



# The Flightline



Volume 50, Issue 1 Newsletter of the Propstoppers RC Club AMA 1042 January 2020



## President's Message

Fellow Propstoppers,

HAPPY NEW YEAR – We wish you all a happy, healthy new year filled with sunny skies, and light winds.

I am pleased to report that you have responded very positively to the changes we have proposed and implemented thus far. We have 38 paid members to date and the majority took advantage of both the early bird discount and PayPal. Thank you!

Inside this issue are updates about the FAA and their plans for knowledge testing and UAS Identification. Please watch the AMA Media Minutes, read the Government Relations e-mails and, where possible, respond as the AMA requests.

Your leadership team is excited to announce that plans are afoot to celebrate PROPSTOPPERS 50<sup>th</sup> ANNIVERSARY. Please look for articles in upcoming newsletters about our past exploits and plans for celebrating this milestone and the continuing growth of our club.

Thanks for your continuing support,

Mike

## INSIDE THIS ISSUE

<b>1</b>	President's Message
<b>2</b>	January Meeting Agenda
<b>3</b>	December Meeting Minutes
<b>4</b>	Editor's Note
<b>5</b>	"A Few Good Men," or Women Propstoppers needs your help.
<b>6</b>	Indoor Flying, a Whole New Look
<b>7</b>	FAA Rules and Regs for SUAS
	Drexel Aero Design Students Indoor Final Flight Demonstrations. Dave Harding
<b>8</b>	A Moment in Flight: Video by Pedro Navarro

## Agenda January 14, 2020

### Meeting At

Gateway Community Church Meeting Room

7:00 8:30 pm

1. Call to Order and Roll Call
2. Approval of minutes
3. Treasurer's Report
4. Old Business:
  - FAA Agreement Q and A
  - Quarterly Meeting proposal
  - Vacancies: Webmaster and Membership
  - Review of Field Safety/Operating Rules
5. New Business
6. FAA Testing Requirement
  - FAA UAS Identification information
  - 50<sup>th</sup> Anniversary

**Minutes of the Propstoppers Model Airplane Club**

December 10, 2019 at the Gateway Community Church meeting room.

Annual Holiday Meeting and Social

**Roll Call:** Mike Black called the roll and 20 members and 1 guest were present.

**Approval of the minutes:** Minutes of the previous meeting (November 12, 2019) were approved.

**Treasurer's Report:** Pete Oetinger.

**Old Business:**

Our club FAA agreement was formalized between our officers and representatives of the FAA. By law we are currently limited to 400 feet of altitude unless given an exemption.

Another requirement is that members must notify the tower if they have a fly away. The number for the tower is in the agreement and on our web site. Please try to keep this number with you.

The club has a proposal to move to quarterly meetings with additional picnics or social gatherings. This will be discussed at the January meeting and a decision made.

**New Business:** None

There being no further business adjournment took place at 7:30 PM for the members to enjoy the wide variety of foods available and have good conversation particularly about aviation.

**Show and Tell:** None

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

**Club Officers**

**President:**  
Mike Black

**Vice President:**  
Pedro Navarro

**Secretary:**  
Richard Bartkowski

**Treasurer:**  
Pete Oetinger

**Membership Chairman:**  
Mike Black

**Safety Officers:**  
Eric Hofberg  
Ryan Schurman

**Newsletter Co-Editors:**  
Dave Harding  
Larry Woodward

**Webmaster:**  
Vacant

**Propstoppers Web Site;**  
[www.propstoppers.org](http://www.propstoppers.org)

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**Indoor Flying at the Brookhaven Gym**

Indoor flying is now available at the Brookhaven Gym Tuesday mornings at 10:00-11:00 am following Breakfast Club

(Check first with the Community Center during the holiday season. Sometimes the gym is closed for special holiday events.)

### 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.

### **2020 DUES ARE DUE in DECEMBER**

***Membership renewal for 2020 has now begun. You can renew by mail,  
Paypal or at the December meeting***

***Bring cash, check or pay with your smart phone.***

2020 Dues are \$85.00.

Members who have not renewed by Jan. 31, 2020 will have all flying privileges revoked and will be removed from the club roster.

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

**Mike Black**

**110 Poplar Walk Ridley Park, PA 19078**

## Editor's Note:



As I began to lay out the front page of this month's Flightline, I found myself entering Volume 50, Issue No 1 at the masthead. It took a moment for me to realize the significance of this. But eventually, I understood that each Volume represented a year of activity. So, that means the Propstoppers newsletter, and presumably then the Club itself, is closing in on half a century of operation.

We have been focused too much the last couple years on the declining attendance at meetings, the mourning of beloved friends and key officers and a perceived polarization attributed to new technologies and changing flight preferences. But, it seems our pessimism was more contagious than credible. This month's President's Message from Mike Black welcomes in the New Year with report of a healthy member roster, a vibrant new executive committee and a roll-up-your-sleeves attitude that certainly reflects the strength and vitality that brought Propstoppers to the historic year we celebrate now.

So, let the celebration begin! For this, our 50<sup>th</sup> year, let's resolve to make the most of whatever opportunities we can find to work and play together in appreciation of the many years that came before. And in anticipation of the ever changing and wondrous times yet to come let's focus on how we can all share the joy and support each other.

Watch this newsletter and your email all this year for stories of the Propstoppers' legacy and events and ideas for celebrating this historic anniversary.

Larry Woodward  
Editor

## Once a Propstopper, Always a Propstopper

There are so many tales to tell about those who came before. And sometimes they make it easier by staying in touch. Longtime friend and legendary pilot, Al Cheung, moved to sunny California years ago but still sends us a word from time to time. He lives and plays among the famous coastal cliffs that provide a world class slope soaring venue. Here he is with a fabulous “sloper” that just about breaks my heart with envy.



### Change in Meeting Dates and Times Proposal:

The Executive Committee is proposing to change our scheduled club meetings from the second Tuesday of every month to the following:

Tuesday February 11 – from 7 PM – 8:30 PM – Gateway Meeting Room

Saturday April 18 – from 9 AM – 10: AM – outdoors at the field – Meeting Room if foul weather?

Saturday July 18 - – from 9 AM – 10: AM – outdoors at the field – Meeting Room if foul weather?

Tuesday November 10 - from 7 PM – 8:30 PM – Meeting Room

Tuesday December 8 - from 7 PM – 8:30 PM – Meeting Room

This will be discussed and put to a vote at the January Meeting.

## **“A Few Good Men,” or Women Propstoppers needs your help.**



More than anything else, volunteer organizations like Propstoppers depend on one thing, volunteers!

Your club Officers are the backbone of the organization. Their jobs are defined in general terms in the Club ByLaws. Each officer is responsible for managing a particular system that is required for continued operation. When one of the positions is not filled, then either another Officer has to cover two jobs, or a system fails to function. Neither option is good for the club or the membership.

Currently the position of Membership Chair is vacant and being covered by President Mike black. Mike has stepped up to take the President's role at a critical time for the club. His hard work and leadership have already born fruit and the members owe him a great deal of thanks. However, he has much more work to do down the road as President and we cannot expect him to cove the duties of Membership Chair indefinitely.

PLEASE CONSIDER VOLUNTEERING for this important position:

### **Membership Chair**

Duties from the Bylaws:

- i. Oversee the membership process.
- ii. Collect Club dues and transmit them to the Treasurer, following the Treasurer's Financial Accounting Process.
- iii. Issue annual Club Membership Cards.
- iv. Maintain a Membership Roster, including all pertinent contact information.
- v. Create and follow a Membership Information Privacy Policy and Procedure, approved by the Vice President, which controls how the membership's personal information will be kept and used.
- vi.

As a practical matter, the principle activity of the position includes two ongoing activities:

1. Administration of the PayPal account including transferring payments to the Propstoppers Bank Account
2. Sending a monthly reminder to any member whose AMA Membership will expire in that month reminding them that without an active AMA Membership they do not have flying privileges.

Contact Mike Black with questions or to express interest.

# Indoor Flying, a Whole New Look

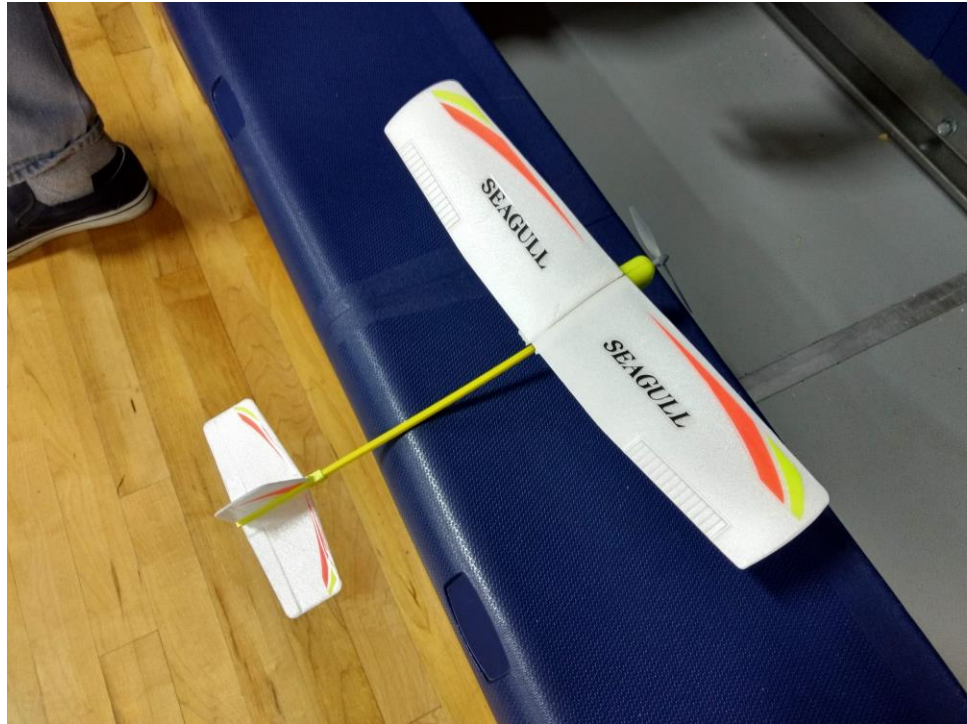
**Slowly but surely, the flight preferences of members taking advantage of indoor flying is evolving in new/old directions.**

By Larry Woodward

Go back a few years and our indoor sessions were dominated by micro foamies, 3D and the ubiquitous Vapor, along with the occasional micro helicopter. Well, all of those are still seen in the gym, but there are a couple new trends that seem to be growing.

## **Free Flight:**

Thanks to members with impressive knowledge and skill, Mick Harris, Murray Wilson, Dick Bartkowski and Al Tamburo to name a few, we have been seeing some impressive free flights in both rubber and electric powered models. If you like the challenge of designing/adapting models for optimum performance along with a bit of competition among friends, then maybe you would like to try your hand.

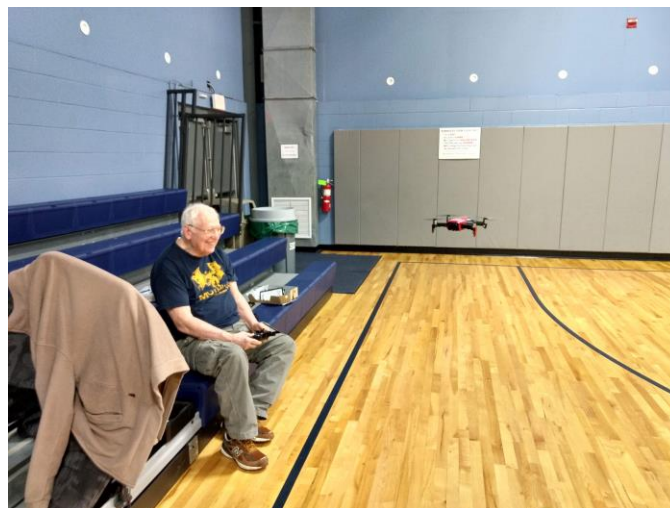


**Multirotors:**

The availability and variety of multirotor aircraft of every conceivable design is transforming our hobby, and we are more the richer for it.

Today the assortment of multirotor models seen at our typical indoor session is truly impressive.

What do you say to adding a simple indoor drone racing event to our winter playdates?





# FAA Rules and Regs for SUAS

Keep yourself updated on the latest developments via AMA

<https://www.modelaircraft.org/about-ama/advocacy>

## AMA Government Relations:

On December 26, the FAA [released](#) a proposed rule for remote identification of UAS. There are several areas of concern with the proposed rule that AMA will be pushing back on and we need your help advocating for change.

While the proposal does include AMA's request to exempt flying sites, the rule should also provide community-based organizations (CBOs), like AMA, more flexibility to establish and maintain fixed flying sites that satisfy remote ID compliance. Second, the rule should create a pathway for remote ID compliance at AMA events and competitions, which may not take place at fixed flying sites. Third, the rule should account for situations where there is no internet connectivity, as many safe places to fly are in rural areas with little or no service. Finally, the rule should not require modelers to register every aircraft individually.

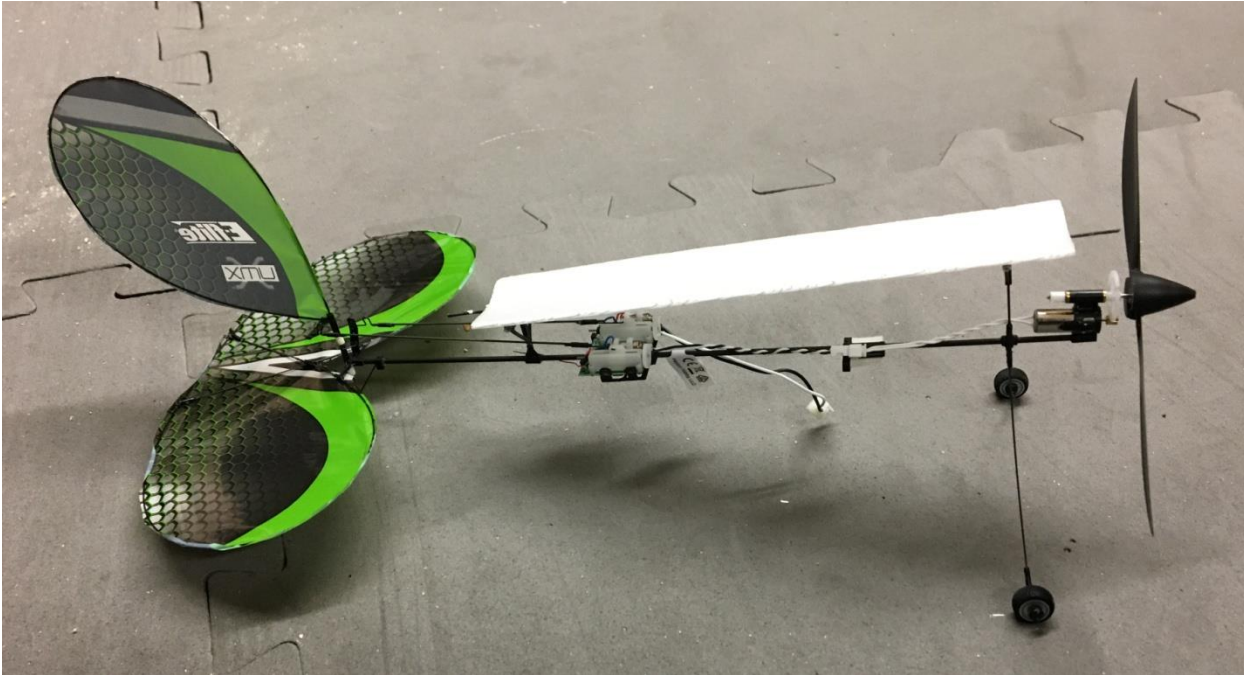
The FAA is accepting comments on the remote ID proposal until March 2, 2020. We have also requested an extension on the comment period to give everyone more time to weigh-in. To help us achieve the best possible outcome on the final rule, it is critically important that everyone submit a comment.

[Please submit a formal comment to the FAA as soon as possible.](#)

To submit a comment, go to the remote ID proposal page on the federal website [here](#). Click on the "SUBMIT A FORMAL COMMENT" button at the top of the page. You can copy and paste the template in the [blog](#) below into the comment box, edit it to include your personal experience, or create your own message entirely. Complete the form and click on the "SUBMIT COMMENT" button at the end. Please note that comments and information provided are public knowledge. Thank you in advance for your advocacy. If you are interested in reading a more detailed summary of the FAA's remote ID proposal, visit our blog [here](#).

## Drexel Aero Design Students Indoor Final Flight Demonstrations.

As reported in the November newsletter this fall's Drexel Aero Design students were assigned the task of using what they learned in the course to design wings for Vapor Lite airframes we provided. The objective was to design and build a wing that maximizes performance, Payload, while satisfying stability.



Our challenge was to find a suitable test site within the Drexel campus, then actually fly the models with student wings within this space. Well, the Professor Yousuff found a large hallway in a new building that was not only wide but also had very high ceilings. Here is a picture montage of two teams with their models showing the size of the hall.



Next problem was to have a Propstopper with good flying skills that could fly the student's airplanes. Note; every flight was a first flight Trim, and most of all stability, was not assured. So we asked Al Tamburro to take the challenge and he succeeded perfectly; although some airplanes were a challenge immediately Al was able to keep them in bounds and in some cases we were able to deal with stability and trim problems by moving the wings a bit.

A couple of teams had structural difficulties with the very light foam wings. One was poorly joined at the center and that was an easy fix. The other with a large wing and just a flat airfoil found the bending stiffness inadequate. On takeoff attempts Al found the wings bending up to the point the tips were vertical. An initial attempt to add thread restraint failed when the thread pulled through the foam. But I had brought some thin graphite strips and the students used it top and bottom taped on to add considerable stiffness, indeed sufficient for a magnificent flight. Which is even more satisfying after finding effective fixes in flight test; Hey, isn't that what the big boys do?

By the way, the specific strength (strength per pound) of graphite is much higher than for steel and aluminum which is why it is so commonly used nowadays. But it is only one third the stiffness of steel. The result when you use all the strength of graphite the part stretches more. Look at what happened to the Boeing 787 wing at maximum design load (which is 1 ½ times the expected maximum load).



When Dick Bartkowski and I gave the lecture on wing design we identified the lack of reliable data on wing aerodynamics at very low Reynolds Number (associated with wing chord and speed operating in viscous liquids; e.g. air) Consequently we suggested they could test their wings in hand launched gliders where flight testing could enable calculation of the aerodynamic properties they could then use in their design process. Here is the glider one team tested.

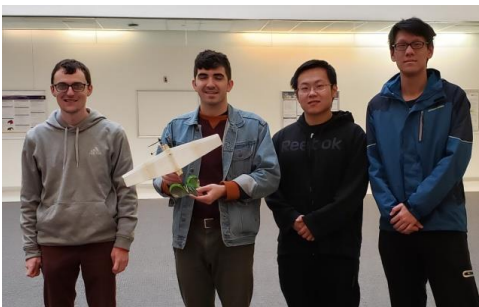


Here are some of the other teams;



The team with the graphite reinforced wing after their successful flight!

All in all another successful model airplane boost to future engineer's education; "We designed it and it flew!" Dave



## A Moment in Flight:

Flight Video by Pedro Navarro

Want to know how this all got started?

Go back most of the last decade to a time when flight and flight video was a new idea for Pedro and me both. I was really just learning to fly and Pedro was “in love” with his new iPhone. My Aries Gamma 370 trainer was just itching for a chance to show off a new pair of floats, in January!

See if you can tell how long it took me to realize my aileron servos were reversed.

I still love this video most of all Pedro’s work. The production values may be simple, but the narrative is undeniably compelling.

Larry Woodward

“A Snowy Day at Elwyn Field”

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

