there are some pilots that will easily out fly me. Have fun, save your plane. Hopefully I can fly better than I type.

I've been out to the fields several times. Conditions have not been the best, so please use care either walking or flying.

For those of you that haven't noticed, the lock on the CA Field gate was changed. I'm not sure why or buy whom. I have now been informed that the old lock and combination are back. Let's hope it stays.

Picnic time is coming. Please give some thought to flying events that we can have at that time. Quite a few guys have requested some type of events. We would like something relatively simple.

To let you know, we will be checking Propstoppers ID cards at the field.

Please show up and let's have fun.

Chuck Kime,
President

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Agenda for June 11h 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

Minutes of the Propstoppers Model Airplane Club
May 14, 2019 at the Gateway Community Church
meeting room

Call to order took place at 7:07 PM by President
Chuck Kime.

Minutes of the April meeting were approved as
published.

The treasurer's report was presented by Pete
Oetinger and accepted.

Roll call showed nine members present.

Old Business:

The meeting began with a discussion of the current
numbers of paid members. Several new payments
have arrived but membership still has declined from
last year.

The President pointed out that we're still awaiting a
report from the Safety Committee to update rules for
flying at the club fields.

The President pointed out that our fields are being
maintained and cut as weather permits.

New Business:

The club discussed picnics and set
July 20, 2019 and August 17, 2019 as picnic dates.

The picnics are planned to run from 1:00 PM to
sunset and include food and flying.

Ken Merlino reported that several members attended
the SAM contest at Mays Landing earlier this month.
He reported that they were very pleased by the
event.

The president announced the Tuesday morning
indoor flying at the Brookhaven gym will end on the
second Tuesday in June.

No Show-and-Tell presentations were made.

Adjournment took place at 8:00 PM

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Indoor Flying at the Brookhaven Gym

All indoor flying events are suspended
for the outdoor season as of June 11,
2019

Calendar of Events

CLUB MONTHLY MEETINGS:

Second Tuesday of the month.

Gateway Community Church. Doors open at 7:00

Gateway Community 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:

Reporting From Crosby Landing Beach, Cape Cod, MA

Not long after the last meeting I made my annual migration to summer flying rounds on Cape Cod. Open space here is even more difficult to find than back in DelCo. So, the small band of mostly migratory AMA members here congregate early every morning of the week at a public beach parking lot. So far, we have been allowed to fly out over the vast Namskaket Marsh that extends for miles behind the dune line. There is nothing that even remotely resembles a runway, and days without wind are rare. Nonetheless, we have a great time with hand launched foamies and gliders along with a couple fancy FPV' quads.



What we lack in field amenities is more than made up for by the sheer beauty of the place. We are adjacent to the Cape Cod Seashore National Park as well as a state park and share the area with numerous shore birds, including an osprey nesting nearby. We have negotiated a sort of truce with the local naturalists and park rangers by flying electric only and keeping our flights over the open marshes as much as possible. It helps that we finish flying by 9:00 am every day to avoid being near the beach going crowds.





Although we are not an AMA recognized club, we do follow AMA rules and hold a couple of informal meetings each year. At the Fall meeting/dinner we give out awards. Last year I got the Most Improved Flyer award. This year I am already considered the leading contender for the Most Spectacular Crash of the Season award.

I was flying my venerable foam Mustang, a cast off gift from Pedro, when I hit a bad downdraft behind the dune line while making my last turn for a final landing approach. I was a little too far out and the tide was a little too far in. I came down in the water on a cold and windy day. The plane was floating nicely and the

motor was still working. I was able to actually run it slowly in toward shore by turning the prop very slowly in the water. It looked like I was actually going to be able to get it back in this way. Then the motor finally stopped and then smoke started coming up followed by a spectacular burst of flame and subsequent fire that burned heavily for nearly fifteen minutes. From the shore it looked just like one of those old photos of downed fighters in WWII taken from sailors aboard carrier groups. It was a fitting end to this old P51 that had endured so much travail at my hands.

So, for the next few months you will be hearing from me here at Crosby Landing Beach.

<https://www.google.com/maps/search/Crosby+Landing+Beach,+Brewster,+MA/@41.785402,-70.0393284,15z/data=!3m1!4b1?hl=en>

Please send me photos and news from your summer too.

Larry



SAM

Mays Landing, NJ 05/04/19

A neophyte's lesson in Old Timer flying and gracious hospitality.

by Larry Woodward

From the beginning of my association with Propstoppers I have been fascinated by the Old Timer models flown by our members who follow the SAM, Society of Antique Modelers, competitions. These venerable old designs beautifully constructed by skilled craftsmen like Al Tamburro, Dave Harding, Chuck Kime and Mic Harris are works of art on land and poetry in flight.

However, having early on forsaken stick building for the dark side of the force, foam board, I was never really up for the commitment needed to give Old Timers a try. So, when Al Tamburro encouraged me to join him at the Mays Landing SAM event this spring, and offered to let me use one of his planes, I was quick to accept and more than grateful for his generous offer.

Although a number of members had indicated they would be interested in attending the competition, the weather forecast was terrible on the day of the event. In the end only Al, Ken Merlino and I managed to get there.



We left early in a light rain to meet up for the requisite diner breakfast. By the time we got to the field the rain had stopped but there was a heavy fog hanging at about 100' over the field. We decided to wait it out and by noon the sky had cleared enough to start the competition. There were only a handful of competitors attending, but the variety of types and sizes of aircraft was fascinating to me. There were both electric and gas competitions and designs from park flyer size to giant scale.



Ken was the first of us to fly and he did very well in his first couple flights. After checking his score against the competition on the board he estimated he had at least a second place in the bag.

Al had brought along a nice electric model for me to fly. He patiently reviewed the competition rules and procedures with me and explained that the models were simple 3 channel flyers that should be no trouble for me as long as I went easy on the sticks. I decided a practice flight would be helpful. This was mid-morning and there were still a few patches of fog hanging around. With typical sophomore confidence, I took off and quickly gained altitude only to discover that I was losing sight of the model in the low hanging fog. Of course, instead of simply dropping altitude I attempted to turn around as well and, with too aggressive control, put it into a tip stall that ended in a completely fatal crash. I was devastated and at a loss for words at my stupidity. Al was completely calm and totally philosophical about the event. "These things happen" was the extent of his reaction.

We broke for a while to get some lunch and watch the other competitors. Then Al says I should try the gas powered model he brought to fly himself. I was amazed that he would let me near another model but he was very insistent and confident that I would be fine. By now the sky was quite clear and the competition was in full swing. We spent some time getting the motor tuned and then I took it off for had a short, but successful flight. My time was not very good and we set up for a second attempt. This went very well as I gained good altitude and held the glide for acceptable time. In the end I was a little too far out for comfort starting the return leg and was struggling to make the runway. At the last minute I had to make a turn on approach to catch the edge of the runway. Landing in the rough off the runway would be a disqualification. Once again I over controlled in a pinch situation and tip stalled into the ground. This time the damage was repairable, but the model was out of commission for the rest of the day. I am now ready to shoot myself. No apology could possibly be sufficient. Al, however, just took it in stride and moved on without comment. With nothing left in flying condition, we packed up and headed home. Al's only comment to me was to encourage me to join him in the fall for the SAM meet in September.

So, I learned quite a lot at this event. First, these Old Timer models are more than meets the eye. What looks like a very simple three channel trainer is really a highly tuned thoroughbred that, especially under the stressful conditions of competition, requires nerves of steel as well as a practiced hand. Second, the expression of true character and grace are not something you see every day, unless you spend your time with Al Tamburro.



USS Yorktown (CV-5): How a Badly Damaged Carrier Turned the Tides at Midway

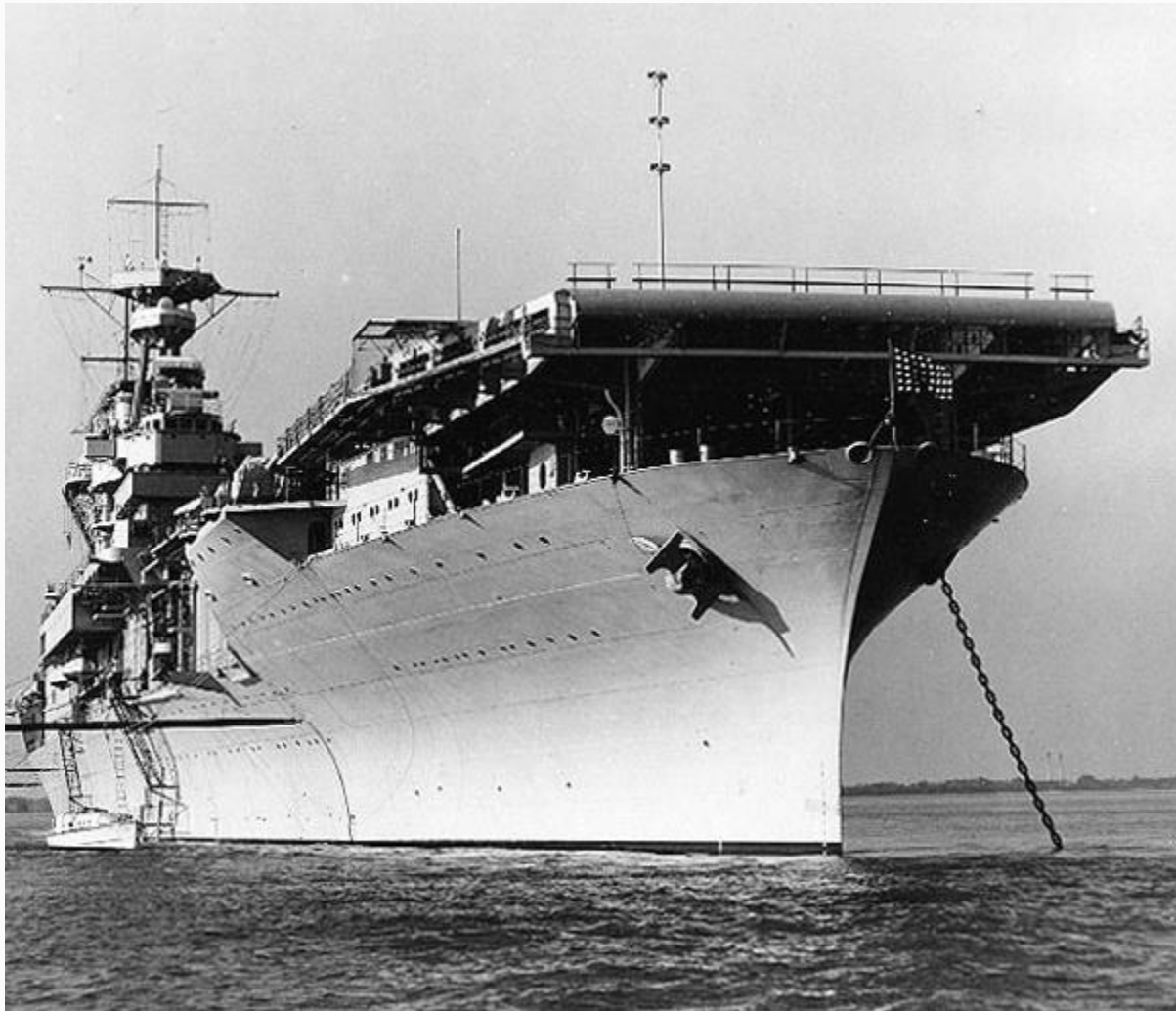
Submitted by John Reilley

From: Sportsman's Guide

<http://guide.sportsmansguide.com/author/bryan/>

May 27, 2018

By Bryan



On May 8, 1942, the aircraft carrier USS *Yorktown* (CV-5) was badly damaged after helping to destroy the Japanese carrier *Shoho* at the Battle of the Coral Sea. With a gaping hole in her flight deck and her superheater boilers out of commission, *Yorktown* was expected to be out of action for months—but after just 72 hours of repairs, she was able to participate in the Battle of Midway, where it helped sink two IJN carriers while protecting the other American carriers from aerial counterattack.

In honor of Memorial Day, we'll take a brief look at the remarkable circumstances around this storied carrier and the exceptional contributions of the heroes who made it happen.

The Yorktown: From Humble Beginnings to the Battle of the Coral Sea

Launched in 1936, *Yorktown* was the lead ship of the new *Yorktown*-class of carriers, designed to incorporate all the experience and lessons learned from the previous four carriers. She carried 90 aircraft—roughly equivalent to the larger Japanese carriers it would fight against at Midway—and a wartime complement of around 3,000 men.



Yorktown in 1937. Photo is from the National Archives, Image # 19-N-17424

Following training in Hampton Roads, Virginia, *Yorktown* conducted her shakedown cruise—or performance test—in the Caribbean. In 1939, she participated in Fleet Problem XX, the Navy's 20th annual large-scale naval exercises, setting a new benchmark for carrier performance. After a brief period operating along the west coast, *Yorktown* set out for the Atlantic on April 20, 1941, to protect American interests from a new threat: the U-Boat. Following her neutrality patrols, she put into port at Norfolk Naval Shipyard in Virginia on December 2, 1941.

Little did her captain and crew know that in just five days' time, Imperial Japan would attack Pearl Harbor, killing thousands of Americans and sending the US Navy's surface fleet of destroyers, battleships and cruisers.

This left *Yorktown* and the six other carriers—*Enterprise*, *Hornet*, *Lexington*, *Wasp*, *Ranger* and *Saratoga*, none of which were at Pearl Harbor—as the backbone of the US Navy.

With America now at war, *Yorktown* was recalled to the Pacific and, on December 30, made flagship of Rear Admiral Fletcher's newly-formed Task Force 17. It wouldn't be long before she saw her first major action.

Working with superior intelligence, Admiral Chester Nimitz—now Commander in Chief of the US Pacific Fleet—knew that the Japanese Navy intended to attack Port Moresby, Papua New Guinea, in the first week of May 1942 in an attempt to strengthen their defensive position in the South Pacific. He issued orders that sent four carriers towards the port to finally put an end to a series of USN defeats. Only *Yorktown* and USS *Lexington* (CV-2) would make it there in time.

The American fleet made contact with the numerically-superior IJN fleet—which consisted of fleet carriers *Shokaku* and *Zuikaku* (both of which took part in the attack on Pearl Harbor), light carrier *Shoho*, and a number of support craft—and the two forces traded blows over the course of four days in what would come to be called the Battle of the Coral Sea. This was the first battle in history where two carriers battled toe-to-toe. Losses were heavy.

When the dust settled, both American carriers and all three Japanese carriers had sustained heavy damage or were depleted of aircraft. *Lexington* and *Shoho* were scuttled. *Shokaku* sustained heavy damage to the flight deck (courtesy of *Yorktown*'s dive bombers) and limped to safety. *Zuikaku*, her air arm slaughtered, did the same.



Bomb damage on Yorktown's third and fourth decks, copied from the war damage report, 1942.

Damage to *Yorktown* was significant. Captain Elliott Buckmaster, skilled as he was in maneuvering, could do nothing when a Japanese “Val” dive bomber scored a direct hit. The 550-pound bomb penetrated the deck and exploded below, killing or seriously injuring 66 men and damaging her superheater boilers. The damage looked to be so severe that the Japanese thought she had been sunk. They would soon be proven terribly wrong.

Patchwork Repairs

Following the Battle of the Coral Sea, *Yorktown* was ordered back to Pearl Harbor ASAP for repairs. Some experts estimated that she would need at least three months of repairs. Admiral Nimitz, understanding the grave urgency of a new threat to a tiny atoll called Midway, gave shipyard workers just three days to get *Yorktown* back into fighting shape.

One of my favorite accounts of the shipwrights' struggle comes from Reddit user Limonhed in [this thread](#):

“My late father-in-law was one of the civilian shipwrights flown out to Yorktown after it was damaged at the Coral Sea. He said they worked 24/7 doing what they could, and fell asleep on the deck where they worked. The sailors had orders not to bother a sleeping shipwright unless it was an emergency. They ate sandwiches brought by the sailors while they continued to work. Cutting torch in one hand and sandwich in the other. Sometimes a sailor would stop by and stick a lit cigarette in his mouth while he continued to work. Much of the preparation work for the repairs were finished when they arrived at Pearl. They continued working 24/7 the entire time they were at Pearl and were still on the ship when it sailed. They were flown off only when the fleet got close enough to worry about Japanese attacks. Their efforts cut a week off the repairs and allowed Yorktown to get back in time for the next battle.”

Without the hard work and dedication shown by the yard workers, *Yorktown* would never have made it to Midway. Her unexpected presence confused the IJN and helped the United States Navy deliver a crushing defeat—and serious payback—to the Japanese fleet.

Yorktown at the Battle of Midway

Armed with knowledge of when and with what ships the enemy planned to ambush Midway (and the two aircraft carriers that constituted the IJN's real targets), Adm. Nimitz moved the entire Pacific fleet to Midway to set an ambush of his own.

The *Yorktown* was a lynchpin in this regard. The already-outnumbered US Navy could not make up the difference in operational aircraft—not to mention that the *Yorktown* was the only carrier with experience launching a full strike.

Enterprise, *Hornet*, and *Yorktown* would face off against *Soryu*, *Hiryu*, *Akagi* and *Kaga* in a battle that turned the tide of war in the Pacific.

Japan began its initial attack on Midway Island at 4:30am on June 4, intent on destroying the land-based aircraft. It was repulsed thanks to stiff resistance from American forces. Neither navy had located the other until 5:34am, when a PBY seaplane from Midway Island finally spotted the Japanese fleet. Admiral Fletcher ordered the launch of aircraft from *Enterprise* and *Hornet* starting at 7:00am.



LCDR Max Leslie ditches in the ocean

The first wave was a disaster from the get-go. While Japan was able to launch 108 aircraft in just seven minutes, it took *Enterprise* and *Hornet* over an hour to launch 117 aircraft. It's odd to think of the USA as underdogs in any capacity, let alone war, but that's exactly the case.

And Japan's advantage reached far beyond coordination and training. The American Navy was still using the TPD Devastator torpedo bomber, a woefully outmoded aircraft that was totally outclassed by Japan's Zero fighters. Of the 41 Devastators that sortied during Midway, not a single one produced a torpedo hit, and only six returned. And even if one of the Devastators HAD registered a hit, there's a good chance that the poorly-manufactured Mark 13 Torpedoes would not have detonated.

Yorktown's pilots, who had been held back from the initial launch in case other Japanese carriers were found, were given a harrowing briefing: "If only three out of your 12-plane squadron survive the run-in to deliver your torpedoes, your mission will have been a success." *Yorktown's* aircraft launched at 9:08am.

But just when the future of the US Pacific fleet began to look grim, the battle turned on a dime.

It just so happened that three squadrons of Douglas SBD Scout Bombers (a fine aircraft, not to be confused with the TBD Devastator) were approaching the Japanese fleet. Two of the three were short on fuel, and none of them knew exactly where the fleet was.

It was then that *Enterprise* Air Group Commander C. Wade McClusky, dangerously low on fuel, made one of the most fortuitous decisions in the war. Instead of turning back, he kept looking for the enemy carriers, and he just so happened to locate a lone Japanese destroyer traveling at flank speed. Acting on a hunch, he followed it...all the way to the Japanese carriers, now short on defense.

The three squadrons descended on the carriers like a swarm of locusts. *Yorktown's* VB-3, commanded by Max Leslie, went for *Soryu*, battering it with three direct hits.

Enterprise's squadrons split into two and took on *Akagi* and *Kaga*, scoring multiple direct hits.

Within six minutes, *Soryu* and *Kaga* were totally engulfed stem to stern. Although *Akagi* was hit by just one bomb, it exploded in the hangar, causing massive devastation and leaving it dead in the water. Just like that, a good portion of Imperial Japan's mighty Pacific fleet was reduced to burning husks, leaving just the *Hiryu*.



Photo # 80-G-312020 Bomb hole on USS Yorktown, Battle of Midway

Crewmen repair a 12' diameter bomb hole on *Yorktown's* deck. At this point, this kind of damage was mundane. She would be back in action shortly.

But it wasn't all good news. Japanese bombers from *Hiryu* followed the retreating American aircraft and attacked the first carrier they found...which just so happened to be *Yorktown*. Japanese pilots managed to score three hits, blowing a hole in the deck and snuffing out her boilers. But American damage control and ship survivability were far beyond that of the IJN, and within just one hour, she was patched up and ready to go again.

The second wave of *Hiryu* torpedo bombers arrived another hour later. The repair efforts were so effective that the Japanese pilots assumed *Yorktown* must be a different, undamaged carrier. Again, they battered her, this time with two torpedoes. *Yorktown* lost all power and began to list...but she still didn't sink.



Yorktown lists badly after being abandoned. Official US Navy Photograph.

Captain Buckmaster, having heard the reports about how quickly the Japanese carriers sank, gave the order to abandon ship. The wounded were offloaded first, followed by the able-bodied sailors, all in good order. Captain

Buckmaster even walked the ship one final time to make sure nobody remained onboard, and when he found none, lowered himself into the water by means of a knotted line over the stern.

But this was a day of retribution, and later in the afternoon, a scout aircraft from *Yorktown* found the *Hiryu*. 24 dive bombers from *Enterprise* and *Yorktown* descended on the Japanese carrier, peppering it with four bombs. She went up in flames just like the other Japanese carriers had earlier in the day. Lieutenant Commander Dick Best, who has the unique distinction of landing bombs on two different carriers, recalls the feeling:

"I felt myself to be lord of creation of the time. The feeling of success and the fulfillment of revenge was so sweet that I've never felt anything as intensely as that in all my life."

All four of Japan's carriers were now at the bottom of the Pacific. The US Navy delivered a decisive blow, and Japan was never able to replace its most-skilled pilots and best aircraft fast enough. The war was far from over, but the tide had turned.

***Yorktown* finally succumbs**

Believe it or not, after six major detonations—one at Coral Sea and five at Midway—*Yorktown* was still afloat, and the salvage effort was going well...until a Japanese sub snuck past the American destroyer line and fired a torpedo that hit the *USS Hamann*, a destroyer acting as tow/escort ship. The *Hamann* essentially broke in half and sank quickly, killing the 81 men aboard and others from *Yorktown* who has been blown overboard. Understandably, the other tow ship cut the cable to *Yorktown*, and the battered carrier finally fell beneath the waves the following morning.



Yorktown sinking, June 7th 1942. Courtesy of the Naval History & Heritage Command NH #106011.

"That's alright, fellas," Captain Buckmaster told his men. "We'll get another ship and come out again."

By the time the first shots were fired at Midway, *Yorktown* was already nearly half a year overdue for a major refit. The emergency repairs performed at Pearl Harbor were intended to keep her seaworthy for two or three weeks. She had been nearly blown to bits over the course of two major battles. And still, she gave more: her last great contribution was soaking up a Japanese counterattack that could easily have been aimed at one of the healthy carriers.

The truth is, the Japanese had to sink her three times before it finally "took."

Here's to the Heroes Who Made *Yorktown* Great

Despite her toughness, resilience, and valiant contribution to the war in the Pacific, *Yorktown* was still just a ship. *Yorktown* only achieved greatness because of the heroes who made her great.

On this Memorial Day, we honor them all. First and foremost, to the 207 *Yorktown* crewmembers who died in the Battles of Coral Sea and Midway. And to her crew, who put out fires, patched her up, and carried on in the face of constant duress. And to the Devastator torpedo bomber pilots who knew they wouldn't make it back. To the Dauntless scout bomber pilots who directly contributed to the sinking of three Japanese aircraft carriers. To the

shipyard workers at Pearl Harbor, who did the impossible. And, of course, to the savvy leadership of Capt. Buckmaster, Admiral Spruance, Admiral Fletcher and Admiral Nimitz..

Today, we honor those brave men, as we honor so many others for their sacrifices in serving our great nation. I'd like to offer a heartfelt thank you to all those who serve and have served.

Just one more note...I've never served, and as hard as I have tried to get my terminology correct and not be disrespectful, I admit that I may have made a misstep. Please feel free to correct me. – Thanks

A Moment in Flight:

Flight Video by Pedro Navarro

This month features a return performance of the venerable WACO set against a beautiful blue sky with snow white clouds and deep shadows. The lively Cha-Cha rhythm is totally infectious. I'll bet you can't help tapping your feet.

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

