



The Flightline



Volume 45, Issue 8 Newsletter of the Propstoppers RC Club AMA 1042 August 2015



President's Message

The fields are in good shape so enjoy your flying.

The next week's monthly meeting will have to be outside at the field as the Church is using all the rooms for Bible Study next week. If the weather turns bad we will waive off this month and meet again next month.

The Church has asked us to support one of their activities in September so we will hold our last picnic on Saturday 26th starting at 2 p.m. We should plan to put on a show for them as we did last year. I understand the Candy Bomber is in the hanger ready to serve.

See you at the meeting,

Dick Seiwel, President

Agenda for August 11th Meeting At At our CA Field Flying 5pm Meeting 7pm till 8:30?

1. Show and Tell
2. Membership Report
3. Finance Report
4. Club Calendar Review

Minutes of the Propstoppers Model Airplane Club July 14, 2015 at the Christian academy field

Call to order by VP Chuck Kime took place at 7:00 PM

Roll call by membership chair Ray Wopatek showed 20 members and one guest present

Minutes of the June meeting as published were approved

Treasurer's report by Pete Oetinger was presented to the membership

Old Business:

The club picnic which was postponed from June is rescheduled for Saturday July 18 from 3:00 PM to dusk.

New Business:

The president Seiwel stated that the new runways at Elwyn Field are flyable. He will reduce the cutting frequency for the new "evening" runway.

Adjournment took place at 7:15 PM. The members then took advantage of a calm warm evening fly their models.

Dick Bartkowski, Secretary

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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 August at the Field

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.

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Propstoppers Web Site; www.propstoppers.org

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Member's Corner

Say hello to new member Fran Misantone



Fran has been flying up a storm at CA field with a HobbyKing Radjet 800 which he plans on upgrading to a 45 amp ESC and a 3000kv motor trying to break 100 mph.

Fran has been flying for a few years, mostly 3D heli then got into planes with small stuff. How he is the proud owner of a brand new 71" AJ Slick that he is still in the process of building and hope to get her done soon.

Régis de La Bastille is back flying with us.



Regis is back in town and flying, although now he is back in France for a vacation. Regis is an electrical engineer working for Alstom at the old Scott Paper office complex at the airport. Alstom and GE are involved in some kind of cooperative efforts on electrical power generation equipment.

News From The Coast

. Hi Dave et al.

Attached is a photo of my newly constructed high wind sloping machine made out of mostly EPP. It was successfully maidenied this Sunday evening at our local slope in Redwood City (see attached wind graph) when the breeze picked up to a solid 20 mph. It sustained a lot of dings while trying to figure out where to set the center of gravity but the fiber tape welders glue and ultra cote reinforced fuselage and wing can take a serious beating.



The locals were also enjoying the conditions flying combat with their \$25 tower hobby wing gliders.

Also attached is a photo of my Apprentice with floats that is still flying strong along with my Flyzone Beaver. It is one of the reasons float flying is so much fun!

The summer house on Lake Owasco was hit by a freak tornado but the planes that were stored in the attic survived.





Attached also is a photo of the trunk of a basswood tree that was also a victim of the tornado. It was not worth very much because the wood is only desirable to modelers and craft shops.

Hope everyone is enjoying the summer.

Happy flying

Al Cheung



Skyblazers SAM Contest in May's Landing NJ

Sunday 2nd August several of us Propstoppers, those who fly SAM contests flew in the SAM 12 event. Here are some pictures of the meet. Most events involve climbing under power then gliding for as long as possible. Here is the flightline with various different planes ready to fly.



Here is Al Tamburro contemplating his electric powered model prior to flying in the contest.



The model is a Simplex from Bob Holman plans It had a 40 inch wing span , and weights less than a pound. The second model was a the same in blue , a 2 pounder with a Gunther motor and an 11/7 prop , 800 mil 2cell lipo , first flight 2:17 second 2:14 and then I got the hang of it , and did 4 mln and some seconds , but too late . I had a super time, and wait till next year . Al

This is how our members spent much of the day! Chuck Kime, Dave Harding support Dick Bartkowski in the Limited Motor Run electric flyoff. You get four flights two of which count. The maximum time for each flight is five minutes on a one minute motor run. If more than one competitor gets two maximum times there is a flyoff. In this case seven qualified. Dick and another competitor were left standing after ten minutes but they continued to range the sky surfing small thermals while almost out of sight. Dick won with a flight of over thirty minutes.



Here is Dave and Chuck with Dave's "travelling" model he took to the Euro SAM Champs. At that meet he was snookered with a poor choice of Spektrum control settings and retired after the first contest flight.

In this meet three successful flights were made, two of which were maximums, so he was in the flyoff.

At flyoff launch the model flew a few feet then rolled right. Full left rudder kept it in a knife edge level flight until the power was chopped.

Post crash investigation took less time than recognizing a Boeing 777 flaperon. Cause; poor electrical tape which holds the wing sections together. Following the initial flights the model sat in the sun till the flyoffs. This further softened the tape. The weak tape allowed the wing tip to partially separate such that it was held and pivoted on the up joiner but slipped the locator, whereupon it fluttered shedding lift! Crunch!





July report from Crosby Beach, Cape Cod:

With great weather this month, the wildlife is everywhere on the beach during my morning observations.

oldfartium airomodeleri electrofomus continues to dominate the back dune areas even, as the green head fly population has peaked and is a constant annoyance.

I managed to steal a few hours away from the constant home repairs and remodeling list at home to put together a new scratch build for the beach. It is a simple profile model based on the "Bearcat" fighter plane and constructed from fan fold foam.

I also have been trying to work out a way to video my flights and came up with a crude, but effective, rig to strap my cell phone camera to my forehead while I fly. Here is a video of the Bearcat made with the cell phone rig. You will have to persevere through the first part of the video while I strap the phone to my head. I have not figured a way to activate the camera by the touch screen control while the system is on my head and out of view.

 [bearcat flight.MOV](#)

Another great thing this month has been a few days of favorable wind for slope soaring. When the wind is out of the north it blows perpendicular to the beach and the small dunes create a modest lift long the beach line. It is a narrow band of rising air and not extremely high, but if you can keep a plane in the zone, it is loads of fun. If you fly even a few feet to far behind the dune line the lift turns to turbulent downdraft and fatal results (see my "landing"). If you go too far out toward the beach you lose the lift as well. Here is a short video of me trying desperately to keep my FT Simple Soarer in the lift zone. You can see me turn on the motor for brief intervals when it goes out of the zone.

 [slope soaring.MOV](#)

That is all for now from Crosby Beach.

I hope you guys are enjoying that new runway at Elwyn Field. I am looking forward to giving it a try first thing this fall.

Larry Woodward



Largest plane in the world to perform test flights in 2016



© Stratolaunch Systems

Microsoft co-founder Paul Allen [started planning](#) to build the largest plane in the world in 2011, along with several partners like Elon Musk. Now, that plane called Stratolaunch is already under construction at the Mojave Air and Space Port in California and is even expected to undergo testing as soon as 2016. Allen's company, Stratolaunch Systems, isn't building an oversized aircraft just so it can get in the Guinness Book of World Records, though: its primary goal is to perform air launches of satellite-carrying rockets.

Air launches make it possible for rockets to take off despite inclement weather and could save fuel because they don't have to blast off and start moving from 0 mph. The plane can be used again and again for multiple launches and engineers and scientists can choose the best location to drop a rocket. That ensures the spacecraft can easily insert satellites into their planned orbits, though the amount of payload it can carry will be limited due to weight constraints.

A company called Scaled Composites -- its founder Burt Rutan is also one of Stratolaunch System's founders -- is in charge building the plane using two Boeing 747s. It will have a 385-foot wingspan once it's done, around 123 feet wider than the wingspan of the Airbus A380, which is the world's largest passenger airplane. Scaled Composites president Kevin Mickey told [KGET](#) in an interview that if you put the plane on a football field, "its wingtips would extend beyond the goalposts by about 15 feet on each side."

It will need around 12,000 feet of runway to take off, though, which is a bit of an issue. Most commercial planes only need around 7,000 to 8,000 feet, and runways are designed for them, not for gargantuan ones like Stratolaunch. Still, Allen and his team are hoping that the plane will make [air launches](#) more common: they believe the practice could make space travel more affordable. We guess we'll see next year whether their dreams are feasible once test flights begin.



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Saturday, August 15, 2015
 10am - 2pm

Celebrating in Partnership with:

- MedEvac Foundation International as Hosts of the **GREAT AMERICAN SAFETY DRIVE**
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www.americanhelicopter.museum

No Dues, No Fly!
We know who you are!
Current not paid; x out of 45

Membership Renewal For 2014

Membership renewal for 2015 is now required. You can renew by mail or at the club meeting in August.

Don't lose your club privileges!

Bring cash or check and your AMA card.

Dues are \$60.

Please send a check 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.**

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