



The Flightline



Volume 52, Issue 3 Newsletter of the Propstoppers RC Club, AMA 1042, October 2022



President's Message

Gentlemen,

As we close out the year and see building season coming fast, we will hold a General Membership Meeting on Saturday November 12th at noon.

This is an especially important meeting as we will approve the 2023 budget and elect officers for next year.

Minus the TFR's and the heat, it has been a pretty good flying season. Our FunFly Event in June was a huge success with a nice donation to the Drexel program, a nice day of flying, the limbo contest and a fantastic picnic lunch. Special thanks to Paul, Michael, and Paul's wife Marilyn for organizing and cooking

I hope the picnic on October 15th went off without a hitch and that a good time was had by all. Unfortunately, I was unable to attend.

I have been pleased to see the newest Hobby Zone ARROWS stabilized 50mm EDF jets flying very successfully at our fields.

I look forward to seeing a good turnout for the meeting.

Keepem' flying and hope to see you at the fields.

Mike

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Agenda

Propstoppers General Membership Meeting
Saturday November 12, 2022. CA Field

Call to Order Noon

Election of 2023 Executive Committee

Treasurer's Report – Pete

President's Report

Committee Reports

Membership

Website

Newsletter

Safety

Picnic

Old Business:

Elwyn Program

Membership Information Management

New Business:

Brookhaven indoor flying Liability Waiver

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

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reproduced for sale.*

Indoor Flying at the Brookhaven Gym

The Brookhaven Community Gym is open to members Tuesday at 10:00-11:00am. Indoor pilots must sign a waiver of liability form.



Minutes of the Propstoppers Model Airplane Club,

Regretfully, the detailed minutes of the last two meetings were not available at the time of publication. However, the primary item of concern at the last meeting was the nomination of Executive Committee Officers for 2023.

By unanimous acclaim, the 2023 nominees are:

President	Mike R. Black
Vice President	Pedro Navarro
Treasurer	Pete Oetinger
Secretary	Michael E. Black

In accordance with Article VIII of the club Bylaws, this slate of candidates can be elected by a simple majority vote of members present at the next (November) meeting.

.....

Fields at Elwyn and CA are now fully open for members and guests, 8 AM to sunset every day all year round. (CA- electric only, Elwyn - Sunday mornings from 8AM to Noon electric only.

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.

Tuesday morning breakfast at the Tom Jones Diner starts at 9:00am Indoor flying at the Brookhaven Community Center gym follows at 10:00.

Members and guests must complete a waiver of liability form to fly at Brookhaven Gym.

Editor's Notes:

By Larry Woodward



It is an excruciatingly beautiful fall day outside my window, but my mood is dark as I write. It has been only a few days since we learned of the passing of fellow Propstopper Mick Harris. Mick, along with Al Tamboro, will be eulogized briefly in this issue.

Mick and Al were good friends to me and exemplary Propstoppers. They were at times my flying companion, my coach and my mentor. They were invaluable sources of help, inspiration and information in my pursuit of building and flying skill.

Al, a virtual fountain of information, taught me a great deal, when I first got started, about piloting, trim and balance. He piqued my interest in control Line, soaring and SAM. Mick, on the other hand was “Yoda” to my “Young Skywalker” in the galaxy of Indoor free flight.

On first impression they were as different personalities as you could imagine. Al was a wonderfully brash and outgoing type. He always had an entertaining story to tell or a theory to espouse. Among my favorite was his passionate defense of sighting the Jersey Devil on a late night return from Atlantic City. Mick was quiet and reserved, gentle, thoughtful and often needed prompting to draw out his wealth of knowledge. But when you did the reward was great. His skill and understanding in model building and free flight aerodynamics are unsurpassed. His knowledge of early 20th century aviation history, much from firsthand experience, was simply fascinating.

But to me, their differences were just icing on the cake. At their heart, they were similarly among the most kind, generous and loving souls I have had the privilege of knowing. Their kindness to me as a new recruit was pivotal to my engagement and growth in the club. They were real gentlemen, in the true and full sense of the word. I will miss them greatly.

Of course, Mick and Al were two among many. They exemplify the body and spirit of what made and sustained Propstoppers through its fifty year history. It is so much more than access to a flying field that holds our membership together. The nurturing, the support, the outright joy of spending time together is why we stay.

Many factors, not the least Covid, have conspired over the last several years to make it very difficult to come together, officially or casually. We often spend our flying time alone or in small groups at different times. Without traditional face to face meetings we rarely see the true extent of Propstoppers membership. This loss of connection and shared experience weakens the club.

We are also fighting demographics and popular culture.



Time is taking our long time members like Al and Mick. The photo below was taken five years ago. Five of the seven members in that photo, all former officers and men of great knowledge and skill, are no longer with us. With their passing we lost not only some very great friends, but a collective memory and willing club workforce that will take decades to recoup.

Changes in technology, lack of available space to fly and competing interests and activities among younger generations also erode the appeal of our traditional patterns and pursuits.

In spite of these things, we have managed to regain our former strength in membership numbers. We have new or rising members who are bringing fresh ideas and exciting aircraft to the fields. Note the enthusiasm shown in this issue's New Member Profile of Mark Finkelstein.

Hopefully, now is the time for reconnection and strengthening of the bonds that make us a great club..

With winter approaching the task of reconnecting will be even more difficult. But let's start thinking about the things we can do now to reach out and plan for them in the spring. Let's start by making an effort to attend the November meeting and show support to the elected officers. While we are there let's hear your thoughts and ideas. What can you do to foster the kinds of friendships and experiences I have been privileged to enjoy with this club? Don't do it for others, do it for yourself.

Looking forward to seeing you soon,

Larry

In Memorial

Remembering two irreplaceable friends lost this year.

Al Tamburro

1945 - 2022

By Mike Black



Al helped found the Propstoppers 52 years ago – he watched his club grow, prosper, move from field to field, begin to fly indoors and transition to mostly electric flight and was there to help every step of the way. He participated in our hobby from its primitive escapement radio days to computerized systems with up to 20 channels today. Al was an early adopter

of many improvements to various aspects of the hobby and was an innovator himself. He worked with one of our members to develop a u-control cut off timer and activator which he tested.

Al assisted the club officers and members in many ways. He was there to work on field work days, he attended meetings regularly, he presented valuable information on various changes to our hobby, and he ran many club auctions.

I met Al about 30 years ago when my son and I joined the club. He has been a mentor, flying buddy, and good friend.

We flew many a Saturday at Dallet Field, cooking Italian sausage on an old grill for lunch, and flying most of the day. In the winter we warmed engines under a car exhaust so they would start and even drug our picnic table upside down over the snow so we could take off and land with skis. I watched him perform some incredible feats successfully – most notably: twice I saw him land a quarter scale military aircraft – once with only one landing gear down and another time after the plane had thrown its propeller which only gives you one chance to get it right.

I wish I had a dollar for each of the following 10 things Al accomplished and assisted other members with:

- 1- For every airplane he built and many from scratch with balsa and covering
- 2- For every plane he flew
- 3- For every 1st flight and control trim he performed especially for others
- 4- For every motor that he adjusted
- 5- For every person he taught to fly RC
- 6- For every Widener and Drexel engineering student he assisted with their contest aircraft – right up to and including this past year
- 7- For every time he test piloted one of the Drexel planes – he was the designated test pilot
- 8- For every person he ever gave an aircraft
- 9- For every cub scout he helped to assemble and fly a Delta Dart
- 10 - Most importantly for every friend he made in our hobby

We are all wealthier for having been in his company.

Al will be sorely missed by our members. He was a conversationalist with a wealth of knowledge of many aspects of our hobby.

Fly high up there Al and watch over your club and its members.



Al's "Show and Tell "at a 2001 club meeting

Mick Harris

1929 – 2022

By Larry Woodward



Mick (Michael) Harris was born in England in 1929, and apparently was obsessed with airplanes from the very beginning. They were an integral part of his early childhood and the focus of his future.

He described his youth as a young boy during the Second World War as a surprisingly happy period when he and his mates would spend their days scavenging for shrapnel pieces and generally running free amidst the chaos.

After the War, as a young man, he served in the RAF National Service as a policeman.

He graduated with a degree in Aeronautical Engineering from the Chelsey Aeronautical School and began working for the English Electric Company, Luton in 1950

He met his wife Barbara around this time and managed to combine courtship and aviation with great success.



Mic and Barbara sharing a day at the field

His early work at English Electric positioned him at the forefront of Cold War aviation and led to assignments working on top secret military aircraft and systems.

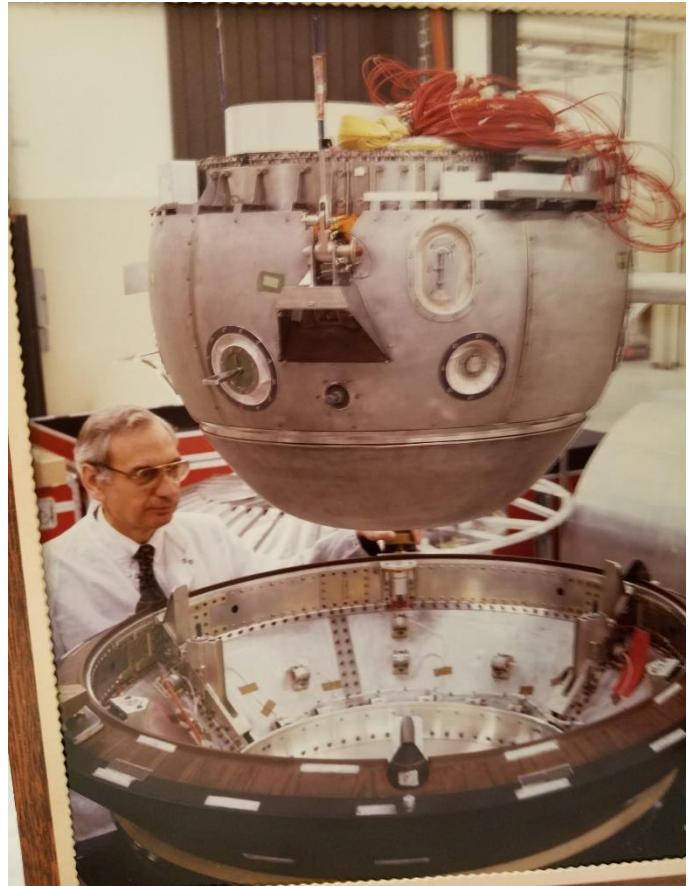


English Electric P-1B Lightning Mach 2.0 (left) and Canberra Bomber (right) early 1950's

In 1969 he moved to the U.S. to join the General Electric research and development facility in Philadelphia where his career continued in critical areas of military and space systems.

Throughout a distinguished career in advanced aviation science, Mick never lost his childhood love of model aviation and continued to build and fly in nearly every aspect of model aviation. But his passions and forte had always been soaring, free flight and rubber powered aircraft.

Keenly interested in both local and international competition flying, he maintained correspondence with many of the best British competitors and supported many home club members in championship competitions. But, with characteristic humility, he often chose not to compete himself but was happy to build and fly just for his own enjoyment.



Mick working on the first Jupiter Probe

As a model designer and builder he was unsurpassed. His builds are true works of art worthy of exhibition as visual masterpieces alone. The level of detail and craftsmanship is extraordinary. Every joint and connection is perfect. Each component is shaped and refined meticulously. Every aircraft is a beautiful study in shape and form, texture and decoration.



Mic and Dave Harding at a SAM Championship Meet.

Many of his models are scale representations of full size aircraft. Some of these are vintage designs from his youth or the early days of aviation at the turn of the century. His accounts of the development and history of these aircraft were as rich as the models themselves.

With a thorough understanding of aeronautical principles and superbly crafted models, Mick was also a formidable pilot. His ability to adjust and trim models for maximum performance was nothing short of miraculous.



And most importantly, his pleasure in sharing these skills with others was palpable. Here is what another free flight devotee, Murray Wilson, had to say about that

"I met Mick when I joined Propstoppers, which I think was eight or maybe nine years ago. Initially I gravitated towards him and Dave Harding because we were all British and shared many memories of growing up in World War Two Britain. Then I found that Mick, like me, had got into radio control only because free flight had become impossible within reasonably easy reach around this area. By the time I met him though he had ceased to fly RC outdoors because of vertigo and flew indoors only and mostly rubber powered free flight.

My first time at the Elwyn field it was a bit breezy and I did not fly the small foamie I'd bought. Mick took one look at it and said, "I can give you a much better plane than that." This he did and in fact I have never flown the foamie. Discovering that, I like he, was a lifetime devotee of old style balsa construction and paper or Mylar covering he over the years gave me several more planes he'd built and never flown. He just loved to build.

In the years I knew him he no longer flew competitively, but in a sense he did because his planes were built with selected balsa and weight in mind and the flights of those he flew himself were timed. He used the minimum of glue and the lightest of balsa on most of his planes with the result that those of us heavier handed than he was were liable now and then to break something in the airframe in handling.

It is hard to imagine, but when Mick was called up for National Service after WW2 he was made a military policeman in the RAF. Hard to imagine the man we knew in that role. He's irreplaceable and we all are going to miss him, particularly the Tuesday morning indoor flyers."

We are all so fortunate to have had the privilege and joy to share his company and learn from him through many mornings of free flight rubber band flying at the Brookhaven gym. I am so frustrated to have only had time to scratch the surface of his enormous body of knowledge, but I am so grateful for the time we have had, and for the honor of his friendship.



Mick and Dick Bartkowski with Mick's Electric Wakefield, winner at the 2004 SAM Champs at the AMA Muncie Indiana site.



Member Profile

Meet new member Mark Finkelstein



As a young boy growing up in Miami Shores, Florida, I became interested in flying in the early 1960's. Every Saturday morning, my imagination was captured watching the TV show "Sky King". I dreamed of soaring in the sky and piloting my own aircraft.

My first taste of R/C flying was in the late 1960's, when my parents gave me a Cox PT 19 in line Trainer, figuring that this would allow me to "fly with my feet safely planted on the ground", however this plane never really got far off the ground. With its gas motor and spring coil prop starter, I usually ended up taking a drive to my father's medical office to have my fingers stitched up from prop lacerations. The few times I did get the plane into the air usually ended in a crash! Thank G-d for the rubber bands holding the motor/wheel assembly and the wings on. Based on this experience, my parents were certain I was not meant to fly. I would not take actual flying lessons (8 total) until after completing medical school in Philadelphia and returning to Miami for my internship in July of 1980.

In July of 1981, I returned to Philadelphia for my residency and fellowship training in Pediatric Radiology at Children's Hospital of Philadelphia, but continued to yearn to fly. Time, family and work however postponed this until I finally retired in 2018. Once retired, I began looking for a R/C club to join near my homes here in Aston, PA and in Rehoboth Beach, DE. With the Covid crisis, I returned to work as a physician volunteer, thereby again delaying my joining any club or learning to fly for another two plus years.

Prior to retiring, my husband Michael gave me my first electric R/C plane, a Horizon Hobby Sport Cub S RTF. This sat in the closet until the Covid crisis had passed. During that time, I decided that I would prefer to join a club here in Pennsylvania, so I investigated on the web several of the clubs in the regional area and spoke by phone/email with various members of those clubs, before deciding that the Propstoppers' was the best fit for me.

After talking with and meeting Mike Black, Paul Pujol, Murry Wilson, Eric Hofberg and other members of the club I feel that this was the perfect choice. I love the comradery of Tuesday morning breakfasts. I was

excited to help barbecue at the club picnic in June. Mike, Paul and Eric have been so very helpful in directing me “a newbie” to the hobby: advising me in choosing a transmitter, additional planes to consider owning, providing instructions to improve my flying skills and directing me to online training sites and discount online stores. Eric has been so very kind repairing my Sport Cub S after a recent crash!

Since the club has an indoor auditorium to fly in, I have purchased two slow flyers: an E-flite Night Vapor and a KFr/c Mini Glider. Although I am not yet proficient at flying my Sport Cub S, I have purchased two larger planes to train with at the Elwyn field. They are the Hobbyzone Aeroscout S 1.1m and the E-Flite Turbo timber 1.5m. Because of the winds at both the Elwyn and CA fields, I usually fly my Sport Cub S at the Garnet Valley High School baseball/soccer field in the early evening just before sunset.

I am fortunate to have a home here in Aston, and another “vacation” home in Rehoboth Beach. During our summers, we spend more time at the beach house and this has definitely cut into my time flying here. Additionally, since both locations are near where President Biden resides flying time and the club activities have been curtailed due to TFRs. Over the winter I hope to fly more indoors; and to perfect my motor skills so that by next summer I can fly my larger planes at the Elwyn and CA fields more proficiently. I look forward to the day when I am comfortable enough to fly my planes at the club picnic and/or at another club meet.



Phenomenal SW-51 Debuts at Sun 'n Fun

Contributed by Eric Hofberg

[Steve Ashby](#)

"Kitplanes", April 5, 2022



Every year at Sun 'n Fun one or two planes generate a buzz that sparks everyone's interest. This year, that plane is the [Scale Wings SW-51](#), straight from Eggenfelden, Germany. What distinguishes this 70% replica of the iconic P-51 Mustang fighter of World War II is the unbelievable attention to detail. The whole airframe is made from carbon fiber composite, but you have to get within 18 inches of the surfaces to see what all the talk is about.

This scale model is truly to scale. Every single skin rivet on the P-51 is reproduced in carbon fiber. Approaching the aircraft, even a seasoned homebuilder would conclude that the SW-51 is a flush-riveted aluminum structure. That observation is confirmed by looking in the cockpit and seeing the shop heads on the rivets. But in reality, it ain't so. All of the rivets, even the interior shop heads, are molded reproductions of the original Mustang. SW-51.



Design engineer Hans Schwoellor, formerly an RC model developer, constructed the molds in over 16,000 hours, painstakingly recreating every panel line, every fairing and every rivet to exact 70% scale. The attention to detail is jaw dropping.

Hans finished the molds and constructed the first proof of concept aircraft in 2013. After a first flight in 2014 he set about perfecting flight control continuity and confirming load capabilities. While other aircraft developers

would use sand bags to test wing loading, Hans designed and built a jig with 48 computer controlled pneumatic cylinders for testing.

The brilliant engineer met entrepreneur Christian Von Kessel in 2016. Christian put together a team of investors and production specialists to transform this phenomenal aircraft into something that could be replicated and sold. Von Kessel and fellow Scalewings executive Sebastian Glueck, brought a full size mockup of the SW-51 to Sun 'n Fun, straight from their factory in Krasno, Poland (in the famed "Aviation Valley" of Europe).



The production SW-51 will be sold “Ready to Fly” and licensed in the Experimental Exhibition category with the FAA. Scalewings’ U.S. partner, Titan aircraft, has two aircraft on order. The flying aircraft have been powered by [Rotax 915-iS](#) engines and have registered top level speeds of 150 knots. A turbo-Rotax is projected to produce a TAS cruise of 180 knots at 15,000 feet.

One final bit of data will lead any pilot to simply slap their forehead and start to laugh uncontrollably.



Although powered by the ubiquitous Rotax power plant, the carbon fiber cowling efficiently masks its normally high frequency buzzing rasp. The most prominent sound coming from the SW-51 on a low pass comes from the scale 4 bladed carbon fiber prop. You will simply not believe it until you hear it for yourself—see the video below. Turn up the volume and you will hear the unmistakable sound of an Allison/Rolls-Royce V-12. At the end of the show, all of the grass around the SW-51 will be dead.



German aircraft manufacturer ScaleWings Aircraft is launching shipments of a “Quick Build Kit” of the SW-51 Mustang, which the company calls “the world’s most accurate P-51 Mustang replica at 70% scale.” The Standard Kit includes all-carbon body parts, control elements, seats and electrically driven retractable landing gear.

The carbon-fiber structure mimics the appearance of riveted aluminum surfaces.

A unique feature of the kit are the more than 100,000 details (rivets, screws, etc.) of the Original P-51 Mustang that are impressed into the carbon surfaces of the kit, creating the effect of a riveted aluminum structure.



The Standard Kit includes:

- Fuselage
- Center Wing
- Outer Wings
- Stabilizer
- Control surfaces and system
- Electrical Retractable Landing Gear
- Seats (front and back, leather covers)
- Fuel System (two 13-gal. wing tanks)

Optional additional equipment:

- Firewall Forward Kit including Rotax 915iS and MT-4-blade-Propeller
- Avionics Kit including Dynon HDX or Garmin G3X





In the “Launch Edition,” standard kits are introduced at a starting price of EUR 119,000 (about \$138,000).

[CLICK HERE FOR FLIGHT VIDEO](#)

Propstoppers Drexel University Aero Design Support

By Dave Harding

As many of you know some of us have been supporting university students who elect certain courses on aeronautical subjects. These have been accomplished with Widener and Drexel Universities. Some of these programs involved competing in the Society of Automotive Engineers Aero Design Competition. An international competition that attracts students from all over the world.



Widener University SAE Aero Competition

More recently we have supported Drexel Professor Ajmal Yousuff who gives a regular lecture on Airplane Design. This was entirely a digital project where, having learned the basics of airplane design, the students had to design one to a specific performance. This was purely an analytical process; the airplane was strictly a paper design.



Drexel Aero Design course students

Five years ago he asked if it might be possible to have them actually design, build and fly an airplane to a specific set of requirements. We suggested that with only ten weeks it was unlikely. However our member, the late Chuck Kime suggested if we provided a basic fuselage with power and control means it might be possible to have them design and build wings and tails, and for us to fly the resulting airplanes. And, this we have done for the last five years.

Here is the basic airplane parts we provide.

It contains the propulsion and control servos and provision to mount the wing and empennage.

They are also provided with a chart depicting the thrust vs. speed provided by this propulsion system.

The challenge is to design a wing and empennage that would maximize the payload carried and fly with adequate stability. The wing must have a specified dihedral so control can be accomplished purely with elevator and rudder.



They are provided with laser cut ribs with Clark Y or NACA 6409 airfoils

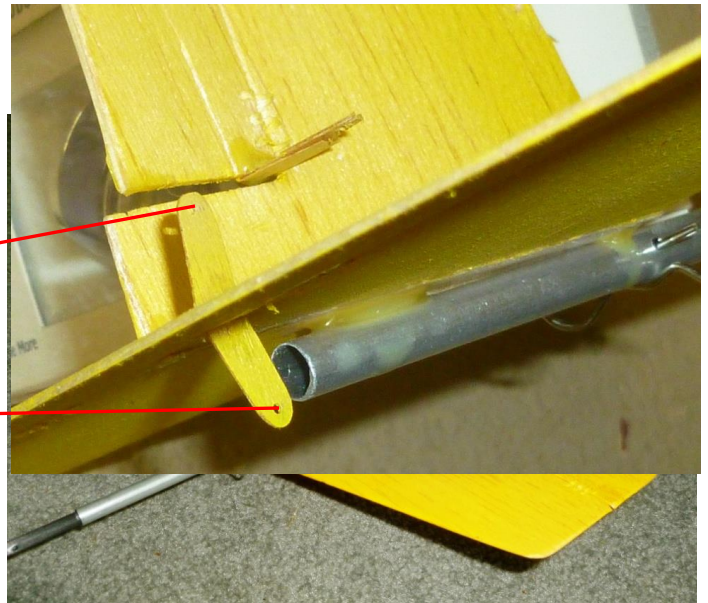
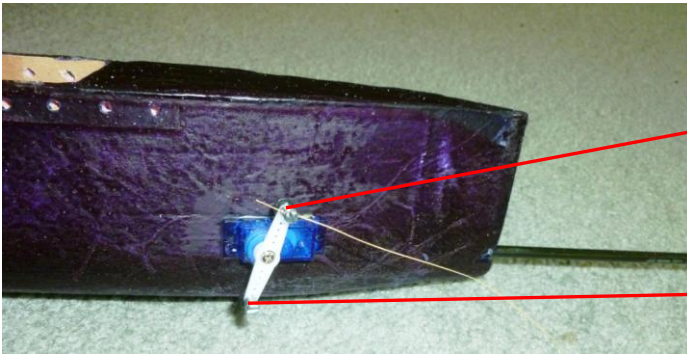


The Challenge

Design the empennage in terms of horizontal area, vertical area and longitudinal placement to satisfy the stability conditions.

Define the necessary rudder and elevator areas

Incorporate control horns to accommodate thread actuation from the fuselage mounted servos



This year's summer semester program's fly off day, a Saturday, fell on one of the dreaded President's home stay no flying at any of our fields. So Dick Bartkowski explored clubs who had fields outside the affected area and would be willing to host the program. Fortunately the Quakertown club were happy to accommodate us and we enjoyed using their field and facilities (a 110 volt supply is very useful in ironing out wing warps and as it turned out a good deal of hot gluing too!)

Here are some of the team designs from this fall's class.





And here is the Propstoppers support crew for this very successful activity that provides us the opportunity to give back to the upcoming population of future aeromodelers and who knows, designers who will explore the cosmos.



Dave Harding

Watch the First Flight of a Piloted Electric Race Airplane

Historic journey paves the way for high-speed Air Race E series in 2023.

Contributed by Dave Harding

By [Thom Patterson](#)

Flying Magazine, February 1, 2022

<https://www.flyingmag.com/watch-the-first-flight-of-a-piloted-electric-race-airplane/>



Pilot Rein Inge Hoff made the historic flight in a converted Cassutt IIM formula race airplane. [Courtesy Airbus]

After years of development and delays, Air Race E has carried out the first piloted flight of an all-electric race airplane.

The 10-minute test flight by the Nordic Air Racing team took place January 28 at Jarlsberg, Norway's Tønsberg Airport (ENJB). Organizers said it represents a significant breakthrough, not only in the sport of air racing, but across the entire aviation industry.

The flight paves the way for the world's first electric air race series, Air Race E, which is scheduled for 2023.

[The Flight \(Click here for video link\)](#)

During the first flight, pilot Rein Inge Hoff took the controls of an Air Race E-specification aircraft—a specifically converted Cassutt IIIM formula race airplane—and completed four circuits of the airfield at 2,000 feet.

Hoff performed slow flight and control tests with 90kW of power and working up to a speed of 140 kts, which organizers said is about 50 to 60 percent of the airplane’s eventual potential in full racing trim.

During the coming weeks, additional test flights aim to fine-tune the high-performance aspects of the aircraft.

Nordic Air Racing is one of 17 teams participating in the series. In addition to Open Class, Air Race E plans two additional categories—a partly-standardized Performance Class and an eVTOL Class.

First [announced in 2019](#) and originally planned for 2020, Air Race E has been delayed by the coronavirus pandemic, like most of the entire aviation industry.

READ MORE: [Nordic Air Preps for First Flight](#)



The Race Format

Headed by international air racing promoter Jeff Zaltman, Air Race E will pit some of the world's top pilots against each other head to head at a number of high-profile events around the world. The races will follow a similar format as the popular Air Race 1 series, known as Formula One Air racing. Eight electric-powered airplanes will race directly against each other on a tight 5-kilometer circuit, flying only 10 meters above the ground at speeds exceeding 400 km/h (217 knots), according to organizers.

Supported by founding partner Airbus, the race also aims to help advance the process of aircraft electrification.

“More than ever, when we look at the concept of sustainable mobility, the challenges push us to work differently, to be disruptive and to use the learnings and achievements from a mix of sectors,” said Karim Mokaddem, Airbus electrification fast track leader. “In this case, flying aircraft using tried and tested electric technologies from the automotive industry is proof of that and is an approach we fully support as part of our electrification journey.”



The 2022 SAM Champs

El Dorado Dry Lake, Boulder City Nevada

By Dave Harding



What a flying site. Some places you just have to keep going back! And so it was in October this year.

When I first flew with the Propstoppers in the early 2000s Dick Bartkowski observed that he and I were competitive types and we should find a model airplane contest format that we could pursue. He suggested SAM, the Society of Antique Modelers. They hold flying competitions, both free flight and RC, for models designed and flown before December 1942. There are hundreds of such models to choose from and at the time you had to build your own model.

The RC events are basically power climb then glide for the maximum flight duration; all about performance; climb and glide, and flying ability to find the rising air; thermals if they are about allow for very long flights. One of the factors that drew us to SAM was they include electric powered events; essential for us as our fields no longer allowed IC engines (although SAM has classes for these too)

The events are basically in two categories;

Limited climb duration with limited battery capacity, then glide, powered as long as you can on a limited amount of energy; fuel or battery capacity: Known as Texaco

Of course this means striving for efficiency in propulsion as well as efficiency in gliding. Both Dick and I just can't help ourselves following this into a maze of mathematics and analysis to optimize propulsion and glide efficiency; it's our meat!

So for almost twenty years we flew with SAM in a wide variety of meets including the Champs, a weeklong affair flown alternately in the AMA Site in Muncie IN, and El Dorado Dry Lake in Boulder City NV, about twenty miles south of Las Vegas. We managed two of the Muncie Champs and assisted with a variety of others.

Unfortunately a few years ago I became unable to be away from home for the time necessary so we both ended our participation.

However, this year my daughter offered to stay home so I could visit my other daughter in Pasadena and then spend a marvelous week with my West Coast Flying, Eating and Drinking buddy and former SAM President Mike Myers at this year's SAM Champs; still in that magic place (maybe for the last time).



Here are some pictures of Dick and I at previous El Dorado contests.







We took my Boehle Giant to the West Coast twice. We shipped our models in a box that just fit the Greyhound shipping rules; Philly to Las Vegas took a week and about \$100 but we could take a whole bunch of models. Here I was asking one of the flyers that camped on the desert to store my wing overnight.



Well, when you don't have your own airplanes you can time for another competitor.

Dave Harding

A Moment in Flight:

Flight Video by Pedro Navarro

On the evening after our September meeting at CA Field, Pedro suffered a stroke and was rushed to the hospital. After weeks of hospitalization and rehab, he is at home now and doing well. His general recovery is excellent but there is damage to his ability to recall language (Aphasia) and he struggles to communicate. He is working hard at speech therapy and continues to make progress. We are all looking forward to having him back flying with us soon.

In the meantime, here is one of Pedro's golden oldies from a Propstoppers day of RC fun from his boat on the Chesapeake Bay. We are flying off the water while Joe Paradine is sailing his RC Laser below. Eric Hofberg has his Seawind and I am flying my CBB-42.



Let's look forward to enjoying Pedro's company soon, at the field or on the water, and to his next great flight video.

Editor

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

[Bay Outing](#)

Endnotes and Links

BE CAREFUL OUT THERE!

Safety Officer Eric Hofberg sent in this photo of the damage recently done to a members hand after coming in contact with a prop. The aircraft was left powered up while sitting, unconstrained, on the table and the pilot was making adjustments to the transmitter. A unexpected power-up caused the model to leap forward into his hand.

