



The Flightline



Volume 47, Issue 4 Newsletter of the Propstoppers RC Club AMA 1042 April 2017



President's Message

Well, I hope last month's meeting blowout is behind us and this month's will go ahead as planned. So please bring the Show and Tells you prepared for last meeting and add some more to show at this one too.

See you there,

Dick Seiwel, President

Propstoppers Model Airplane Club February Meeting was cancelled.

So no minutes to report.

Mick Harris for Secretary Dick Bartkowski

Agenda for April 11th Meeting At At the CA Church Room 7:00 pm till 8:30

1. Show and Tell
2. Membership Report
3. Finance Report
4. Club Calendar Review
5. Plan for Club Picnics

Wrong Email Addresses

The following members have provided an incorrect email address. If you know these members please ask them to give us an updated correct address so they may receive club updates and eliminate the string of wrong address messages to the club officers that send out the messages.

Joe	Cocker	tatoojc35@yahoo.com
Bennett	Kayne	benett2202@icloud.com
Kevin	Murphy	marais4031@yahoo.com
Jeffery	Thaete	Thaete2002@yahoo.com
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Tom Jones Restaurant Tuesday Club Breakfast Update

The reports we have heard that Tom Jones restaurant has been sold have been verified as "true facts". The information is the restaurant has been purchased by two women who currently operate a café in Swarthmore. They plan to operate Tom Jones just the way it has been for the last thirty years or so, including all the special meals.

When the sale has been completed they plan to close it for a short while as it is being remodeled. Not information on those dates yet so in the meanwhile we can continue with our regular breakfasts and flying afterwards.

Calendar of Events

Club Meetings

Monthly Meetings

Second Tuesday of the month.
Gateway Community Church at the Christian Academy. Doors open at 7:00

Next Meeting; 11th April at the Gateway Church room.

Tuesday Breakfast Meeting

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

Flying after in the summer at CA or Elwyn Field 10 am. Weather permitting.

Indoors at the Brookhaven Gym in bad weather 10:30-11:30 See dates allowable.

Regular Club Flying

At Old Christian Academy; **Electric Only**

Monday through Friday after school till dusk
Saturday 10 am till dusk

Sunday, after Church; 12 pm till dusk

At Elwyn Field; Gas or Electric

Monday through Saturday 8 am till dusk

Sunday 12 pm till dusk

INDOOR Flying, see attached dates.

Special Club Flying

Saturday mornings 10 am

Wednesday Helicopter evening in summer

Thursday evenings in the summer

Tuesday mornings 10 am weather permitting after breakfast.

Check our Yahoo Group for announcements;

<http://groups.yahoo.com/group/propstoppers/>

Beginners

Beginners using due caution and respecting club rules may fly Apprentice or similar models without instructors at Christian Academy Field.

The club also provides the AMA Introductory Pilot Program for beginners without AMA insurance.

Propstoppers RC Club of
Delaware County, Pennsylvania.

Club Officers

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Propstoppers Web Site; www.propstoppers.org

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French military using winged warriors to hunt down rogue drones



A golden eagle grabs a flying drone during a military training exercise at Mont-de-Marsan French Air Force base, Southwestern France,

Following incidents of drones flying over the presidential palace and restricted military sites – along with the deadly 2015 Paris terror attacks – the French air force has trained four golden eagles to intercept and destroy the rogue aircraft.

Aptly named d'Artagnan, Athos, Porthos and Aramis – an homage to Alexandre Dumas' "The Three Musketeers" – the four birds of prey have been honing their attack skills at the Mont-de-Marsan in southwestern France since mid-2016. "A drone means food for these birds," "Now they automatically go after them."

The use of hunting birds – normally falcons and northern goshawks – by militaries around the globe is common practice in the fight to scare other critters away from runways and so cut the risk of accidents during takeoff or landing. But it wasn't until 2015 when the Dutch started using bald eagles to intercept drones that other militaries started to see the benefit of these winged warriors.

The French bred the four golden eagles – three males and one female -- using artificial insemination since eagles are a protected species and harvesting wild eggs is strictly forbidden. They chose the golden eagle because of the birds hooked beak and sharp eyesight.

Also weighing in around eleven pounds, the birds are in a similar weight class as the drones they're sent to destroy and clocking in at a top air speed of fifty miles per hour, with the capability of spotting its target from over a mile away, the eagles are deft hunters.

To protect the eagles from drone blades and any explosive device that might be attached the them, the French military designed mittens of leather and Kevlar, an anti-blast material, to protect the bird's talons.

The birds are first taught to attack in a straight line before graduating to diving from heights. Soon they'll be patrolling the skies over the Pyrenees Mountains in southern France and could possibly be deployed at airports and special events, such as political summits and soccer tournaments.

While an initial progress report on the eagles' capabilities is due in June, French officials say that the results are promising and the French air force already expects four more eagles to join the fleet at Mont-de-Marsan by the summer.



https://www.youtube.com/watch?v=VgJkPWYH_E&feature=em-subsub_digest-vrecc

Blast from the Past. Propstoppers in mid '90s at Moore Field, just behind CA field. From the left is John Malloy, Tom Morris, former President Mike Black, early electric guru Walt Bryan, Mike DiDomenico, Lou Yadevia and ? Mostly 40 glow powered models.



THE BIG BANG

We have all heard of the Big Bang, the moment the Universe and all matter were created. Well, this is Pedro's Little Bang, the moment his newly built P-51 Mustang FliteTest foamie was launched. Glad to say, just like our Universe, it survived and expanded all over Elwyn Field one cold day last week. Ask him to share the video with you.



100-year-old woman who flew spitfires during the Second World War celebrates her centenary by getting behind the controls again

- Mary Ellis was in a select gang of female air transport pilots who flew during World War II
- She has now celebrated her 100th birthday by flying a plane over West Sussex, UK
- Mrs. Ellis flew next to one of the Spitfires she was in more than 70 years ago



Mary Ellis (pictured during her time as an Air Transport Auxiliary pilot in WW2) has celebrated her 100th birthday. Tearing through the skies above the South Coast, two Spitfires evoke powerful memories of Britain's wartime resilience.

But this stirring image holds a further poignancy – for in the cockpit of the lead aircraft sits Mary Ellis, celebrating her 100th birthday by recreating

Her time as one of the 'ATA-girls', the select gang of female pilots who flew Britain's fighters during the war.

And over her shoulder is one of the actual Spitfires she flew during her 1,000 flights as a First Officer with the Air Transport Auxiliary.

'Wizard, this is wizard!' yelled the delighted centenarian through her intercom.

Mary was handed the controls of the 275mph twin-seater as it swooped over West Sussex. After about 15 minutes, she turned for home, and told her

Co-pilot Matt Jones: 'Goodwood on the nose, you have control...'. Then she settled back to enjoy the ride back to base.

Earlier, Mary watched in delight as Spitfire MV154 took its place beside her in an extraordinary airborne tribute. It was a plane she had delivered to RAF Brize Norton from Southampton on September 15, 1944, and it hides a sentimental secret. For at the end of the 25-minute wartime flight, she signed the cockpit, scrawling her maiden name Wilkins and the initials ATA.



Mary Ellis (circled) was handed the controls of the 275mph twin-seater as it swooped over West Sussex

She hoped her tag might be spotted by a handsome pilot and lead to a wartime romance – although the impulsive act, a career one-off, didn't bag her a boyfriend.

Mary, originally from Oxfordshire, had her first flying lesson in 1938, and flew for pleasure until 1941 when she heard a BBC radio appeal for women

pilots to join the auxiliary service and so release male pilots for combat duty.

Speaking at a surprise birthday party on Thursday, Mary said: 'The war was a challenge and one had to do something about it. I went on and on until I flew everything. I love the Spitfire – it's my favourite aircraft, it's everyone's favourite, it's the symbol of freedom.'

For four years she ferried warplanes from factories to frontline squadrons. The 166 women of the ATA – about one in eight of the total – have been dubbed 'The Female Few', echoing Winston Churchill's description of the RAF airmen who fought in the Battle of Britain.



Mrs Ellis looked back over her left shoulder and glanced at the aircraft she once flew

Mary was usually found at the joystick of a Spitfire or a Hurricane but ultimately flew more than 50 types of aircraft, logging 1,100 hours of flight, much to the astonishment of some colleagues.

As she sat on the airfield ready to deliver her first Spitfire, the mechanic standing on the wing asked how many of them she'd flown. When she said it was her first, he was so startled he fell right off. The largest aircraft she flew solo was the Wellington bomber. After landing at an East Anglian airfield, Mary was greeted by the ground crew who asked where the pilot was. 'I'm the pilot,' she said. They insisted on searching the aircraft before they believed her.

It was dangerous work. Mary was sometimes ordered to move combat-damaged planes that were not officially fit to fly, but had to be taken for repairs. She crash-landed twice and was shot at once.



Mrs Ellis toasted a glass of champagne with co-pilot Matt Jones, managing director of Boulton Flight Academy. Fourteen of her fellow ATA female flyers lost their lives, including aviation pioneer Amy Johnson.

Mary – who to this day needs no spectacles, nor a walking stick – was one of the last six women serving in the ATA when it disbanded after the war. She remained a private pilot and then became managing director of Sandown Airport on the Isle of Wight. She married Don Ellis, a fellow pilot, in 1961, but was widowed in 2009. Matt Jones, who flies Spitfires for Goodwood-based Boulton Flight Academy, reunited Mary with MV154 after first meeting her in 2015. He conspired with the plane's current owner, pilot Maxi Gainza, to bring it to the UK from its base in Bremgarten, Germany.

He said: 'I gave Mary control of our Spitfire. I wasn't sure where we were but Mary was very clear. She pointed us towards Thorney Island, up through the Witterings, flew on to Selsey Bill and then Bognor Regis, never losing a foot of altitude.'

'She showed me precisely how she was able to deliver all those aircraft with just a map, a compass and a stopwatch. I was utterly humbled by a superior aviator who also happens to be 60 years my senior!'

Membership Renewal For 2017

Membership renewal for 2017 is now required. You can renew by mail or at the club meeting in April.

Don't lose your club privileges!

Bring cash or check and your AMA card.

Dues are \$60.

Please send a check **made out to the Propstoppers** to;

Ray Wopatek
1004 Green Lane
Secane, PA. 9018

Please enclose a **copy** of your current
A. M. A. Membership card,

And Please, Please enclose a

Stamped self- addressed envelope.

Ray Wopatek Membership