



The Flightline



Volume 39, Issue 8

Newsletter of the Propstoppers RC Club

AMA 1042

August 2009

President's Message



Try and make the next Picnic ,this is our big one the "Walt Bryant Memorial Electric Fun Fly" this will also be the last Picnic of the year .The Date is Aug.29 We need a new volunteer to pick up soda and ice please give me a call 610-566-2698

Eric Hofberg is our new field marshal if anyone for sees any problems check with Eric. No news on our endeavors to locate a new field.

See you at the monthly meeting Aug, 11th bring your planes the weather is great, I promise!

Dick Seiwell

Agenda for August 11th Meeting
At the Christian Academy Field;
Flying from 5pm, Meeting 7pm.

1. Membership Report
2. Finance Report
3. Plan for August Picnic
4. Show and Tell and more flying

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Minutes of the Propstoppers Model Airplane Club July 14th (Bastille Day) 2009 at the Christian Academy field

Call to order occurred at 7:00 p.m. by Vice President Dave Bevan

Roll-call by membership chair Ray Wopatek showed 20 members and several family member guests present

Minutes were not considered since the June meeting was canceled because of bad weather

The treasurer's report was presented by Pete Oetinger and accepted by the membership

Old Business:

President Seiwell reported that the recent picnic went well with many members present.

New Business:

Eric Hofberg is being appointed as the new Propstoppers field Safety officer. Eric published a list of safety point to be followed at the field in the recent newsletter. He reminded us at the meeting of several of the serious safety point we should observe while flying at the field. Several members suggested that we reinstitute the frequency Board now that so many more members are flying at the same time.

Adjournment took place at 7:40 p.m. so that members could enjoy flying on one of the best summer evenings we have had so far.

Richard Bartkowski, Secretary

Musing about Club Modeling Trends

When I joined the club about ten years ago there were 75 members and a waiting list. We flew at Dallat Field near Cheyney University where we had an arrangement with the farmer. The preponderance of models were glow powered heavy-metal and built from kits, but the members were not without innovation. Here is current member Rusty Neithammer with his flying guitar at Sleighton Field.



Calendar of Events

Club Meetings

Monthly Meetings
Second Tuesday of the month.

Summer meetings at the Christian Academy Field.
Fly at 5 pm, meeting at 7 pm.

14th July
11th August
8th September

Club Picnics at the field 10 til 3
25th July
29th August – Walt Bryan Memorial

Tuesday Breakfast Meeting
Tom Jones Restaurant on Edgemont Avenue in Brookhaven.
9 till 10 am. Just show up.
Flying after at Chester Park 10 am.

Regular Club Flying

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

Special Club Flying

Saturday mornings 10 am
Tuesday mornings 10 am weather permitting
after breakfast at Chester Park.

Beginners

Beginners using due caution and respecting club rules may fly GWS Slow Stick or similar models without instructors.

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

Bill Shelhase and his wife were regular flyers with their stable of quarter scale planes and Bob Crowel, seen here in the background was another regular, usually with a 60 powered model or three.



Current member Mike Black was President at the time and a regular flyer with a stable of glow models.



Some members flew electric powered models probably encouraged by the pioneering efforts of Walt Bryan who had worked with them for some years. Many but not all electric powered models were gliders. Performance was modest with the brushed "can" motors and heavy NiCad batteries. When I joined the club I brought along two such models I had been flying in California where I had been learning to fly with a local electric guru.

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But I wanted to learn to fly regular four-channel powered models so I "built" a Sig Kadet LT40 ARF and installed an Aveox brushless motor and a ton of heavy NiCads. At the urging of one of my grandsons I started building a foam "model" one Christmas and before I knew it I had produced a twin-motor speed 400 powered "Bristol Freighter". Both are shown here with Walt Bryan and Sleighton Field. (I really must fix the wing on that model and bring it out again. It is years since we last saw and heard a twin at our fields).



Mick Harris joined the club and brought along his extensive stable of electric powered models and, like today, he still turns them out at a great rate.



Some of us attended electric fun fly meets in the area, and there were quite a few clubs experimenting with such meets. Walt Bryan and I went to the Old Eagles meet run by the North Jersey SAM club. Many notable modelers came to these meets and they were places to see the latest stuff and enjoy meeting these people who we may have read about in the various magazines. In this picture Walt Bryan is shown preparing his glider for a flight. My Kadet is in the foreground with one of my gliders, a model that we have been flying as a pure glider from a high-start this year. Also shown is my first Hanger 9 Cub, powered at that time by an Aveox brushless

with a ton+ of NiCad battery cells. It was fun to fly this model at the various meets because some of them had large fields, necessary to land this big heavy model.



When Walt passed on the club renamed the annual electric fun fly in his name. In those days we opened the meet to all comers and had a number of notable area electric flyers join us and strut their stuff. But at the first Walt Bryan we invited Walt's family, and former club president Jess Davis flew Walt's glider in his honor.



Walt Bryan's sons with his glider



Jess Davis had a lot of pressure on him to get this right.

About this time 3D models were becoming popular. Former club president and long time club "spark plug" Al Tamburo built one of the first; "Morris the Knife". Others followed including club president Mike Black and Rusty Neithammer among others.



Club member Ed Goretzka is a pioneering member of SAM, the Society of Antique Modelers and in 2002 we asked Ed to organize an Old Timers Show and Tell at one of our regular summer monthly meetings; It was a big hit.



Dick Bartkowski suggested that we try SAM competitions so he, Mick and I joined Ed Goretzka in building and flying competition airplanes. Dick and I began competing at the AMA Electric Nationals and the SAM Champs. At about that time some of us decided to form a SAM chapter within the Propstoppers. We are now SAM 76 and since that time you will almost always see an Old Timer model flying at our fields. Other members and new members began to fly the emerging crop of park flyers just becoming available, many of them in ARF form. Most of these models still used NiCad and NiMH batteries, but were quite light weight with low wing loadings nonetheless.



The club also by the efforts of current president Mike Black began the current very successful series of indoor fun flies in the winter period. This further encouraged the very lightweight electric powered models including both 3D and Scale. Here Al Tamburo flies Dave Harding's IFO aerobat.



And here he is flying Mick Harris's SIG Bleriot XI in the Tinicum School gymnasium.



Then through a series of incidents we lost first Dallat Field then two different Sleighton Fields and Moore Field so we no longer had a full time place to fly glow powered models. The last Sleighton Field, #3, allowed glow flying on Saturdays but then last year we lost that too.

At each step we lost members who were devoted to glow powered models but the electric powered models continued to develop in terms of the number of members focusing on them and the technology developments in this area. The electric flyers were becoming a majority of members.

Fortunately President Dick Seiwel found our current Christian Academy Field but now we were exclusively a silent flying club. But our models still tended to the park flyer, glider and lightweight, lightly loaded Old Timers. One of the consequences was, and still is, the difficulty of flying in windy conditions. On an average day our weather includes winds of five to ten miles an hour and often higher. Park flyers and lightly loaded models can't handle these conditions so our club flying activities have been severely limited. And the further consequence is when few dare try many don't bother and we often have great weather on the weekends with few flyers.

Fortunately Darwin is taking care of this situation as we now have an emerging market filled with Ready To Fly medium sized electric powered models with higher wing loading and abundant power to handle higher winds. These models have begun to dominate the flying and our scheduled flying periods once again experience a quorum of good flyers. This trend has been accelerated by the new members who have joined us in the last year or two. These people have grown up with the current crop of excellent RTF models.



And now some members are developing own design models to fly in the higher winds. See the article on Foam Deltas in this issue.

Dave Harding

Meet Mike Williams

Mike recently joined our club as a newbie, but rich in simulator time. He astonished us by making his maiden flight on a full house ARF showing almost immediately that he learned almost all he needed from those simulator sessions.



He has been a constant flyer at our Tuesday breakfasts, Thursday evenings and weekend get togethers and he has fully supported our picnics bringing his wife and sharing food additions. Recently he has demonstrated his expanded flying skills with two helicopters. I asked Mike to give us a brief bio so we can get to know him better. Here's Mike;



After moving around a lot growing up, Mike finally landed in Delaware where he decided to stick around for a while. He has been a software developer for the last twenty years, and started his own small consulting business about ten years ago. He has two employees: himself, and his wife Loretta. His biggest professional claim to fame was when he wrote software for the Skycam cable suspended camera that flies around in stadiums, and has appeared in the Olympics and Monday Night Football. When he's not working, he enjoys riding his motorcycle, watchmaking, and most recently building and flying radio controlled aircraft. He started flying on the simulator in April, and flew his first plane in May. He lives in North Wilmington with his wife Loretta, and their Shetland sheepdog Kosmo.

Dave Harding and Mike Williams

Try a Foam Delta; Quick to Build & Great to Fly

Some of us have been building foam airplanes for years.

There is something seductive about a stack of Fanfold Foam.

<http://dhaerotech.com/foam-hurricane.htm>

Joe Mesko was seduced by Fanfold some years ago and he has steadily built and flown a succession of successful models.

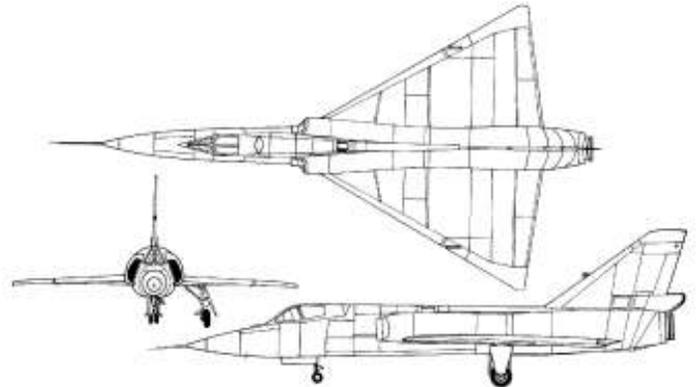


There are two different Fanfold Foam products, the blue 2/10 inch foam from Lowe's and the pink 1/3 inch foam from Home Depot. Joe uses the blue foam as his models are quite light and usually feature modest power. This one is actually a modified saucer rather than a delta. It is powered by a small outrunner and uses a Thunder Power lightweight series 1000 mah two-cell LiPo. This picture will give you the shape to use and you could build one in any size with any power.

In the January 2008 newsletter I reported on a flock of foam planes by a Pasadena woman; Chellie. Her planes are depicted on Watt flyer Just do a search on threads by Chellie or go to; <http://www.wattflyer.com/forums/showthread.php?t=16298>

I have been playing with various models aimed at flight in modest winds with some aerobatic capability; I want to learn some aerobatics and I want to fly when I want to fly, not when the wind is low. So, along with the Foam Hurricane and Mountain Models Magpie I began a series of delta wing foam models. As with the Hurricane / Magpie thinking I started with a simple delta form then thought why not make it a scale or semi scale profile model while I am at it. So with Eduardo's 3-View web pages in front of me I searched the hundreds of 3-Views for a suitable model; <http://www.fortunecity.com/marina/manatee/272/>

The one I chose was the Convair Delta Dart. Or at least I think I did. Maybe it was an F-102 or F-106!



Anyway, the process was the same; decide on a size, decide on tractor or pusher configuration, decide the elevon size and start cutting. I decided on a pusher arrangement.

Well, for reasons that only Freud may understand I have no photos of this model. Shame really as I covered it in lightweight packing tape then sprayed it silver to look like the real thing. Anyway, in a whole series of flight tests I never succeeded in achieving a satisfactory stable and controllable flight! It eventually succumbed to one final arrival into Christian Academy's "flight testing tall grass" (an aeromodeling necessity Dick Seiwel). I ripped out the guts and dumped the rest.

But not deterred I was attracted by the parts sitting on a shelf in the workshop. I should be able to build a satisfactory model with that motor/prop/ESC and the pair of servos with control horns and push rods attached. So I cut out another simple delta, shown here with my #1 grandson Matthew.



Well, even that is not strictly true as when I look at it I recognize several modifications that were required to tame the beast.

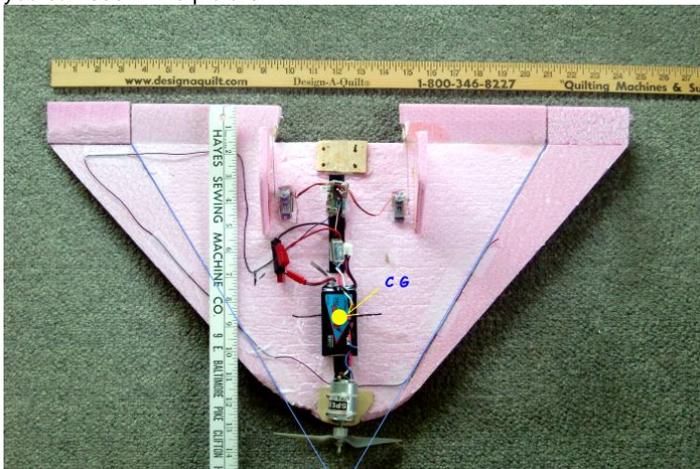
Here is the plan view as it stands today after several modifications that have made it a pussy cat and joy to fly. The original was built as an 18 inch span 14 inch long pure delta with a pusher speed 400 6 volt brushed motor and a 1000 mah LiPo battery.

The receiver, ESC and battery were arranged along the centerline on a strip of Velcro so as to bring the CG to the desired point. The servos are pushed and glued into the foam and pushrods / bellcranks arranged to give the desired travel and initial trim positions (it is probably better to use adjustable ends so as to make the necessary trim changes should they end up beyond the servo / transmitter adjustments.

Well, my initial trials did not go well as you would remember from a series of Tuesday morning and Christian Academy trials. At first the model would go into a flat spin, sometimes inverted. I was disgusted, how could I be so far off, I have built HL and catapult launched deltas in the past. What to do? Ah, the age old solution; build a hand launch glider and get it trimmed. Hmm... build nothing, I have one, just leave off the motor, battery and receiver, lock the elevators in position and add nose weight to suit. Well, the first lead sinker I selected was perfect right out of the box as they say. I was so pleased I immediately went to Mick's to demonstrate the nice flat stable glide in his front yard. Now what?

The answer was to put the model back together and get the CG in the right place; 50% back from the pointy nose. This required the motor be installed on the nose as it would have taken a ton of extra weight to counterbalance a pusher.

Ok, now let's try it again; wow, it flies but the controls are so sensitive in roll. I am all over the sky and in the ground on occasion; but it flies! Now what? Well, I increased the span and wing area by adding the spanwise strips to the leading edges as you can see in the picture.



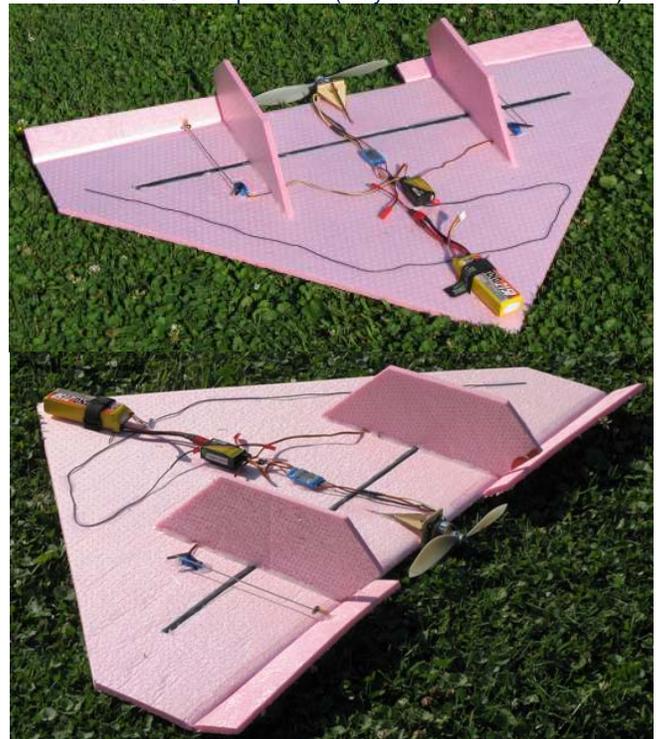
Furthermore, I added fixed "elevons" to those panels and this modification has done the trick. It is really a pussy cat now. I can even let the CG go a little more aft to reduce the up elevator trim required. However, subsequent flights where I have tried to get axial rolls indicate insufficient down elevator authority. I think I will eliminate the up-elevator on the fixed portion and make them flat. This will require a bit more elevon up travel to trim right-side-up but less down elevator to achieve inverted flight trim.

Meanwhile, in parallel with the above developments once I learned where to put the CG I decided to build another larger more powerful version. I based it on a commercial model using the same geometry. It is covered with low temp film which worked well. They need a distinctive color scheme to see which way is up! This 30 inch span model with an Aveox brushless pusher motor required a ton of lead in the nose to balance and in my first couple of flight attempts I found it to be a monster with very twitchy roll response. Monster, who can fly those? Rick Grothman of course, so I asked Rick to try it at a recent field day. It took his son Paul to throw it hard enough to get flight speed before kissing the ground but it flew and he brought it back in one piece although he didn't tame it.



So back to the drawing board and try the same fix I had subsequently developed for the smaller model. In this case I cut about 1/3 off the elevons and fixed them at a small up elevator position. I also removed some nose weight making the model lighter and moving the CG a little aft. This worked well with this model too and it is tame enough for me to fly now, although the howl of the Aveox turning the 7 x 6 APC electric bothers our President!

Meanwhile I had created another monster; Rick just had to build one for himself and a few days later he sent me his results. Here is his 30 inch model with a small outrunner. His model has a graphite tube spanwise for stiffness as shown below. I had the same thing on my larger model but I put it at the fixed trailing edge. All these models also need a hard balsa keel glued on the underside and connected to the motor mount. This provides a secure fastening for the motor and something to grip firmly on launch; a necessary feature especially if the model has a pusher motor. Watch out for those spinning blades on launch. Rick's flies great too. Rick says "Thank goodness for computer radios with exponential, I was surprised how smooth it flew after getting it trimmed and LOTS of exponential (maybe shorter servo arms?)"



Dave Harding

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Propstoppers R.C. M.A.C



Editor Dave Harding's Shuttle Carrier experiment at the picnic. The release failed to completely separate the glider this time because the four-channel lash-up did not clear both hold-down bands. It worked well in the past though! Let's try again.

Propstoppers at the Field

Summer Monthly Meetings at the Field

11th August
8th September

Fly at 5 pm, meeting at 7 pm and fly some more

Club Picnics

Saturday August 29th Walt Bryan Memorial
10 am till 3 pm

Saturday Regular Flying - 10 a.m. till?

Thursday Evenings, 5 pm till dark.

Tuesday Breakfast

At Tom Jones Restaurant in Brookhaven, 9 am, then at 10 am flying at Chester Park till school is out; then flying after breakfast at Christian Academy Field.

Photos by Mike Williams

Club Picnic Saturday August 29th at CA Field

Walt Bryan Memorial
10 am till 3 pm

Bring Planes, to fly or display, Bring family Bring friends, Bring some food to share if you like.
The club provides burgers, dogs and soda

Fly with the Chester County Club
 Invitation from Eric Stein president of Chester County R/C club. Please let Propstoppers know that they are invited to join us at Sisk Field on Sept 26th - CCRC / Propstoppers Fly In - 9am - 2pm