



The Flightline



Volume 52, Issue 1 Newsletter of the Propstoppers RC Club, AMA 1042, January 2022



President's Message

Fellow Propstoppers,

As we prepare for our upcoming flying season, we can happily reflect on the field work that we accomplished last year. Our new runway at CA Field is in good shape and we will continue to improve the area for parking and pits. We will also create a lane to allow direct access to parking as we enter the field from the left side. Thanks to all who participated in brush and tree removal, stump removal, removing the soccer goals, filling in holes, etc. We will work on improving the entry way near the gate with some wood chips. We would like to have the runways at both fields rolled this year. I am trying to contact a former member who assisted us with that at previous fields. If you know of someone who could assist us with securing a roller, please contact me with that information.

Hopefully, you are well into the process of building those new models you received as Christmas gifts. I look forward to seeing you at the fields and seeing those new aircraft.

I have recently been in touch with The Presidents of Chester County RC and the Valley Forge Signal Seekers. We are working together to try to get the Secret Service to lighten up on the TFR's (Temporary Flight Restrictions). We have all been in touch with Tyler Dobbs (AMA Government Relations Director) to assist him in any way we can. I also had a conversation with our contact at the FAA. I will go into a little more depth on this topic when we meet over Zoom on the 8th.

Thank you for your continued support,

Mike

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Agenda

Propstoppers General Membership Zoom Meeting
Tuesday February 8, 2022.

The zoom link will be sent a day or two prior to the meeting.

Call to Order 7:00 PM

Minutes of the November meeting

Treasurer's Report – Pete

President's Report

Committee Reports

Membership

Website

Newsletter

Safety

Picnic

Old Business

Porta Potties

Field Improvements

Other?

New Business

LOA Addendum and Hours of Operation

Propstoppers RC Club of Delaware County, Pennsylvania.

Club Officers

President:
Mike Black

Vice President:
Pedro Navarro

Secretary:
Richard Bartkowski

Treasurer:
Pete Oetinger

Membership Chairman:
Ryan Schurman

Safety Officers:
Eric Hofberg
Ryan Schurman

Newsletter Editor:
Larry Woodward

Facebook Editor:
Ryan Schurman

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

The Brookhaven Community Gym is
once again closed until further notice
due to increased Covid threat.



**Minutes of the Propstoppers Model Airplane Club,
Saturday November 13, 2021**

Call to Order: The meeting was called to order by President Mike Black at 12:01 PM. at the Gateway Community Church Flying Field.

Minutes of the October 2021 meeting were approved.

Treasurer's Report: Treasurer Pete Oetinger reported that the club is in good financial shape and the budget for the next year had been approved by the board.

Dues will be \$90.00 for the year with a \$10.00 discount if paid by midnight December 31.

Membership: Ryan Schurman 42 paid members, 3 Juniors , 6 people have not renewed.

Newsletter: Editor Larry Woodward said that the next quarterly newsletter will be published in late December.

Website: Webmaster Michael Black, No report.

Safety: Safety Officers Eric Hofberg and Ryan Schurman: No report

Old Business:
Nominations for the club officers closed midnight October 31. All members were notified that there were no new nominations. Therefore, the officers for 2022 will remain the same.

New Business:
Mike thanked the work detail that came out this morning and cleared a great deal of brush and trees from the side of the field that is opposite the current pit. He said field work will continue to make that site usable. That side is better in the morning as the sun would be at your back.

Election of the nominated officers by acclamation took place. The new officers will be:

President: Mike Black, VP: Pedro Navarro,
Treasurer:: Pete Oetinger, Secretary: Dick Bartkowski

Adjournment 12:31 OM

Fields at Elwyn and CA are now fully open for members and guests.

We respectfully ask all members to stay in compliance with all Health Department recommendations. The fully vaccinated are no longer required to wear a mask at the field.

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:
Mowing is now suspended for the winter season.

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

CA Field LOA (Letter of Agreement) Addendum with the FAA

Our current agreement with FAA has been revised to provide extended hours at CA Field

You may now use CA Field from 8 AM to sunset everyday day all year round.

We just ask that as you enter and exit during school hours that you do so slowly and carefully being aware of pedestrian traffic.

Elwyn Field Flight Hours

8 AM to Sunset daily for all planes with one exception. Sunday mornings from 8AM to noon electric only.

Editor's Notes:

By Larry Woodward



After losing out on the Tom Jones Diner Tuesday morning breakfasts, and the Brookhaven Community Center indoor flying sessions for more than a year, it was a great relief to see them both back in business last fall. Our joy was short lived as the Omicron Variant sent new Covid cases and hospitalizations through the roof and the Community Center had to be closed again.

There is some hope that this current “spike” will abate as quickly as it grew and we may yet be back in the gym this winter. Keep your spirits up and use the time to build that next great indoor model. In this issue, see the photo article for your inspiration and Pedro’s special **Indoor** video.

No one knows when, but it’s looking likely that the Elwyn Field will eventually be repurposed as part of the overall redevelopment of the campus. The Board has been working hard to find an alternative site. But, population growth and land development pressures over the last decade has made the prospect unlikely.

Fortunately for the Club, the CA Field is uniquely situated in our favor. Although there are no guarantees, there are factors that work in our favor regarding the likelihood of this property being developed any time soon. It is essentially land-locked with no suitable frontage. It is surrounded by already developed housing, the Gun Club, and wetlands. The field itself is probably partial wetland as well. The owners, Christian Academy, have relocated to a new and more appropriate campus and would be unlikely to see a need to invest further in this remote parcel.

Covid has forced the Club to meet outdoors for the last two years. These gatherings have been leveraged, thanks to Mike’s leadership and organization, into a series of field maintenance and improvement projects with long term impact on the condition and utility of CA Field. This foresight and preemptive action will go a long way to minimizing the impact of a possible future without Elwyn.

Check out the Article on CA field in this issue. Be sure to thank those who worked so hard to bring it this far and plan to make your contribution in the coming season as the projects continue.



**CENTRAL PENN
AEROMODELERS ASSOC.**

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PLACE: LEBANON FAIRGROUNDS For space availability
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DATE: Saturday March 12, 2022 Advance general admission
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Admission: \$10.00 Donation at door (under 12 free)
Aisle Spaces: \$18.00 each (5 ft. long)
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CA Field Gets “TLC” in 2021

Outdoor club meetings and Elwyn uncertainty creates renewed interest and strategic action at CA Field.

By Larry Woodward



The new South Runway takes shape at Elwyn Field

With Covid protocols limiting club meetings to outdoor venues there has been plenty of opportunity in the last two years to come together at the field for more than just flying. Field work sessions have been an increasingly strategic part of the club’s calendar as pressure mounts to optimize the viability of CA field.

For quite some time now the focus of maintenance activity at CA has been simply to keep the runway in good shape. Without consistent annual mowing, the outer field areas, especially along the south boundary fence line, have turned wild enough to support heavy



Club meetings take place on CA field

brush and even small to medium saplings. For the most part these areas were impenetrable.



Mike Black tackles some serious "brush" along the south edge of the field.

So, the Executive Committee set a goal to restore these areas to grass field again, from where they could be maintained easily with annual mowing.

The job was no small undertaking both from the point of labor and machinery. By scheduling short work days in conjunction with regular club meetings and events, Mike managed to marshal the efforts of many members. Most came ready to do battle with chainsaws, hand tools and boundless energy. Mike also was fortunate to be able to work closely with our mowing contractor, Chuck Siewell, who is most generous to us with his time and fees. In addition to his normal mowing equipment, he was able to provide a powerful "brush hog" at strategic moments, without which we would have had an insurmountable task.

First there were several chain saw sessions of heavy duty cutting of the trees and saplings. This was followed by the brush hog to expose the rough ground. Next teams of members with picks and shovels scoured the site digging out stumps and heavy clusters of brush, filling in animal dens and removing piles of debris left from illegal dumping. Finally, Chuck was able to make several runs over the areas with his heavy mower until the mower deck was at a level suitable for grass. At this point we are waiting for spring to give these areas a chance to green up and eventually revert back to something close to the original sports field.



Chain Saws, love them when they work, curse them when they don't



Propstoppers answer the call with high energy and good cheer.





Laying out stakes and clearing debris in preparation for mowing the new runway.

One important opportunity from this work is the addition of a new runway on the south side of the field. This field has historically been used mostly in the afternoons. The original agreement with Christian Academy limited us to afternoon and weekends so not to be a distraction to their school program. But now that the Academy has moved to a new location, this consideration no longer applies. The runway and pits were oriented to the north side so the afternoon sun would be at the pilot's back. Now with morning pilots able to take advantage of the field, a new second runway is being implemented on the other side of the field with the sun at our backs in the AM.



All in all the next couple of years will be an important time for the improvement of CA Field. By expanding its functionality and annual maintenance practices, we will help to assure a continuation of club activities should we eventually lose access to Elwyn.



Chuck (right) makes repeated passes over the rough growth to finally reveal a surprisingly smooth surface (below).



Captain Eric Melrose "Winkle" Brown

A legendary pilot who broke more records than any other in history.

Submitted by Dave Harding
[Eric Brown \(pilot\) - Wikipedia](#)

Captain **Eric Melrose "Winkle" Brown**, CBE, DSC, AFC, Hon FRAeS, RN^[1] (21 January 1919 – 21 February 2016) was a British Royal Navy officer and test pilot who flew 487 types of aircraft, more than anyone else in history.^{[2][3][4]}

Brown holds the world record for the most aircraft carrier deck take-offs and landings performed (2,407 and 2,271 respectively) and achieved several "firsts" in naval aviation, including the first landings on an aircraft carrier of a twin-engined aircraft, an aircraft with a tricycle undercarriage, a jet aircraft, and a rotary-wing aircraft.

He flew almost every category of Royal Navy and Royal Air Force aircraft: glider, fighter, bomber, airliner, amphibian, flying boat and helicopter. During World War II, he flew many types of captured German, Italian, and Japanese aircraft, including new jet and rocket aircraft. He was a pioneer of jet technology into the postwar era.^[5]



Brown was born in Leith, near Edinburgh, Scotland.^[6] His father was a former balloon observer and pilot in the Royal Flying Corps (RFC) and Brown first flew when he was eight or ten when he was taken up in a Gloster Gauntlet by his father, the younger Brown sitting on his father's knee.



In 1936 Brown's father took him to see the 1936 Olympics in Berlin. Hermann Göring had recently announced the existence of the Luftwaffe, and Brown and his father met and were invited to join social gatherings by members of the newly disclosed organization. At one of these meetings, Ernst Udet, a former World War I fighter ace, was fascinated to make the acquaintance of Brown senior, a former RFC pilot and offered to take his son Eric up flying with him Eric eagerly accepted the German's offer and after his arrival at the appointed airfield at Halle, he was soon flying in a two-seat Bücker

Jungmann. He recalled the incident nearly 80 years later on the BBC radio program *Desert Island Discs*.

You talk about aerobatics – we did every one I think and I was hanging on to my tummy. So, when we landed, and he gave me the fright of my life because we approached upside-down and then he rolled out just in time to land, he said to me as I got out of the cockpit, slapped me between the shoulder-blades, and gave me the old WW1 fighter pilots' greeting, *Hals- und Beinbruch*, which means broken neck and broken legs but that was their greeting. But he said to me, you'll make a fine fighter pilot – do me two favors: learn to speak German fluently and learn to fly. During the Olympic Games Brown witnessed Hitler shaking hands with Jesse Owens.

In 1937, Brown left the Royal High School and entered the University of Edinburgh, studying modern languages with an emphasis on German. While there he joined the university's air unit and received his first formal flying instruction. In February 1938 he returned to Germany under the sponsorship of the Foreign Office, having been invited to attend the 1938 Automobile Exhibition by Udet, by then a Luftwaffe major general. He there saw the demonstration of the Focke-Wulf Fw 61 helicopter flown by Hanna Reitsch before a small crowd inside the *Deutschlandhalle*. During this visit he met and got to know Reitsch, whom he had also briefly met in 1936.^[4]

In the meantime, Brown had been selected to take part as an exchange student at the Schule Schloss Salem, located on the banks of Lake Constance, and it was while there in Germany that Brown was woken up with a loud knocking on his door one morning in September 1939. Upon opening the door he was met by a woman with the announcement that "our countries are at war". Soon after, Brown was arrested by the SS. However, after three days' incarceration, they merely escorted Brown in his MG Magnette sports car to the Swiss border, saying they were allowing him to keep the car because they "had no spares for it".

Joining the Royal Navy Volunteer Reserve as a Fleet Air Arm pilot, where he was posted to 802 Naval Air Squadron, initially serving on the first escort carrier, HMS *Audacity*, converted and thus named in July 1941. He flew one of the carrier's Grumman Martlets. During his service on board *Audacity* he shot down two Focke-Wulf Fw 200 Condor maritime patrol aircraft, using head-on attacks to exploit the blind spot in their defensive armament. *Audacity* was torpedoed and sunk on 21 December 1941 by the German submarine *U-751*, commanded by Gerhard Bigalk. The first rescue ship left because of warnings of a nearby U-boat, and Brown was left in the sea overnight with a dwindling band of survivors, until he was rescued the next day. He was the one of two of the 24 to survive the hypothermia; the rest succumbed to the cold.



(A 1941 image of HMS *Audacity* after her July 1941 conversion to an escort carrier; Brown served on her in the 802 Squadron until the carrier was torpedoed in the Atlantic in December 1941)

Operational once again in 1943, he went back to the Royal Aeronautical Establishment (RAE) this time to perform experimental flying, almost immediately being transferred to Southern Italy to evaluate captured *Regia Aeronautica* and *Luftwaffe* aircraft. This Brown did with almost no tuition, information having to be gleaned from whatever documents were available. On completion of these duties, his commander, being impressed with his performance, sent him back to the RAE with the recommendation that he be employed in the Aerodynamics Flight department at Farnborough. During the first month in the Flight, Brown flew 13 aircraft types, including a captured [Focke-Wulf Fw 190](#).

There is very much more to his story so have a fascinating immersion on his vast aviation experience with the YouTube videos from this search;

https://www.youtube.com/results?search_query=Eric+Melrose+%22Winkle%22+Brown

Led the team to fly all the Nazi airplanes captured after WWII. Also personally interviewed Goering during the post war trials.



Indoor Flying Returns, Almost

Brookhaven gym reopens in Fall 2021 only to be shut again by Omicron.

By Larry Woodward

For a few weeks in the late fall and early winter, the Brookhaven Community Center was once again available to Propstoppers for indoor flying on Tuesday mornings. The return to normal was slow at first, but as Covid case rates declined and other civic activities grew the members soon began to return to the Gym for weekly indoor flights.



Mic Harris, our grand wizard of free fight rubber power, sends aloft one of his beautiful duration models.



Lou Yadevia prepares to take off with his micro RC Helicopter.



Joe Paradine flying a venerable indoor RC icon, the Vapor.

The enthusiasm was high and members enjoyed each other's company as much as the flying after such a long isolation. Freeflight and RC were well represented and there were new models to maiden as well as old reliables to dust off.



Eric Hofberg starts the day with a scale RC biplane foamy.



Mic Harris's duration model floats around the gym in endlessly slow circles defying gravity and delighting all.



Dick Bartkowski arrives with a fleet of unique free flight electric powered models.

The airframes AND the electric power systems are both engineered and assembled by Dick to address the critical challenges of electric free flight.

Here he ponders the essential challenge, how do you time the flight and balance the power system to keep the flight within the walls and off the ceiling.





Pete Oetinger with his Night Vapor



Eric Hoberg "coaches" Mike Black on a critical point of piloting theory.



Mic Harris takes careful measure of the motor's power windings with delicate assistance from Murrav Wilson.



Murray demonstrates the very challenging "unassisted wind" technique.

It was a hopeful time that elevated spirits, only to be sadly curtailed once again, this time by the resurgent Omicron variant. The Community Center is once again closed until further notice.

A Moment in Flight:

Flight Video by Pedro Navarro

The fate of our indoor flying season has been uncertain, at best, during the Covid era. But the few opportunities that were had have kept the love alive. For a change, Pedro has edited together some very poor footage that I managed to take this year. His genius has transformed the proverbial sow's ear to pearls in this wonderful montage of the Brookhaven Community Center Gym, 2021.
Editor

Click below to see this issue's Moment in Flight.

[Winter Flying at Brookhaven Gym](#)



Endnotes and Links

[Roger Barron Junior Freeflight Champion](#), submitted by Dave Harding