



The Flightline



Volume 50, Issue 2 Newsletter of the Propstoppers RC Club AMA 1042 February 2020



President's Message

Fellow Propstoppers,

My son, Michael, stepped up and took on the Webmaster role for our club. Dave Harding, Larry Woodward, Pedro and I updated the opening webpage and Mike loaded it earlier this week. He reorganized the Links page and is working to make things easier to find on our site. Please go to www.propstoppers.org to check it out.

The Board appointed Ken Merlino to take over the Membership Chairman's job. Thanks for stepping up Ken.

Pedro, Al Tamburro and I went to AMPRO to set up a club store for Propstopper Gear. We selected a nice summer weight cap, a lightweight polo shirt, a windbreaker, and a hoodie. All will be embroidered with the Propstoppers logo and the polo shirt will state 50th anniversary underneath. The items are of high quality and reasonably priced. Please check out the store when you receive the link by e-mail and make your purchases by the end of next week. Pedro will pick the items up when they are ready and arrange for delivery.
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Agenda February 11, 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 Proposal Update – Dick
 - AMA request that Members write comments to the FAA using the AMA template.
 - Safety Committee update - Pedro
5. New Business
 - 50th Anniversary
6. Show and Tell
7. Adjournment

(President's Message continued from page 1.)

Larry Woodward designed the signs for Gateway Field. We approved their purchase this week and I hope to have them to bring to the meeting on Tuesday.

Welcome to our new member Zach Friggle. Zach asked to be put in touch with some helicopter pilots. Lamaar Williams and Matt Borden have agreed to work with Zach. Thanks for stepping up guys! Thanks for your continuing support,

Mike

Minutes of the Propstoppers Model Airplane Club

January 14, 2020 at the Christian Academy meeting room

Call to order took place at 7:00 PM by president Mike Black. Roll call showed 16 members present.

Minutes of the December meeting as published were approved. Treasurer's report was presented by Pete Oetinger.

Old Business:

Dick Bartkowski went over the FAA regulations that require flyers to register and the in-Air ID requirement. Since we are registered members at a registered club site we are exempt from the in Air ID. Lastly the law requires that members pass a safety or rules test. The AMA is working on this and is proposing to be a test administrator. The rules on this have not yet been finalized.

New Business:

The club membership voted to switch to quarterly meetings as posted in the newsletter. The next meeting will be February 11.

Mike Black Junior (aka Michael) has agreed to be the new Webmaster.

The club is still looking for a membership chair. Mike Black who has been doing this pointed out that much of the work is now automated. Vice-President Pedro Navarro discussed the safety rules and how these are to be enforced so that club members would become aware of them.

Larry Woodward pointed out that this is the 50th anniversary of the Propstoppers club. Al Tamburo is the only current member who has been a member from the beginning. The club is looking for photos and memorabilia to be included in the anniversary newsletter

Show and Tell:

Al Tamburo showed the original Propstoppers flag which was made by his daughter many years ago.

Adjournment took place at 8:25 PM

Propstoppers RC Club of Delaware County, Pennsylvania.

Club Officers

President:
Mike Black

Vice President:
Pedro Navarro

Secretary:
Richard Bartkowski

Treasurer:
Pete Oetinger

Membership Chairman:
Ken Merlino

Safety Officers:
Eric Hofberg
Ryan Schurman

Newsletter Editor:
Larry Woodward

Webmaster:
Michael Black

Propstoppers Web Site;
www.propstoppers.org

Contact: Propstoppers@gmail.com

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copied for personal use but shall not be
reproduced for sale.*

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

Calendar of Events

2020 CLUB MEETINGS:

Gateway Community Church Meeting Room

- 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

TUESDAY BREAKFAST CLUB:

Tom Jones Restaurant on Edgemont Avenue in Brookhaven. 9 till 10 am. Just show up. Flying after breakfast 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.

“SOCIAL” CLUB FLYING:

Saturday mornings 10 am

Wednesday is Helicopter evening in summer

Thursday is open flying evenings in the summer

Tuesday mornings 10 am after Breakfast Club.

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:

Something Old, Something New:

The holiday season has passed and those winter projects that have been neglected now seem much less important than when first conceived. Spring seems only just around the corner, especially given the unseasonably warm weather we are having. So, we inevitably take stock of the inventory of models in the hanger and think about culling a few and making room for something new to start the season. This spring ritual is not lost on more than a few clubs looking for opportunity in the form of a swap meet.

Ron Lauser was kind enough to send me notices for two of the more ambitious swap meets coming up in our area. Thanks Ron for doing some leg work to help us all out.

CENTRAL PENN AEROMODELERS ASSOC.

40th Annual Radio Control EXPO

<p>PLACE: LEBANON FAIRGROUNDS 80 Rocherty Road Lebanon, PA 17042</p> <p>DATE: SATURDAY March 14, 2020 (Regardless of Weather)</p> <p>TIME: 8:30 A.M. for General Admission 7:00 A.M. for renters Only Open 'til 3:00 P.M.</p>	<p>For space availability e-mail info@cpaa.us Advance general admission tickets available at \$8.00 each (non-refundable)</p>
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Space
Reservations and
Advanced tickets
Recommended!

<p>Admission: \$10.00 Donation at door (under 12 free) Aisle Spaces: \$18.00 each (5 ft. long) Wall Spaces: \$25.00 each (5 ft. long)</p>	<p>For advanced tickets send your order and check (payable to CPAA) to: CPAA 244 Ridge Hill Road Mechanicsburg, PA 17050</p>
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*For Information Call Todd (717-857-4726)
or E-Mail info@cpaa.us*

LARGEST ONE DAY R/C/ EXPO IN THE U.S.A.
41,000 Sq. Ft. Indoors, 602 Spaces of bargains
Visit our web-site at www.cpaa.us

**...featuring: Radio Controlled airplanes, Sailplanes, cars,
boats, control-line airplanes, and related accessories.**



**2020 Tri-County Wing Snappers
27th Annual Swap Meet
Radio Control Planes / Cars / Trucks / Boats**

**Hamburg, PA (www.tcws.org)
Saturday, March 28th 2020 Hamburg Field House**

240 Vendor Spaces with Ample Free Parking

Doors open 6:30 to 9 PM (Friday 27nd March) and at 7:00 AM on the day of the event for vendor setup

Doors Open for the Public 8:00 AM General Admission \$5.00 Table Rentals: Wall - \$12.00; Aisle - \$7.00

Breakfast available at 7:00 AM Also serving lunch, beverages and snacks

**For information contact: Jack Hilbert
Phone (610) 657-5286
Email: pcchilbert@gmail.com**

Directions: Take I-78 to Exit 30 (Hamburg); follow North 4th Street, which will change to South 4th Street; turn left on to Pine Street (2nd traffic light) and proceed 1 ½ blocks to the Field House entrance on the right

Submit a Formal Comment to the FAA's Proposed Remote ID Rule

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 they need your help advocating for change. We encourage everyone to submit a comment to the FAA's proposed rule for remote ID as soon as possible. The comment period will end March 2, 2020.

AMA has drafted multiple templates that you may use as guidance when forming personal comments. When writing your comment, **please identify your own concerns** with the proposed rule **in your own words**. It is important to provide a summary of how the proposal will impact your model aircraft operations and include data to back up those concerns. For example, use numbers and address the financial impact the proposal will have on you and suggest alternative solutions.

“Note: Agencies review all submissions, however some agencies may choose to redact, or withhold, certain submissions (or portions thereof) such as those containing private or proprietary information, inappropriate language, or **duplicate/near duplicate examples of a mass-mail campaign**.” (FAA Web Comment page.) The more you customize your comments from within the AMA templates, the more impact it may have on the review process.

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 green “SUBMIT A FORMAL COMMENT” button at the top right-hand side of the page. Complete the form and click on the “SUBMIT COMMENT” button at the end.

You can type your comment directly into the form **OR** you can open one or more of the comment “templates” prepared by AMA and copy/paste them into any word processor like MS Office or Word Pad to combine or edit them. Once you have the comments edited to your liking, simply copy and paste it into the FAA comment form.

Please note that comments and information provided are public knowledge. Click below to use the drafted templates to express your concerns. You may submit more than one comment.

AMA “templates” for comment on FAA Proposed Remote ID Rules.

Larry Woodward
Editor

'MesserSpit'

How Nazi flight of fancy combined Spitfire and Messerschmitt

Submitted by Dave Harding

Mark Bridge, History Correspondent

January 22 2020, 12:00am, The Times



The aircraft mated a Daimler-Benz engine to the body of a Spitfire - THE PRINT COLLECTOR/GETTY IMAGES

When, in the Battle of Britain, Goering asked Major Adolf Galland what his unit would need to beat the British, the fighter ace replied: "Herr Reichsmarschall, a squadron of Spitfires!" This didn't go down particularly well with "Fat Hermann", the head of the Luftwaffe who had been extolling the Messerschmitt Bf-109 as "the best fighter of the world". A couple of years later the Germans attempted to have their cake and eat it by creating a little-known Messerschmitt-Spitfire hybrid. Aviation historians have uncovered rarely seen photographs of the attempt by the Luftwaffe to combine the best elements of both aircraft.

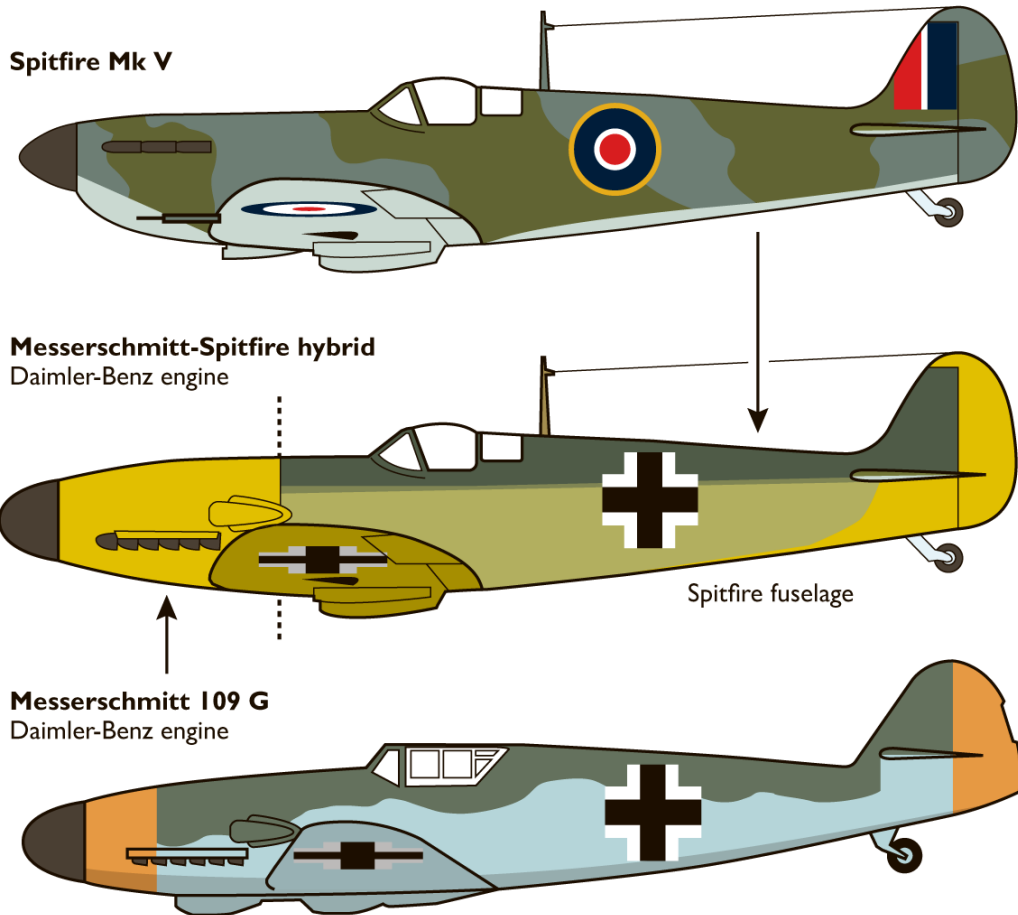


The hybrid fighter was said to be faster than a Spitfire (shown above) but more maneuverable than a Bf-109NIK

The experiment came about when engineers in Germany modified a Supermarine Spitfire Mk V that had made a forced landing in occupied Jersey in November 1942, replacing the British Merlin engine with a powerful, fuel-injected Daimler-Benz one as used in the rival Messerschmitt. The Spitfire was fitted with a new nose resembling that of the 109 to accommodate the engine and given a Luftwaffe paint job before it was put through rigorous trials. Test pilots found that it performed better than both original fighters for speed and rate of climb. They also found that the Spitfire's lower wing loading gave the hybrid aircraft better maneuverability than the Messerschmitt. Nik Coleman, a film-maker, uncovered the details for an episode of the PBS America television series *Plane Resurrection* after discovering photographs of the aircraft on "obscure" military forums. He said: "The Germans took the Spitfire, then tried putting the front end, the engine, of their 109 fighter on the front end of it, producing this ghastly-looking hybrid. Funnily enough it worked great, better than either of the original aircraft. They never pursued the project but used the data to improve their future fighters."

NEWS

The hybrid fighter



	Spitfire	Messerschmitt
Length:	29ft 11in	29ft 4in
Max speed:	370mph	400mph
Ceiling:	36,500ft	39,000ft

Used in training and test flights, and very popular with German pilots, the “MesserSpit” was destroyed in a US bombing raid in August 1944 on Stuttgart. Mr Coleman said that despite its strong points, the Luftwaffe would not have sought simply to replicate the hybrid, as it was already developing more sophisticated designs such as the pioneering Me-262 fighter jet.

The pilot of the downed Spitfire was Bernard Scheidhauer of the Free French air force. After he was hit by flak on a mission to strafe German targets of opportunity in Normandy, he brought the plane down in a turnip field on what he thought was the Isle of Wight.

In fact it was German-occupied Jersey. He was captured and sent to Stalag Luft III PoW camp in Lower Silesia (now in Poland) where he took part in the Great Escape, pairing up with its mastermind, Squadron Leader Roger Bushell, and making it as far west as Saarbrücken on the French border before they were captured and shot by the Gestapo. Scheidhauer was 22.



The researchers also came across a captured Spitfire painted in Luftwaffe insignia for flight tests NIKCOLEMAN/PBS/BNPS

More than 33,000 Messerschmitt 109s and 20,000 Spitfires were produced during the war, often dueling for aerial supremacy. The 109s were more heavily armed, better at diving quickly and generally faster, but Spitfires had superior turning ability, contributing to the victory of The Few in 1940.

John Delaney, an expert at the Imperial War Museum, said: “By the time the Germans had test-fitted a German engine the higher performance Spitfire IX was in service. The hybrid might have stood up well against the Mk V but would have struggled against the Mk IX.

“The Spitfire’s performance kept on improving as the war went on, with new engine types being fitted, for example. It’s difficult to compare this hybrid to ‘the Spitfire’ as there were 24 marks in total, each one better in some way than the last.”



Bernard Scheidhauer was shot dead for taking part in the Great Escape - NIKCOLEMAN/PBS/BNPS

Military advances

- The rocket-powered Messerschmitt Me-163 Komet was the fastest aircraft of the Second World War. The tiny interceptor was made to shoot up above enemy bomber formations and then swoop through at high speed, avoiding defensive fire. In reality they were less effective than hoped and were responsible for very few Allied losses.
- The Messerschmitt Me-262 was the world's first operational jet-powered fighter plane, entering service in 1944 and paving the way for Cold War-era jets. Germany did not have the resources so late in the war to produce the plane on the scale needed to create the miracle weapon its leaders hoped for.
- Also in 1944, the Germans tested prototypes of the Horten Ho-229, the first jet powered flying wing design — resembling post-war stealth bombers. The intention was to meet the requirement to carry a 1,000kg load over 1,000km at 1,000km/h. It was in development at the war's end.

A Moment in Flight:

Flight Video by Pedro Navarro

We all start the New Year with good intentions and positive spirit. When the weather is good too we may even be moved to get outside for a celebratory flight or two.

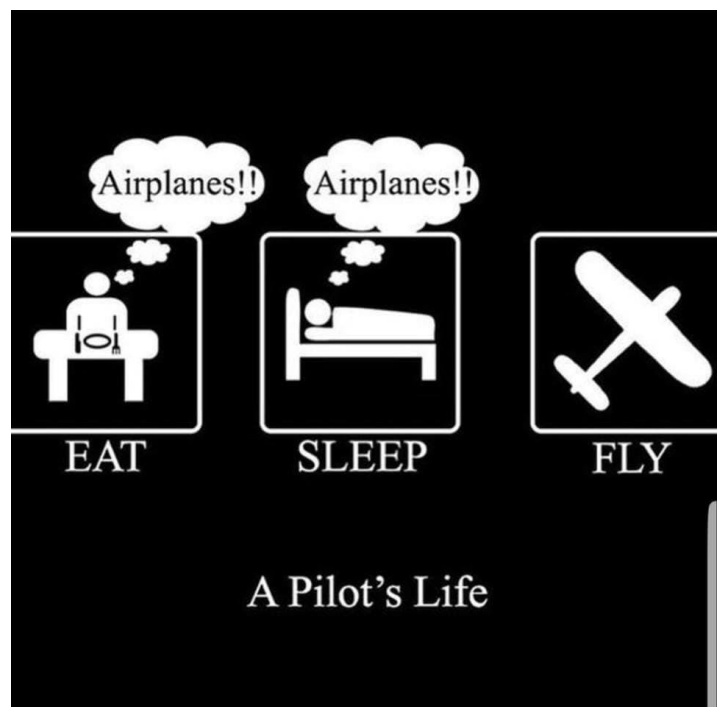
Here is a flight of Pedro's venerable T-28 that took flight shortly after 2020 emerged. What better way to celebrate the beginning of another year devoted to friends and flight.

Larry Woodward

"T-28 in early January 2020"

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





Submitted by Ron Lauser