



The Flightline



Volume 37, Issue 8

Newsletter of the Propstoppers RC Club

AMA 1042

August 2007

The President's Message

The picnic was a great success .the field was lined end to end .The weather was a little hot but the winds were light the flying was just right. The food was cooked to perfection and the desert was the best thank to Tina and Chuck Kime. Those who missed this picnic missed the Big One and the final treat was AL Basualdo and his little pylon racer 140 MPH plus this flight was one of the best and kept everyone on their feet; thanks AL (see picture below).

Don't forget Sat 8 Sept this will be our Walt Bryan Memorial Electric Fun Fly and Electric Texaco Postal Competition meet so talk to Dave about the teams. And let's have some fun.

Check your E-Mail more and more members are flying all nights of the week at Christian academy come out and FLY.

August and September is the time for nomination for club officers. Care to step up?

Dick Seiwell, President

Agenda for August 14th Meeting At Sleighton Field; Flying from 5 pm; Meeting 7pm.

1. Approval of July Meeting Minutes
2. Membership Report
3. Finance Report
4. Plan for Walt Bryan Memorial Meet
5. Show and Tell
6. Flying till dusk.

10th July Monthly Club Meeting at Sleighton Field

The meeting was called to order at 7:00 p.m. by President Dick Seiwell on a warm sunny summer evening.

Roll-call by membership chair Ray Wopatek showed 15 members present.

Minutes as printed in the newsletter were approved by the membership.

Treasurer's report by Phil Oetinger was presented and accepted by the membership.

Old Business:

Aerobat day had high winds and low turnout so President Seiwell suggested using our Thursday night flying at Christian Academy for aerobat training. He hoped that Al Basualdo would be available to teach members interested in this activity.

Dave Harding went over the events planned for this summer. He proposed Saturday September 8th for the Walt Bryan fun fly and the electric Texaco postal old timer competition flying.

The club night fly will be held in October after the clock change to be scheduled for a dark night. The night fly will be held at the Christian Academy field.

New Business:

Dick Seiwell discussed the weather problems that have occurred for some summer meetings. He announced that the meeting day will remain on the second Tuesday of each month, but if weather is so severe that no one attends, we will just postpone business to the next month. We will not have rain dates.

Adjournment of the meeting took place at 7:31 p.m... Members then enjoyed some pleasant summer evening flying.

Dick Bartkowski, Secretary

INSIDE THIS ISSUE

- 1 **President's Message**
- 1 **Minutes of June Meeting**
- 1 **August Meeting Agenda**
- 2 **Meet New Member; Dick Miller**
- 2 **Calendar**
- 3 **The Propstoppers 2007 Picnic**
- 4 **Battery Temperature Measurement**
- 5 **SAM 12 Meet in the Jersey Pine Barrens**
- 6 **The Forster 99 – Goldberg Valkyrie Story**
- 8 **Up and Coming Events**



**Al Basualdo with his
Mini Hot-liner at the
Propstoppers Picnic**

Calendar of Events

Club Meetings

Regular Summer Meeting at Sleighton Field; Tuesday 14th August, 2006
Flying from 5 pm, meeting 7:00 pm

Saturday 8th September. Annual Walt Bryan Electric Fun Fly, Christian Academy

Next Monthly Meeting Tuesday 14th September 2007 at the field.

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

Regular Club Flying

At Middletown / Sleighton Field

Monday - Friday;

10 am until dusk - Electric Only

Saturday

10 - 3pm-for FUEL PLANES and

10 - Dusk for Electric

Sunday - 12 - Dusk - Electric Only

At Christian Academy; Electric Only

Monday through Friday till dusk

Saturday 10 am till dusk

Sunday, after Church; 12 pm till dusk

Special Club Flying

Saturday mornings 10 am Sleighton Field

Tuesday mornings 10 am Sleighton Field

Thursday evenings 5pm on CA Field

Note; only electric powered airplanes.
Beginners using due caution and respecting club rules may fly GWS Slow Stick without instructors.

Meet New Member Dick Miller

Born in Rutherford, NJ, I moved to the suburbs of Reading, PA at the age of six, already interested in model airplanes and electronics. After high school hours, I worked at two hobby shops in the Reading area. In addition to building and flying hand launch gliders, towline gliders, ignition/glow free flight and U control, I was commissioned by a customer to build and fly a Berkley Buccaneer powered by a Forster 99.

After graduation in 1949 and an abbreviated stint at Drexel, I enlisted in the USAF and taught radio theory and repair at Scott Air Force Base near Bellville, IL. Upon discharge, I returned to Drexel and received my BSEE degree in 1959. I was employed by Western Electric (WE) company and "loaned" to Bell Telephone Laboratories (BTL) for four year as an Application Engineer before being permanently assigned to WE. I rose to the rank of Senior Staff Engineer and retired after 27 years of service.

During my active working career, I designed and constructed a large custom contemporary home hiring only masons and roofing trades people. Upon retiring, I designed and built a smaller custom contemporary home. My late wife, Barbara, and I raised two children and have three grandchildren. Barbara and I enjoyed traveling both here and overseas, Broadway shows, gardening and our grandchildren.

I returned to modeling in 1991 when I learned that electric model airplanes now existed! I became a member of SAM 100, the FAC, and the Cocalico Propbusters MAC and wrote the bi-monthly Electric Flight column for Flying Models magazine. Barbara and I started a mail order business, EMPS (Electric Model Plane Stuff), which we operated for several years selling MM1, MG1 and MG3 motors, gears, batteries, etc. I completed several electric model kit reviews for Flying Models, designed and published several RC models, the last of which was a scale model of the Stabiloplan which appeared in the 5/03 issue.

I recently moved into a condo in Wynnewood, PA with Lee Vizer whom I met on Match.com and have come to share her enthusiasm for birding.

I was Treasurer of the Cocalico Propbusters of Denver, PA for many years and am currently its Secretary and AMA contact. My term expires 12/07 but, now that I've found you guys, do not plan to rejoin (They're good friends, but an hour-and-a-half drive from here to the field just doesn't cut it). As soon as I get my shop set up in the second bedroom of our Green Hill condo and find my chargers, etc., I will be joining you at your fields. BTW, Lee plans to use the sawdust I make for breeding meat as it is biodegradable and high in fiber.

Here are some of the models I have built over the years. The 36" Zipper was a Free Flight; the remainders are RC. Several were kit reviews and when one does that, one not only gets paid, but one gets to keep all the goodies!



Dick Miller

Propstoppers RC Club of Delaware County, Pennsylvania.

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Propstoppers Web Site; www.propstoppers.org
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1909 Demoiselle SIG Kit



Mini Telemaster and Yogi



Kadet Senior



Skyvolt



Stabiloplan

Wright Flyer in Flight



The Propstoppers 2007 Picnic

The annual Propstoppers Picnic started under a bit of a cloud, or perhaps more than a bit of wind, or at least that was the forecast for several days beforehand. It was also forecast for high temperatures so the likelihood of good flying conditions was low. And perhaps that was the reason that few people actually turned out at 10:30. But as the day progressed it must have become obvious that the weather was very good for a picnic and flying at Sleighton too. The temperature did not reach the highs predicted, the humidity was tolerable and the wind modest most of the time.

Whether these were the reasons or not as the day progressed more and more people turned up and the result was a fine relaxing day of flying. Different people with all sorts of models came to chew the fat and the food then fly a little. Many of the models needed sorting out and there was a good deal of carnage, but everyone seemed to enjoy the day.

It was particularly good to see old friend Sam Nevins (picture on right) come out for the first time in about a year. He has been suffering from shingles in both legs but felt well enough to join us and brought two models to fly.

I brought a fleet of heavy weather models for the expected winds but found the Hanger 9 Cub, now fitted with four two-cell 4000 mah LiPo cells in lieu of the 24 3000 mah NiMh cells. Although a good deal lighter it was still a handful for me to land on the Sleighton patch. The B-24 performed better than previously with the NeuEnergy low internal resistance 4900 mah LiPo, and Mick Harris performed another successful hand launch. I don't know how many more he has in him as it takes quite a heave to get it off and it is not too light.

Al Basualdo entertained us with one of his aerobats and then wowed us all with a very very fast little hot-rod.

Sorry I don't have any more pictures but we were too busy flying.

Dave Harding

Battery Heat Indicators

From Jim Yuzwalk jjv@horsefun.com as published in the Ampeer an excellent and long running web and print electric newsletter; <http://members.aol.com/KMyersEFO/>

Hi Ken,

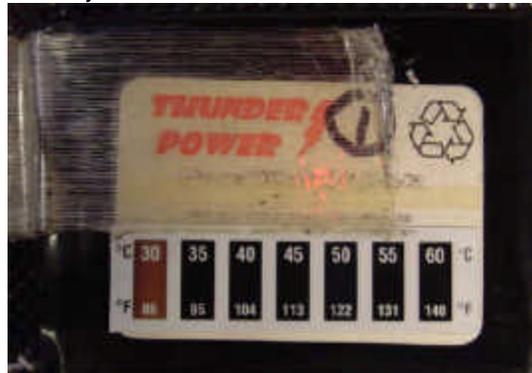
I thought I'd share with you a neat way to monitor in flight battery temperatures. I noticed on FMA Direct's website that they were using liquid crystal temperature strips on some of their battery packs. I thought this was a great idea, but the price per strip was a bit high. So, I went to Omega's website, www.omega.com, and did a bit of research. It turns out that they have some very nice temperature strips for a little over a buck a piece -- they are sold in packs of 10 for \$12. Their model RLC-50-30/60-10 is a perfect fit for our hobby - small size, light weight, and correct temperature range. I'm now using one of these strips on each of my battery packs. They work great and the price is right. Here's a link to the product...

www.omega.com/pptst/RLC-50.html

Best regards, Jim

And a little P.S.

As we discussed, I took a few photos of the temperature strips clearly showing their temperature range. Perhaps these will help a few fellow R/C flyers.



Sam Nevins with a Telemaster at a 2003 Show and Tell



SAM 12 Meet in the New Jersey Pine Barrens

Four Propstoppers made it to the SAM 12 meet at Strawberry Field in Mays Landing. The field is a Forrest Service landing strip in the middle of the Pine Barrens. It is far enough from civilization that noise is not an issue, hence being an ideal place to fly un-muffled old time ignition engines, not to mention screaming McCoy 60 nitro burning glow motors. It is also quite large so the SAM 12 guys also fly free flight models there when the wind is along the strip.

This was a small gathering of Old Timer enthusiasts with a limited number of competitions, among them ½ A Texaco. This event is the most popular of all the SAM competitions with dozens of competitors at the annual SAM Champs. There were quite a few at the SAM 12 meet too.

½ A Texaco involves an RC Old Timer model powered by a standard Cox .049 reed valve engine with the original 5cc tank. The only other rule is the wing loading must be at least 8 ounces per square foot. The challenge is to make the engine run as long as possible while producing sufficient thrust to take the model almost out of sight, then glide slowly down. You are shooting for a fifteen minute flight, and that is tough. The propeller is limited to eight inch diameter and the rest is up to you. The other key consideration is the size of the model as this effects visibility and weight, both relate to the altitude performance; the bigger model is easier to see but won't climb as high. The models are usually about two square feet in area and therefore, weight about 16 ounces.

Some time prior to the SAM 23 meet our Chuck Kime became interested in this event. He planned to go to the meet and so began to think about how he could compete. First he bought an original new in box Cox Texaco engine from Charlie Storm; one of a great many engines Charlie plans to sell as he downsizes to move to a smaller house.

Next Chuck needed a model and I suggested he talk to Ed. Goretzka, who has a number of them ready to go. And so it was that Ed and Chuck got together and Chuck ended up with a Kerswap.

Over the last few weeks Chuck has been researching the event and tricks and tips to be successful, but first he had to break-in the motor and experiment in ways to get that magic five minute engine run. Next he installed the engine in the model and began to make test flights at Sleighton Field on Saturday mornings. You do remember that we can fly glow powered models at Sleighton on Saturdays, don't you?

The results were most encouraging as Chuck was getting engine runs of over four minutes and despite the model being a little heavy, he made a number of flights in the fifteen minute range, so he was ready to perform.

Unfortunately the Jersey weather did not cooperate as although it was a fine day with modest temperatures and generally clear skies, it was windy and due to the surrounding trees it was also turbulent at ground level.

At the meet Chuck was able to start the engine first flick most of the time and it generally settled into a slow steady run with the eight inch prop, however, the thrust, which was adequate to climb satisfactorily in calm conditions, was insufficient to clear the region of ground turbulence easily. The resulting flights were well below the best performance for this model but nevertheless Chuck came in third in his first SAM event; Well done Chuck.

And lessons were learned too. You need a selection of props, glow plugs and maybe fuel to handle the various conditions you encounter in such a contest. The successful

flyers were able to use smaller props allowing them to break free from the ground turbulence and gain high altitudes, so although the engine run time is reduced the overall flight time is increased.



Chuck Kime with the third place ½ A Kerswap

Chuck also flew better than AMA and SAM founder and all around legend, Joe Beshar, although with all the help Joe was getting he did put in better times and took second place.



How many experienced Antique Modelers does it take to fly a ½ A model? Quite a few apparently. AMA and SAM legend, Joe Beshar and his buddies try to get it right.

Dick Bartkowski and I flew our electric models for grins as there were no events for electric models this year, but they promised there would be next year. The surprise visitors were Al and Rita Tamburro who drove up from their place at the shore, sadly without models, but spending time with Al is always interesting. The conditions were ideal for just hanging out with our buddies and chewing the fat in this pleasant place.

Strawberry Field is about an hour's drive for us and the guys of SAM 12 fly Old Timers every Wednesday evening. Maybe we will do this again when we need to test the sparkers.

Dave Harding

The Forster 99 - Goldberg Valkyrie Story

Some of you may remember that last fall I started to build a Boehle's Giant SAM model from 1936. This is a 14½ foot span monster that I will fly in various SAM events next year. I stopped the construction when interrupted by various trips to California to do house re-modeling work at my daughters and visits to mum in England. Here are a couple of pictures of Giants.



Now one of the events planned for the Giant is called Classic Texaco. It is a so called fuel allocation event for original Antique models, pre 1938, with original ignition engines. You are allocated 4 cc of fuel per pound of model weight. So one of the questions that remained to be answered was what powerplant to use? I was successful with my Lanzo Bomber in last year's Champs using an Ohlsson 60, but I am concerned that although it pulled the six-pound Bomber well enough it might not be up to the task with a twelve-pound Giant.

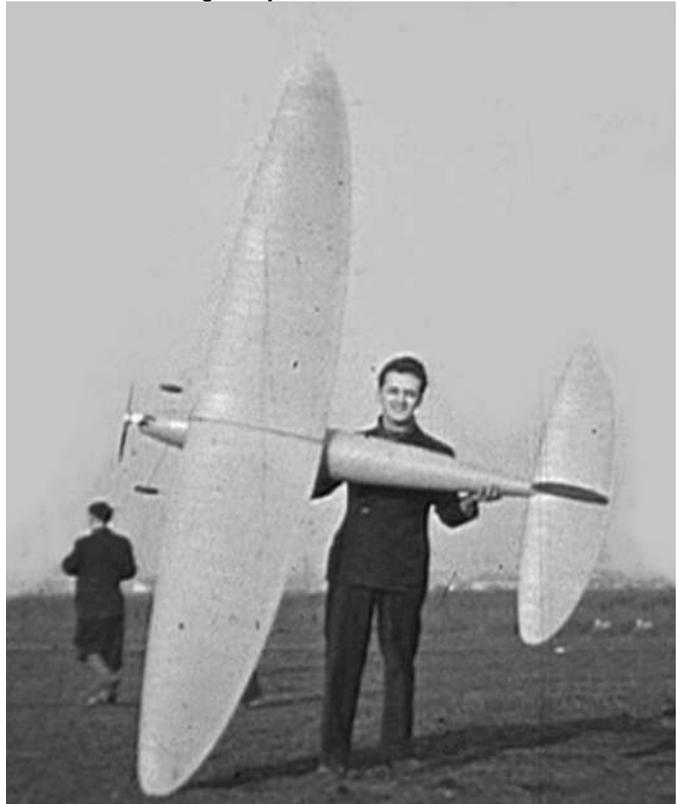
Asking around the SAM community about this problem the answer frequently became; "you need a Forster 99". So I began to search for one.

On mentioning this to my California flying and eating buddy, SAM President Mike Myers, he said "I have a new in box replica that you can borrow". What a deal! OK, yes please, but what props do you turn with it? "I don't know but Sal does, he is very familiar with them". "Here, look up his number on my cell as I drive" "Hi Sal, talk to Dave about

Forster 99s" So there I was tooling down Orange Grove Boulevard talking to the Model Airplane God; Sal Taibi about props and fuel etc. Sal said that the Forster, being a ringed piston motor, was a bear to start initially, but when the rings bed-in they start first flick on an 18 x 6 prop.



Hmmm... break-in eh? In Brookhaven, PA? Might take a long time and make a lot of noise. I wondered if I could find one that was broken-in so as to cover my options. Well, the word got out and in no time I was offered an excellent competition runner by Don Bekins, one of SAM's top flyers and a former SAM president. On my return from the Euro SAM Champs I contacted Don who sent the engine to me together with the necessary props. Then, a while later Don e-mailed me to ask if I was driving to the Las Vegas Champs this year. He said if I did he would give me a plane for the Forster, a Goldberg Valkyrie, all ten feet of it.



The Goldberg Valkyrie is one of the all time classic models. You may remember the picture of it when I described the "Comet Story" movie that was recently published (I did tell you it was published for sale, didn't I? You can order the DVD from <http://www.hrunway.com/shop/>)

Don explained that this model was built by one of the fellows, long since departed, who founded SAM 27 in Napa California. The reason for asking about driving to LV was the model comes with a 96 inch car-top box! The car top box will take a full size Bomber wing and a number of other models. It has been driven to Muncie from California with no problem.



Don says; the Valkyrie should really be recovered after repairing the wing spars. Note that those spars are small, 1/8sq. spruce, but there are so many glue joints that the whole wing should be checked for solid joints as I did years ago when I recovered the wing -- as should the tail. The best covering would be SAM Span [polyspan] because the dope increases

the strength of the glue joints and provides more torsion resistance.

Hope you have a big building area, because this model is big -- though not so big as the Boehle Giant. The Valkyrie is a superb flyer and great glider. This one might be a bit heavy, however. It has a long, fast, flat glide. You need a big area to land it. I did not tell you, but the model has spoked wheels, making it look like a real old timer. However, they are somewhat beat up because of a lot of flying around rough landing areas. As it happens, my plan is to rent a van in Los Angeles and drive to LV and back, so the plan works perfectly. Dick and I will be shipping our models to LV in another large box via Greyhound, as we did two years ago. So I will be able to pickup that box while we are flying in LV then transition to the Valkyrie box for the trip back to LA. The Valkyrie box is too large to ship via Greyhound so my plan is to include the Valkyrie in my permanent west coast fleet where I can fly in at Perris, Lost Hills, Taft, Schmidt Ranch and Eloy.



Here is the roof-top travel box for the Valkyrie and anything else I need to transport by car in California. It should be really useful to transport my models to Eloy for the annual Southwest Regionals in Arizona.

Dave Harding



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Propstoppers R.C. M.A.C



*The Goldberg Valkyrie taking off in California,
 Forster 99 pulling hard*

Regular Summer Club Meetings at Sleighton Field;

Tuesday August 14th

Fly from 5pm

Meeting at 7pm

Then fly till dusk

Gas flying permitted but watch the
 noise levels.

Nomination of Officers due August and September per Club Bylaws;

http://www.propstoppers.org/pdf_files/PropstoppersBylaws-Revision-Dec2006%202.pdf

Flying Event Calendar

Walt Bryan Memorial Electric Fun Fly and International Electric Texaco Postal Competition

Saturday 8th September, Christian Academy,
 10:30 till 3 pm.

Night Flying

Saturday 13th October

Christian Academy Field

7:30 pm

Sunset: 6:27pm Moonset: 7:17pm