



The Flightline



Volume 51, Issue 2 Newsletter of the Propstoppers RC Club, AMA 1042, June 2021



President's Message

I am happy to announce that we will hold a General Membership Meeting on Saturday June 12 at 10 AM on CA Field. This meeting will not require masks or distancing for fully vaccinated members. I ask that members who are not fully vaccinated mask up and for the rest of the members to respectfully give them the space to feel safe.

We are planning to have a picnic lunch for those present and to fly after the meeting. Should we experience a NOTAM for that date we will make it another workday after the meeting and still have a picnic lunch. I will send out an email reminder prior to the meeting with details depending on the circumstances.

We are also working to re-institute Tuesday morning 9: AM breakfasts at Tom Jones followed by flying in the Brookhaven Gym or at one of the fields. Dave Harding is following up on that for us. As of today, we have not heard back from Brookhaven. I will send out an e-mail to all when we do.

It is so nice to get back to some degree of normalcy. Recently, I have seen a good number of members at Elwyn flying a wide variety of aircraft.

A huge THANK YOU to all who attended the meeting and workday in April. In just under 2 hours we accomplished a great deal of work improving the field and making it safe for groundskeeper Chuck to keep the vegetation in check. We will be scheduling him to use the brush hog once again.

I look forward to a good turnout on June 12.

Keep'em flying!

Mike

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Agenda

Saturday June 12, 2021 General Membership Meeting at CA Field

Call to Order 10:00 am

Minutes of the April meeting

Treasurer's Report – Pete

Membership – Ken

Website – Mike

Newsletter – Larry

Safety – Eric and Ryan

Old Business:

- Ridley Creek State Park – Bob
- NO TAM notifications – Letter to Tyler Dobbs
- Airmap – App
- Elwyn Field News

New Business:

- Drexel University Program – Dave
- Other???

Adjourn for picnic lunch and flying

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

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Indoor Flying at the Brookhaven Gym

The Brookhaven Community Gym is currently being used by the Delaware County Court, but is expected to be available to us in the Fall.



Minutes of the Propstoppers Model Airplane Club

General Membership Meeting 04/17/21 at Gateway Community Church Field.

Call to Order: The meeting was called to order by President Mike Black at 10:05 a.m. at the Gateway Community Church Flying Field. About 13 members were present. It was noted that three new members have recently joined.

Minutes of the previous meeting were approved.

Treasurer's Report: Treasurer Pete Oetinger gave the report, highlighting that our Club cash balance is higher than we've had in the past 10 years at this time of the year; so we've built back up a reserve that has dwindled since then. He also summarized that the annual financial audit, stipulated in our bylaws, was completed and accepted by Vice President Pedro Navarro.

Membership: Membership Chair Ken Merlino, reported that we have 47 total membership of which two are still unpaid for this year.

Newsletter: Editor Larry Woodward reported that the next newsletter will be becoming out prior to the next meeting. One idea that was discussed for the newsletters was to introduce new members with a short profile. Eventually we might hope to having profiles, with pictures, for all members.

Website: Michael Black, our Webmaster, mentioned that some minor updates to the web site were done in the membership area.

Safety: Safety Officers Eric Hofberg and Ryan Schurman reported no recent safety issues at the fields. After an unidentified drone found at one field was successfully reunited with its club-member owner, they reiterated that all club members should have their name and AMA numbers on all aircraft that are flown at our fields; and also their FAA number on them if the aircraft meets the FAA weight restriction.

Old Business:

Fields at Elwyn and Gateway Community Church are now fully open for members and guests.

We respectfully ask all members to stay in compliance with any PA orders. The fully vaccinated are no longer required to wear a mask.

Please respect those who are continuing to wear masks or who are not vaccinated, by maintaining social distancing.

LOA with Philadelphia International.

Please comply with the following rules to stay in compliance with our FAA Agreement:

- Maximum altitude 400 feet
- In case of Fly-away call 215-492-4123 immediately. This is a direct line to the TRACON Office at Philadelphia International Airport.

Field mowing schedule:

Elwyn Field on Monday or Tuesday evenings and CA Field on Thursday or Friday evenings depending on weather conditions.

Tuesday morning breakfast at the Tom Jones Diner have resumed subject to the Diner's procedures.

Mike Black; We have not gotten a response yet from Ridley Creek State Park on our request to possibly establish a sanctioned flying field within the park.

Mike Black mentioned his recent email to the AMA about restricted flying at our Club's fields due to the numerous "no fly orders" that are resulting from the President's frequent activity in Delaware. Ryan Schurman reminded the Club about a simple app called "B4UFLY" that we should all use before taking off from a field to see if there are any restrictions at that moment. We do not want to have anyone jeopardize our Club's ability to continue flying by not paying attention to this.

Another reminder is that if a Club member has a "fly-away plane" incident, he must call the FAA tower (Philadelphia) to report it immediately.

New Business

Mike Black reported that he and Fran Misantone cleaned up a bunch of illegal dumping at the CA field. Mike is working with a prior Christian Academy coach to try and see who might have done the dumping.

Pete Oetinger and Dick Bartkowski applied crabgrass preventer at the Elwyn field on the entire runway. We agreed that as long as the fields are kept cut, we don't really need to try and kill any other weeds.

We have plans to keep the brush cut down at the CA field, and are working on a plan to make another pit on the opposite side of the runway for morning flying.

We are also considering removing the soccer goals and the fencing near the pit, among other things.

After this meeting, Club members will help perform some maintenance at the CA field, cutting some trees, brush, etc.

Fran Misantone will buy a sprayer and insect killer to use at the CA field. For now, he will keep it at his house. He flies frequently, so he will be spraying the pit area regularly. Fran is also working on trying to get a large roller to roll our both fields when it gets a bit dryer.

Grass cutting at both fields has commenced. CA will be cut on Thursday or Friday, and Elwyn on Monday or Tuesday.

The meeting was adjourned at 10:30 a.m.

Editor's Notes:

By Larry Woodward



Well, the winter to forget is finally behind us and the faint light at the end of the tunnel that kept us all going for the past year is growing brighter every day. The brutal cold that persisted through March has given way to balmy days and the dark shadow of the Covid epidemic is gradually lightening, thanks to a remarkable vaccination program and the thoughtful consideration of our friends and communities.

Of course the “normal” we all yearn to get back to is still a long way off. There is a very big world out there still very much in a fight for survival; and we are wise to

move cautiously as we drop our guard. The months ahead will bring us together again on the field and in the community. Let's all continue to be careful and considerate while we enjoy the simple activities we have been denied for so long.

Not long after our meeting on the CA field in April, I embarked on my annual spring migration to the shores of Cape Cod where I enjoy my summers flying with others of the species *oldfartium airomedelari electrofoamus*. As in previous years I will be reporting to you from here at the parking lot of Crosby Landing Beach in Brewster MA and overlooking the Great Namskaket Marsh. I am truly privileged to have this opportunity in any year, but this spring the tranquility, majesty and natural beauty of this place, where the realities of the last year have left hardly any trace, is especially uplifting. I wish that you all will find your own way to celebrate and recover as the summer progresses and life improves.

Speaking of renewal and celebration, I want to point out our new series of Member Profiles that debut in this issue. We are fortunate to have acquired a number of new members over the last year and we want to help them feel at home as soon as possible. We will be presenting a brief profile of members in this and future issues as a regular feature. Please reach out to them, especially where you can see common interests, or at least common times to fly together at the field. New members inevitably bring unique experiences, skills and interests that can only add to the value and enjoyment of club membership for everyone.

Similarly, we may sometimes forget the unique qualities and contributions of our most seasoned members. For new members it will be important to help them learn about the depth of experience and skill held by many veteran Propstoppers.

A case in point can be seen in the current article by Mick Harris presenting his recently completed FROG Raven model. Mick briefly presented this amazing model at the April meeting at CA field. If you did not see it and don't know Mick, you have missed an opportunity to be in the presence of extraordinary skill and experience. The outstanding craftsmanship in the construction of this model is only overshadowed by the depth of knowledge and history displayed in the article as he describes the derivation of, and personal connection to, the design of the model and its unique military insignia from a very early period in British aviation.



Once we can get back into the gym for indoor flying, new members interested in rubber band indoor flying, and believe me you should be, will be well advised to spend some time with Mick. And even if you're not interested in rubber band models, you will still want to be around when Mick and Murray Wilson get to reminiscing about being adventurous young boys running loose on the streets during the Blitz in WW II. That's aviation history right from the source.

So as our social prospects open gradually through the summer, let's make a point to use our club to reconnect with old friends and make more connections with new ones. "Opening" should be about so much more than restaurants and sporting events.



I hope you enjoyed the article in the last issue about Ingenuity, the little biaxial helicopter aboard the Mars Rover, Perseverance. Well by now the rover has landed and the copter has started taking its first flights. Follow this link to see video and latest accomplishments:

<https://mars.nasa.gov/technology/helicopter/#>. Also, check out the animated video of the Mars Rover trip located in the Endnotes and Links section at the back of the newsletter. This

little video short is a fabulous depiction of the crazy sequence of events involved in the flight to Mars. Be sure to watch all the way to the end. The final touch down sequence is hilarious, looks more like a Dr, Seuss story than the NASA marvel that it is.

Thanks to all of you for the support. Keep your ideas, stories and photos coming.

Larry

Member Profiles

Meet new member Dylan Deprospero



My name is Dylan and I am a new member of Propstoppers.

My first model aircraft was a cox control line plane in 1976. As there was not much else at the time, I moved on to other hobbies like archery. It was November of 2019 when I saw a drone on Amazon and thought that could be fun, and without any research, I purchased the Simrex X300 mini (which is now in my fish tank) and then the Simrex X900 as a Christmas present to myself. It wasn't till after my 3rd drone that I discovered them on YouTube and realized this was actually a huge thing.

My first big step was the Hubsan 501ss which can climb a mile out of the box, and comes with a very nice controller. I ventured to the roof and sent it up 400 feet. It would be months and mods before I "crossed the wires" next door and attempted anything long distance, but not long before the GPS switch went off, and stayed off for almost all of my flights. I am currently enrolled in Gregs "Pilot Academy" for Part 107, though I have no intention of selling content, I might want to do drone rescue just for fun (with a lifter).



Hubsan H501ss Fire custom edition



Hubsan H501ss NASA custom edition

I began studying SkyVector, RadarBox and actually learned VOR on youtube watching Captain Joe. Ha! No worries I won't be flying any passenger planes. In studying the charts, I saw these little areas, several near me, where the Old Timers Society, and then Southwest of me where ones which said Propstoppers. After a second search I found Propstoppers again, this time using the club locator, and that is how I came to apply for membership. This membership (any local club) as well as the AMA were recommended in pilot class.

My interest is mostly with fast or heavy lifting multirotor, but also in helicopters and planes. I am leery about using FPV at the moment and am more interested in line of

sight flight. I do have FPV equipment and screens on all but one controller. I have used it, but I sometimes feel anyone can FPV, like its cheating in a way. Even airline pilots never get in a situation where the controls reverse, where LOS orientation is in a constant state of flux. Left is right, up is down and this way is that way. Someone at the club almost changed my mind when he said an FPV funnel was easy, haha, I would lose my lunch for sure

My favorite model so far is the Walkera F210 3D F1 class racing drone. It's my baby and it's been teaching me how to fly. My old favorite, most faithful and reliable drones are the Hubsan H501ss Advanced Pro. It is truly a great package, with no Acro, yet a "Manual" self-leveling mode with a manual throttle, along with GPS and Altitude modes.

I do not know anyone in the RC Hobby, which is another reason I joined, to meet people! Family and friends like my occasional photo or video, granted drone footage is impressive, but that is about the extent of their interest. Now I let a friend fly my indoor whoop on the weekend, and he really liked it a lot. He will buy a drone now, haha.



Walkera F210-3D F1 5 inch inverted flight)



Hubsan H109s X4 Professional

I'm looking forward to when things are back to normal, this means we can have lunches, barbecues and events where perspective members are allowed (I have 2 interested).

I'm just glad the FAA didn't mandate masks for drones. :)

Meet new member Weston Ohlerking

By Michael Black

We welcome Weston to our club, but in a somewhat sad way. Weston belonged to the Delco R/C Club and they lost their flying site. He heard about Propstoppers years ago but thought the club was strictly electric. Thankfully that is not the case, but Weston also has some electric planes now too.

Weston started flying model aircraft in 1987 where his first R/C plane was a glider, a Gentle Lady, a 2-channel plane. In 1991, he purchased his first powered 4 channel plane, a Midwest 40 trainer, with 40 Fox engine.

Currently, Weston's favorite planes to fly are his Midwest Aerosport 40 which he built from a kit. It has a .52 four stroke engine. His second favorite is his Great Planes U-CAN--Do 46, which he is powering with a .70 4 stroke engine. He's looking to learn how to perform more aerobatics and may also have interest in getting into FPV flying.

Weston likes to share and learn things from everyone, and describes himself as very approachable. He asks if anyone sees him doing unsafe or stupid things at the fields please bring it to his attention. After all, we are all looking out for each other's safety as we enjoy our hobby time.

Weston is primarily a weekend flyer so he's hoping President Biden takes summer vacation outside of our area. LOL Don't we all? Weston looks forward to helping the club by participating in field maintenance or whatever else the club needs.

Spring General Meeting 4/17/2021

April meeting curtailed by presidential security but still put to good use.

By Larry Woodward

It has become an all too familiar pattern that looks to be here for a while; every time we get a good forecast for weekend flying, we get a last minute notice from FAA that the presidential no fly zone around Wilmington will be in effect while the president comes to Delaware for the weekend. Club President Mike Black has been in contact with AMA to join the chorus of other affected clubs in asking for an exception for established sites. So far the AMA liaison reports that the agency is sympathetic to our situation but unable to offer any solution at this time. There is some hope that as they improve the deployment of their UAS detection systems they may be able to offer some relief.



In the meantime, the Propstoppers Spring General Membership Meeting scheduled for Saturday April 17th at Gateway Community Church Field was not lost. Members showed up in good numbers and great spirit in response to the call for a field maintenance day. Much work had already been done by Mike Black and a few truly dedicated members who removed several piles of excavation debris illegally dumped at the site this winter. Now the membership showed up with chain saws to push back the heavy growth accumulating along the fence line at the south side of the field.

Once this heavy material is cut back the mowing service will come in and clean up that whole side of the field. The plan is to keep this back area cut at least once a season to prevent it from reverting to heavy brush again. Eventually it is planned to put another pit area on that side of the field to accommodate morning flying with the sun at our backs.





Chain saws would be so great if you just could get rid of the pesky chain!



Never underestimate the value of moral support



FROG Raven

A childhood favorite revisited and decked out in vintage livery

By Mick Harris



During the period from about 1930 to the 1950s the preeminent UK model airplane kit producer was Frog (derived from Flies Right Off the Ground). This company was a great innovator. It was the first to introduce ready to fly models and kits with cut parts and parts formed from thin aluminum. It was also the first company to produce plastic scale models, even before WW2, called Frog Penguins. They were remarkably accurate for their time and with a large and diverse range of prototypes.

During the war they produced munition parts, including what I believe were plastic containers for shells. My aunt worked at a local factory and supplied me with the occasional small bottle of acetate about as thick as cement and



It's not clear what this pilot is looking at, but I'm pretty sure he's not happy to see it.

thinned for dope! After the war an uncle of mine used to commute with a manager from IMA (International Model Aircraft, the parent company of Frog. This resulted in a Xmas present of a power model kit complete with gas engine! Later I also received several Penguin kits.

After the war Frog produced a range of beginner models, again with all the sheet parts ready cut including the tail and fuselage sides. Their Senior Series were 18in span, and of different configurations (see the website [House of Frog](#) for complete Frog plans).

Mine is the Raven, a low wing model. I built it to plan except for the shape of the wingtips and tail which I tried to make look like a Hawker shape as I was giving it a prewar color scheme, completely wrong of course because the RAF had no monoplane fighters at that time.

RAF fighters in the '30s when the Service was known as the "finest flying club in the world," were allowed to carry

squadron markings conspicuously displayed on the top wing and fuselage, mine are based on 601 Squadron, with large registration numbers on the lower wing. These were meant to make it easier to report low flying planes, (with pilots showing off to their girlfriends!) and with Flights identified with colors, yellow, red, and blue for A, B and C Flights, painted on the prop spinner, tail fin or wheel covers. The Squadron Leader's aircraft had a large squadron crest carried on the fin. The national insignia were carried in the usual six places. All the decoration on the model is doped-on tissue. To make it truly realistic of course the cowling should be highly polished aluminum, but try doing that with tissue paper.....

The model was built for indoor flying but if the gym is not available soon I will be tempted to try outdoors



Convertible jet design backed by RAF might just have wings

Contributed by Dave Harding

Larisa Brown, Defence Editor
Wednesday February 17 2021, 12.01am GMT, The Times
Armed Forces



The wings and engines on the aircraft developed by the British firm Aeralis can be changed for different uses, mainly for training

The RAF has backed a British company to develop an aircraft that can be converted from a trainer to a faster, more aggressive jet by swapping out its engines and wings.

Aeralis, based in Suffolk, has been given £200,000 by the force to develop its “revolutionary” modular plane, which it

says would be the first fully developed in Britain since the Hawk was launched in 1974.

The two-seater aircraft will have at least three variants based around the same fuselage but fitted with different engine and wing configurations: a basic trainer, a speedier, more maneuverable fighter-style plane and a reconnaissance model with long wings and a more efficient engine.



Tristan Crawford, Aeralis chief executive, said the project could help the RAF rationalize its future fleets and reduce the number of different aircraft.

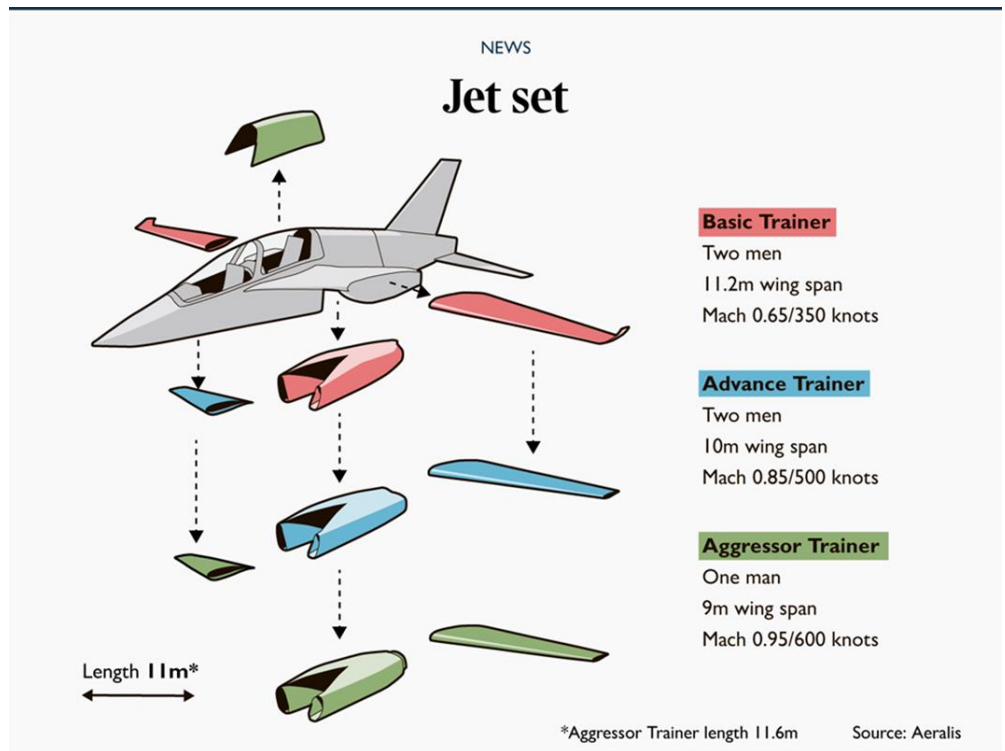
“We can put different wings on and different engines on so that it becomes a basic trainer for example, so it flies more slowly and it’s more easy to fly — like the flying equivalent of a family car,” he said.

“Then you can put more swept wings on it and a more powerful engine so you can fly faster but it’s more demanding to fly . . . so then you’re into your sort of Porsche.”

The fuselage stays the same for each design. Then different kinds of wings and engine units are bolted on to create the various options. The third option involves longer wings for surveillance missions, and Aeralis is also exploring a fourth option that will be unmanned and used as a fast-attack drone.

The aircraft will primarily be used for all kinds of training from basic to *Top Gun*-style combat exercises.

In another scenario, Crawford said that the aircraft could also be used as a tanker, a “flying petrol station”, which could refuel swarms of small drones under development for the military.



Crawford, an aircraft design engineer, said that every component would come from British companies. “The last time Britain developed its own crewed military aircraft fully in Britain was 1974 with the Hawk. Everything else that has come afterwards has had to rely on some kind of overseas partnership to make it happen,” he said.

Aeralis has been granted the £200,000 for this financial year from the RAF’s Rapid Capabilities Office, which aims to develop innovative thinking and novel ideas. The RAF said there were no plans to replace the Hawk training aircraft.

Air Marshal Richard Knighton, deputy chief of the defence staff, said: “This private aircraft company is adopting an innovative approach that I have not seen before in the combat air sector.”



Source: Aeralis

Proposed family of Aeralis jets would perform training, operational conversion, aggressor and aerobatic display duties

Aeralis believes strong potential exists to create a family of training aircraft to support the RAF's Future Combat Air System (FCAS), including a manned Tempest fighter. Via its Military Flying Training System (MFTS) project, the service currently uses Grob Aircraft G120TPs, Beechcraft T-6Cs and BAE Systems Hawk T2s for pilot instruction, and also still operates some aged Hawk T1s. "It's about preparing for the future and giving the Royal Air Force options," Crawford says. "There is, beyond MFTS, the need to prepare pilots for Tempest and FCAS, and Aeralis is preparing a much more up-to-date solution for that."

<https://www.thetimes.co.uk/article/convertible-jet-design-backed-by-raf-might-just-have-wings-v3tn6r728>

A Moment in Flight:

Flight Video by Pedro Navarro

Pedro is one of the most generous people I know and half the planes in my hanger are the result of his generosity, admittedly often motivated by his bad luck. If Pedro is the maestro of musical flight videos, he likes to think of me as the maestro of packing tape and Popsicle sticks. So, it was a rare event this winter when I was able to gift him one of my practically "pristine" models, a simple 3D foamy YAK 55.

To his surprise, he fell in love immediately. The slow movements and direct response inherent to a very light 3d airframe allowed Pedro to pair this flight with a fabulously languorous rendition of a classic ballad "Pepita."



Click below to see this month's Moments in Flight.

[The YAK 55 and PEPITA](#)

Endnotes and Links

How Rover got to Mars animated video: <https://www.youtube.com/embed/XRCIzZHpfY?rel=0>

John Collins, better known as "The Paper Airplane Guy," has devoted himself to designing, folding, and flying the world's finest paper airplanes. This video is well worth watching even if you are not interested in paper planes. The fundamentals of flight are laid out in a very simple and concrete way as he describes his paper plane world record distance flight. .

<https://www.youtube.com/watch?v=3BNq4fDJC8A>

Ultra-lightweight giant scale RC indoor models: Antonov an-225 | Dash8 q300 q400 | Concorde | f4u corsair. Submitted by Eric Hofberg

<https://www.youtube.com/watch?v=IMBVjt61OUI&feature=youtu.be>

Air force bone yard. Submitted by Dave Harding

<https://aviationweek.com/defense-space/b-1s-arrive-us-air-force-boneyard?elq2=512baaf134d94b5e8aff77ebdb3af8c4>