



# The Flightline



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## Editorial; Away Again

All my Propstoppers input has come via e-mail for the last two months. During my last two weeks in England my daughter found the "perfect" house for her expected increase in family, and of course more comfortable for the Old Folks when they visit SoCal. So two days after arriving back in Pennsylvania I flew to Burbank (such a nice old original airport) to spend a few weeks fixing the old house for sale.

I did attend the Southern California Ignition Flyers club meeting though. Mike Myers, the SAM President lives near my daughter and is a member of this long established Old Timer club. There were only nine members present, including me and a number of them were really ancient. However, they are very keen and skilled modelers and the show and tell was something to behold. How about an exquisite silk-covered 30 inch Aeronca K free flight with a throttled two-cylinder CO2 motor; flies great.

Despite the low turnout there is a good deal of model flying in the LA area, even if you have to drive a way to play. Freeflight paradise is a few hours to the North as that is where you find Taft and then Lost Hills. To the East is a field in Perris which is commonly known as Sal Taibi Field, as he and a bunch of his henchmen fly there every Wednesday morning. Closer-in is the group that fly indoors every Wednesday morning and the Blacksheep Squadron fly indoors every month in Burbank, year round. The weather's not bad either. See you at the next meeting.

**Dave Harding** 

## Agenda for August 2<sup>nd</sup> Meeting Christian Academy Field 7 pm

- ? Approval of July meeting minutes
- ? Membership Report
- ? Finance Report
- ? Flying Field Issues
- ? Electric Fun Fly Plans
- ? Show and Tell
- ? Flying

## Minutes of the Propstoppers Monthly Meeting July 5<sup>th</sup> at the Christian Academy Field

Vice President Dick Seiwel presiding in the absence of the president

Roll-call by membership chairman Ray Wopatek showed 12 members and 1 guest present.

The minutes of the June meeting were moved and accepted by the membership.

### Old Business:

Dick Seiwel talked about meeting the township manager to discuss the Sleighton site for recreational use. He gave them an idea of the number of members that could be using the field at one time. This seemed satisfactory. Access to the site was still in question but did not seem to be a big problem.

Dick reported that the Christian Academy school is on vacation so we could fly during school hours until school resumes again in the fall.

### New Business:

The membership agreed that access to the Christian Academy field should be around the end of the runway not straight across it. Dick will keep a mowed path there for safety and to maintain a good runway condition especially for the picnic when a larger number of members will be on site.

The meeting was adjourned at 7:30 p.m. when several of the members enjoyed a session of evening flying.

*Submitted by Mick Harris for Dick Bartkowski*  

## 2005 Propstoppers Picnic

On July 16, the date of the Propstoppers picnic, we awoke to dark and threatening skies. At 9 am when preparations were to begin, we had a rain shower. The forecast called for scattered showers all morning and thundershowers in the PM. The picnic team (Seiwel & Bartkowski) decided to go ahead since the future did not look better.

People began to arrive at about 11 am and the grill and cooler were set out. Happily, except for a few raindrops here and there, the weather held. It was warm and humid but not oppressive. Surprisingly, a good number of members came out and enjoyed the dogs, burgers, iced tea and deserts. The flying weather was great. The sun was not too strong and the winds were light. Flyers were in the air most of the day, allowing the spectators to enjoy the action. We saw a wide range of planes from a Heli to aerobats to gliders.

We all had a good day of flying and conversation and even just sitting outdoors. The group broke up about 3 PM leaving all to return home in good spirits and with happy memories of another successful picnic.

Pictures of the event are shown on the following pages.  
*Dick Bartkowski*

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## Calendar of Events

### Club Meetings

Field Meeting 7:00 pm  
Tuesday 2<sup>nd</sup> August 2005  
Christian Academy Field

Tuesday Breakfast Meeting  
The Country Deli, Rt. 352 Glenn Mills  
9 till 10 am. Just show up.  
Flying afterwards, weather permitting

### Events

Walt Bryan Memorial Electric Fun Fly  
Saturday 13<sup>th</sup> August  
Christian Academy Field

### Regular Club Flying

At Christian Academy  
Monday through Saturday 10 am till dusk  
Sunday, after Church; 12 pm till dusk

Thursday evenings, at CA field.

Note; Flying must be done in accordance with the agreement forged by Vice President Dick Seiwel Specifically, only electric powered airplanes. Beginners using due caution and respecting club rules may fly GWS Slow Stick without instructors.



*Rick and Paul Grothman with their aerobots at the picnic*



*New member Bart Hirst helps out with the BBQ grill*

### Propstoppers RC Club of Delaware County, Pennsylvania. Club Officers

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Propstoppers Web Site; [www.propstoppers.org](http://www.propstoppers.org)  
Check the web site for back issues of the newsletter, pictures of club events and the calendar of future events.

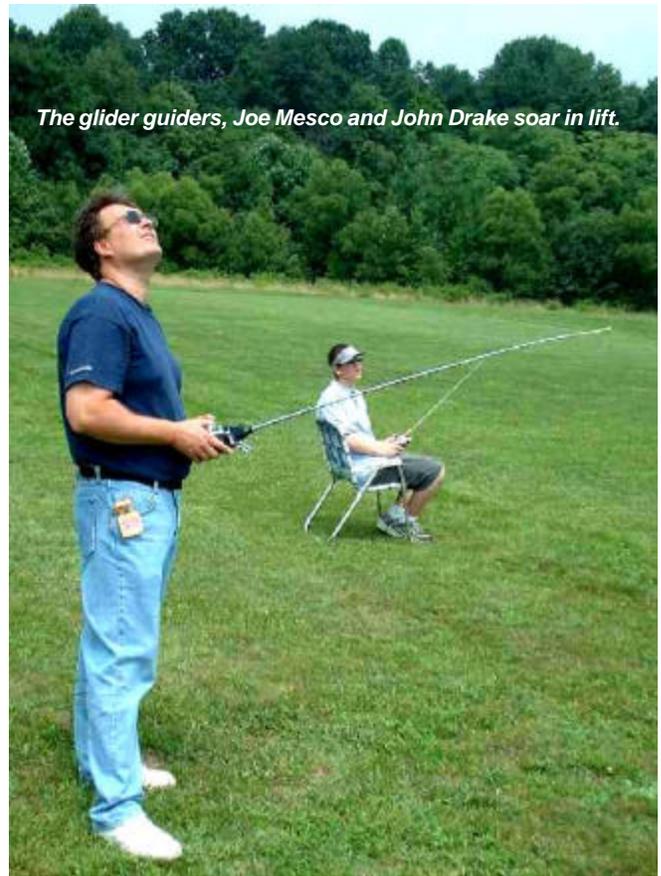
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*Bart's Stealth pusher, is this his own design?*



*Bart's aerobat, how about this one too, is it original?*



*The glider guiders, Joe Mesco and John Drake soar in lift.*



*John Drake explains his aerobat to visitors from the Valley Forge club.*



*So this is what Presidents and Vice Presidents do!*

*President Steve Boyajian and Vice President Dick Seiwell prepare the BBQ.*



*I guess nobody said you had to fly at the Propstopper picnic*

## European SAM Championships

While at the SAM Champs at Muncie last year I sat at lunch with two of the top flyers; Don Bekins and Ed Hamler, told me that they had been competing at the European SAM Champs for the last three years and had a really good time. They said that the European contest includes two electric classes and Ed Offered to give me a copy of their rules, and suggested that I should come with them to the 2005 meet which would be held in the Czech Republic. Sounded like a good idea to me and sure enough the two classes matched two of my SAM US models.

As I am regularly visiting my mother in England I thought I would combine the two. Later, when the dates firmed up I realized that the meet was just a week before the Wimbledon tennis tournament, so that would fit too. In the event, I went to the Czech Republic and my wife joined me in England.

Don Bekins could not make it but Ed and his wife were planning to go, then I learned that Dick Griswold and his wife, organizers of the BBQ at the Southwest Regionals, would also go. We planned to meet up in Prague as they flew into Frankfurt and drove while I was flying to Prague via London.



*The Griswolds, left and Ed Hamler right with the "Team Graupner" hat. Courtesy of Leo Bussmeier, the key German "Character"*

As the meet approached I studied the rules, which were posted as an English translation on the SAM 78, Czech web site. They seemed clear enough. The two classes were 1/2A Electric Texaco and Old Timer Limited Motor Run. Dick Bartkowski and I had been flying 1/2 A Texaco for years; the rules generally specify a speed 400 motor and a specific battery.

The SAM Europe rules were a little different, they did specify a speed 400 controlled by an on/off switch or a BEC, it must be un-gearred, the battery is seven 500 mah Nicad cells and a wing-loading of at least 10 ounces per square foot was required.

My AMA Nats winning model had a direct drive motor a slightly larger battery and had a lower wing loading, so I either had to ballast it, heavens forbid, or make a smaller model, which is what I did. I made a 150 sq inch Stardust Special, just like my AMA plane, but smaller.

My LMR Stardust Special fit their rules as I already use the seven 800 mah Nicads they specify and all other aspects fit. I had made this model to travel to Eloy three years ago, so it featured a two-piece wing and removable stab. I made the 1/2A with a two piece wing too.

These models packed together so well that I thought I could get away with a small carry-on cardboard box. I have had good luck doing this and it has proved the best way to transport models by air as you don't lose them, they are not handled by the baggage staff and you can watch out for potential damage from other passengers .



*Euro SAM model box*



The other equipment is packed in my suitcase, and I haven't had any security problems with this either, although my bag has been searched by the TSA staff (they leave a printed note inside explaining this).

Now one of the challenges in flying in Europe is their use 35 MHz as their RC airplane frequency. Since I had been flying on my trips to England I had purchased a new transmitter on this frequency together with some inexpensive receivers that I used mostly for indoor flying.

Just before leaving I began to worry about these receivers, particularly for the LMR model as it goes out of sight at the top of climb. The Texaco model is usually flown at lower altitudes, just above the ground turbulence, so I thought the Hitec Feather I had on hand was OK for that application as I have used one at various US meets with many simultaneous transmitters. But, just in case, I bought a new Berg-like DSP receiver from Nippon Dave. This I installed in the LMR.

Now the problem with all this is you can't test the models with this gear in the US, so I tested the new 1/2A Texaco with US gear and made one good flight before installing the European gear, and then packed it away. I expected to get some test flying at the site as Ed had suggested that we get there on Wednesday evening so we could test on Thursday and Friday for the Saturday and Sunday contest.

This was important for me, particularly for the LMR model as with its high power it is necessary to have two programmed trim positions, one for climb and the other for glide. I do this in the US by programming offsets for elevator and rudder, operated by a switch. At takeoff I just set the switch for climb then when the motor is shut off I switch to the glide trim. The reason this is important is I can't see the model well enough at altitude to make control corrections, it is necessary to establish the trim for hands-off climb. No worries, the Futaba 6AX has programmable offsets so I measured the trim offsets with the US gear and planned to make the same setup in Europe.

So all the gear was packed and with my Rick Steves Travel in Europe guidebook, Czech extract; I was ready.

Ed had made all the hotel arrangements and we planned to meet at our hotel early on Tuesday evening.

The flights went like clockwork, no problems with my luggage and I arrived on time to be greeted by the guys having a beer in the sidewalk café outside our hotel.

This was my first and long anticipated visit to the old Soviet territory. I found Prague delightfully unspoiled and clean, and people friendly. The majority of the buildings are from the old Czechoslovakian period of the late 18<sup>th</sup> and early 19<sup>th</sup> century, with many historic sites dating well before those periods. It is a small town, great for walking, and the beer is absolutely outstanding! The food is has its roots in German cooking; pork, chicken and potatoes, few green vegetables. Wonderful pastries and deserts, and of course, Slivovitz.

Ed had rented a very large 9 passenger van, actually, he wanted to rent cars for himself and the Griswolds but they German rental agency refused his booking, offering him the van instead. It seems they have bad luck with rentals to Czech. So Ed invited me to cancel my car and join them, which I did.

Wednesday afternoon we drove about sixty miles or so, East of Prague to the little town of Dvoøe Králové n. Labem. This is an agricultural region, quite fertile and well farmed, and it is also a summer recreation area being on a river and in the foothills of the mountain range that separates the Czech Republic from Poland. The river Labem becomes the Elbe in Germany.

The Aero Club of Dvoøe Králové had offered to host the meet on their small grass airfield, just outside of town in a shallow valley surrounded by farms. After we checked in to our hotel, a newly built two story modern affair with a whole vacation park on the grounds including a sandy "beach", pools and a small soccer field. This area is popular with German tourists. There was an excellent bar and restaurant in the hotel that we liked so much that we eat all of our meals there, except for the two "banquets" at the airfield.

After checked-in we went to the airfield to reconnoiter. It is a simple old grass field with three rather old hangers, a small administration building with a meeting room and tower. The most interesting part was the beer garden right off the hard stand. This was a simple café but it served beer and was busy all day.

Part of one hanger was cleared for the SAM organizers and this is where the models were to be processed on Thursday.

At the field we met Roy Brown, an American living in Holland where his wife teaches at an American school. Roy is a retired Army officer who now enjoys himself flying models. He brought along the European spec radios that Ed

and Dick were to use. He became a firm member of our support staff.

We also met the meet CD and meet organizer, Zdenek Slapnicka who in the real world is a Judge in the Czech judicial system, and at six three, two fifty, commands attention in more ways than one; he ruled the meet! We also met many of Ed's friends from prior Champs. These are the people who had competed at the US SAM Champs and wondered why Europe didn't have such a meet. So they organized one and it is now rotated among the various European Nations. Ed had explained that this was a fun meet, more about good company, food and drink than serious flying.

As it was late and Ed and Dick needed to assemble their models we did not fly that day.

Thursday we took out our models for processing and although the weather was cold and windy after check-in processing I elected to make a test flight with the Texaco.



Takeoff was a bit hairy but I gathered it up and it climbed in fits and starts into the smoother layer where I throttled back to a cruise. But as I was struggling with control the CD said "you can't do that, you must fly at full throttle". Well this was news to me but with more than half of my attention in controlling the model I just powered up and held full throttle. This is more of a handful as I had not developed a full throttle trim. Anyway, the model continued to climb smartly until suddenly there was no control. The motor had stopped and the model appeared to be in trim but it was drifting downwind rapidly; and not coming down.

We watched helplessly but kept it in sight until eventually it dropped down in front of a far tree line. Roy and I jumped into his car and drove in the general direction seeking out country lanes which seemed to go in the right direction. Well, we looked for about an hour and never did find it so we gave up and drove back to the airfield, only to find that my other flying buddy, Dick Griswold, had followed the model from the moment I said I had lost it. He managed to find it after falling into an irrigation ditch. He was muddy, the model in perfect shape. These models were originally free flighters, so they do fly well if they are in trim.

A little detective work quickly identified the failure and the reason. I set up my Texaco models to cruise efficiently; this requires a large high pitch prop turning slowly at low power. In this model the cruise power level draws just about one amp. Full throttle with such a prop probably draws over ten amps, and I had installed a seven amp speed controller. This naturally overheated at continuous full-throttle, and fried. When this happens you not only lose power to the motor, you lose all power to the radio and servos too.

Fortunately, Roy had a spare higher capacity ESC and smaller prop, so that evening I soldered the new one in place and fitted the smaller prop. Now I needed another test flight and a two position trim setup, something I don't normally do in Texaco.

Meanwhile, I had used up all the time for testing on Thursday and amazingly, the organizers decided to start the meet one day early to accommodate the large glider entry. This decision was vigorously attacked by the Italian competitors as they had colleagues' en-route who planned to fly that event. Nevertheless, the meet began on Friday and it was declared that no test flying would be allowed until the competitive flights were over. In addition to glider they shifted 1.2A Texaco glow to Friday so Ed and Dick prepared their models.



The flight line on Friday; Glider Day

However as Friday wore on the winds that had been high increased in strength, resulting in the postponement of the 1/2 A Texaco till Saturday.

The banquet was scheduled for Friday night and as we left to return to the hotel and change I passed a group of seven or eight Czech flyers sitting around a table in the parking area. On the table were two bottles, one a very large, probably well over a gallon, jug of local wine and the other filled with a water like fluid.

I still urgently needed to make test flights with the LMR model and at the various contests we frequently fly in winds of over 10 mph, so I decided to make one quick flight on our return for the banquet. This only proved the systems worked but the conditions and the timing was not right to set the trim. On walking back through the parking area I noticed that the Czech flyers had emptied the wine bottle and were now very merry. As I passed and made a comment to this effect they poured a shot glass with the "water-like" fluid and offered it to me. Well, entent cordiale diplomatic rules required that I downed it with a toast of "Prost". Wow, I expected it to be fire-water, but not the marvelous deep plum flavor of local Slivovitz! Hmmmm..... Warm and happy!

Saturday, which started very cold with a light drizzle, now had a full complement of events and the organizers set the order so the electric events would start in the mid afternoon. Meanwhile my buddies were flying the gas and glow events.

Ed made a good showing scoring 3<sup>rd</sup> in 1/2 A Texaco, 4<sup>th</sup> in Old Timer Limited Engine Run and 3<sup>rd</sup> in Nostalgia. Dick scored 5<sup>th</sup> in 1/2 A Texaco and limited competitive success but a good deal of fun in the other events.



Dick Griswold and Ed Hamler prepare their ignition and glow models

**1/2 A Texaco Glow**

Start No.	Name/Jméno	Model	Country/Zeme	1.	2.	3.	Total / Celkem	Rank / Poradí
3.	Bruschi D.	Herkv	RSM	300	300	300	600	1.
1.	Dabrowski Heinrich	Gool	Germany	240	276	280	556	2.
2.	Hamler Ed	Airborn	USA	300	216	224	524	3.
5.	Ciavatta E.	Airborn	Italy	183	300	0	483	4.
10.	Griswold Richard	Airborn	USA	254	198	118	452	5.
6.	Bussmeier Leo	Playboy	Germany	267	145	151	418	6.
9.	Mett Ulf	Playboy	Germany	160	174	243	417	7.
7.	Montebelli G.	Zipper	Italy	171	186	163	357	8.
4.	Svoboda Karel	Bojar	Czech Republic	139	81	116	255	9.
8.	Bruschi D.	Playboy	RSM	0	0	0	0	10.

**Old Timer Limited Engine Run**

Start No.	Name / Jméno	Model	Country / Zeme	1	2	3	Total / Celkem	Rank / Poradí
1	Dabrowski Heinrich	Playboy	Germany	420	420	420	1260(10:29)	1
7	Bruschi D.	RSM	Sailplane	420	420	420	1260(8:40)	2
6	Bussmeier Leo	Sailplane	Germany	420	400	311	820	3
2	Hamler Ed	Airborn	USA	399	0	420	819	4
5	Dabrowski Heinrich	Sailplane	Germany	319	385	351	736	5
4	Svoboda Petr	Playboy	Czech Republic	172	165	230	402	6
3	Griswold Richard	Airborn	USA	199	0	0	199	7

**Nostalgia Limited Engine Run**

Start No.	Name/Jméno	Model	Country/Zeme	1.	2.	3.	Total / Celkem	Rank / Poradí
7.	Mett Ulf	ETB 41	Germany	600	600	533	1200	1.
8.	Bortolai Tiziano	New Looker	Italy	490	600	577	1177	2.
2.	Hamler Ed	Airborn	USA	558	560	600	1160	3.
6.	Andrysek Z.	Fenix	Czech Republic	0	544	577	1121	4.
1.	Dabrowski Heinrich	Playboy	Germany	600	335	331	935	5.
4.	Ciavatta E.	Kerswap	Italy	445	410	476	921	6.
5.	Griswold Richard	Airborn	USA	0	119	261	380	7.
3.	Bushmeier Leo	Red Ripper	Germany	0	0	0	0	8.

The order of electric flights was set as 1/2 A Texaco first followed by LMR, so I prepared for my first flight. At the Euro Champs the timing is performed by "professional" timers and you are allotted time for you flight with a five minute window to launch. In practice this was rather flexible but at the beginning of an event the first flights resembled a mass

launch. My flight ended in immediate loss of control and a hard arrival into the adjacent wheat field.



*Dick and Dave walk the flight line in front of the infamous wheat field*

Hmmm.... Wonder what that was all about. I had tested twice without interference but maybe the immediate presence of all the other transmitters caused the problem. So I prepared to fly again, this time distancing myself by the entire flight area from all the other flyers.

Same result, but this time the model firmly planted itself into the sod, breaking the motor away and smashing the structure in the nose area. After a few moments of disbelief and discouragement I realized that I could fix it, and since the contest allowed scoring of the best two flights from four attempts I was still in the hunt. I fixed it, and this time I used the good receiver from the LMR model.

As I was preparing to fly, the CD told me that they had decided to fly alternate rounds of Texaco and LMR to allow for battery charging between rounds. While this may have been a good idea for most competitors it was a nightmare for me as I had to change the receiver between the models at each changeover and my models are packed tight in the systems area.

Oh well, what can you do? So I made a maximum on my first Texaco flight as the radio worked flawlessly and after a scramble made one on my first LMR flight too. This flight caught a real boomer and I almost lost it both high and downwind, but I just managed to get it back for an on-field landing.

The second Texaco flight was also a max, so now I was in the flyoff, or so I thought. Meanwhile, the CD came up to me and declared that my motor was illegal! I was astonished, as not only was it a stock speed 400 but a used one at that. His view was that the only allowable motor was a Graupner one. I explained that the speed 400 is a name given to the Mabuchi 380 motor and many different people sell them under different names. Only after the German and Italian flyers agreed with me was this little barrier removed.

I now set about my second LMR flight and this time got into difficulties controlling it at altitude as the climb trim was never set in testing. I ended up losing much of the altitude gained and made only a modest score. Never mind, this is best two flights too, so I charged and got ready for my third flight. By now heavy clouds were closing in and the sky

became dark. I launched into the cloud background but rather than helping visibility it actually became impossible to see the climbing model and when I did see it was in a bad attitude from which my control inputs caused the wing to fold and the model to dive vertically into the wheat field. Score zero for this flight.

But back to Texaco, I presented myself for the flyoff only to be told that I was not in it. It seems in Europe best two flights out of four attempts are different to the US rule. In Europe, if more than one flyer has two perfect flights they then look at the third flight time and only if more than one person has *three* perfect flights do they hold a flyoff. There were two flyers with three maxes and one of them flew two models, something that is allowed in the Euro Champs. So I ended up fourth.

#### **Electric 1/2 A Texaco Results**

Start No.	Name/Jméno	Model	Country/Zeme	1.	2.	3.	Total / Celkem	Rank / Poradí
5.	Mett Ulf	ETB 41	Germany	600	600	600	1200(18:15)	1.
12.	Heczko B.	Ichabod	Czech Republic	600	600	600	1200(16:36)	2.
13.	Mett Ulf	Kerswap	Germany	600	600	600	1200(11:01)	3.
7.	Harding David	Stardust Special	USA	4	600	600	1200	4.
4.	Bortolai T.	Flamingo	Italy	500	508	562	1070	5.
1.	Bussmeier Leo	Tomboy	Germany	464	507	385	971	6.
15.	Bulin Gustav	Sugarfoot	Czech Republic	460	364	507	967	7.
8.	Kudela Karel	Kerswap	Germany	470	483	460	953	8.
10.	Svoboda Karel sr.	Miss Fortune X	Czech Republic	353	501	428	929	9.
9.	Knob Petr	Siné 46	Czech Republic	278	332	253	610	10.
2.	Prchal Jaroslav	Stribný Šíp	Czech Republic	251	265	267	532	11.
6.	Kostecka Vladimír	Korzár	Czech Republic	428	0	0	428	12.
11.	Mužik J.	Playboy	Czech Republic	18	0	0	18	13.
3.	Pajdlhauser Aloiz, Ing.	Scorpion	Slovakia	0	0	0	0	14.
14.	Wynegala L.	President	Czech Republic	0	0	0	0	15.

My LMR times resulted in a seventh place.

#### **Electric Old Timer Limited Motor Run**

Start No.	Name/Jméno	Model	Country/Zeme	1.	2.	3.	Total / Celkem	Rank / Poradí
6.	Mett Ulf	Playboy	Germany	600	600	452	1200	1.
8.	Heczko B.	Ichabod	Czech Republic	410	600	543	1143	2.
11.	Kostecka Vladimír	Letmo 17	Czech Republic	557	555	493	1112	3.
4.	Kudela Karel	Playboy	Germany	395	600	302	995	4.
1.	Bussmeier Leo	Red Ripper	Germany	600	307	315	915	5.
7.	Harding David	Stardust Special	USA	600	283	0	883	6.
3.	Wynegala L.	Ichabod	Czech Republic	326	390	0	716	7.
5.	Kostecka Vladimír	XL-43	Czech Republic	301	408	300	709	8.
14.	Meitz Richard	Gas Model	Czech Republic	228	355	293	648	9.
10.	Veselý L.	Playboy	Czech Republic	263	312	0	575	10.
9.	Bortolai T.	Zomby	Italy	388	157	117	545	11.
13.	Polák M.	Anderson	Czech Republic	220	314	203	534	12.
15.	Knob Petr	Playboy	Czech Republic	199	276	235	511	13.
12.	Svoboda Karel sr.	Simplex	Czech Republic	195	165	219	414	14.
2.	Bulin Gustav	Sugarfoot	Czech Republic	278	0	0	278	15.

What is the after action report? Well, nothing new, "practice what you do with the equipment you will use". I didn't and suffered exactly what you would expect. So what can I do about the 35 mhz problem, Roy told me that you can put a 35mhz module in your US, 72 mhz Futaba. If this is true then I could practice with the equipment I will use. I have about nine months to find out and get prepared.

But Ed said it right when he told me that these Champs are more about friendship, food and drink and they surely are. The ingredient that makes this meet special is the multi national competition. In fact the whole meet was exactly like the movie "Those Magnificent Men and Their Flying Machines" in every way. The airfield had the look of old Brooklands and the mixed model and full-sized flying was chaotic. Every Nation had its characters and they played off one and other continually; wonderful!

Next year they will hold the meet June 16-18, 2006 in Bosca Mesola (Pomposa) Italy, near Venice. How about that, just one week before Wimbledon too. Care to join us?

**Dave Harding**



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# Propstoppers R.C. M.A.C



*President Steve Boyajian flies his helicopter at the 2005 Propstoppers Picnic*

## *Propstoppers Walt Bryan Memorial Electric Fun Fly*

*Saturday 13<sup>th</sup> August Christian Academy Field  
 10 am till 4 pm Rain Date Sunday*

Bring your models, canopies, food and sunscreen. Of course, invite your friends from other clubs, maybe someone would like to post something to the web regarding guests.

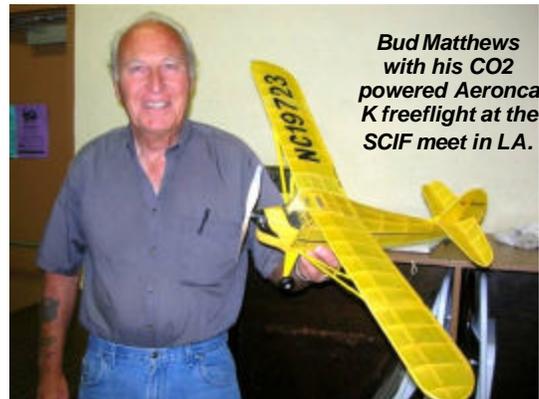
*Dave Harding with Walt Bryan at Sleighton Field a few years back*



## **Note; Summer Meetings at the Christian Academy Field August Meeting Tuesday 2<sup>nd</sup>**

**Business meeting starts at 7 pm but bring a model or two and fly before and after. Join us at 4:30 for an evening of flying.**

**No time for dinner? Why not stop at one of Brookhaven's wonderful eating establishments; Burger King, McDonalds, Wendy's, KFC and picnic at the field.**



**Bud Matthews with his CO2 powered Aeronca K freelflight at the SCIF meet in LA.**