



The Flightline



Volume 33, Issue 12 Newsletter of the Propstoppers RC Club AMA 1042 December 2003

Editorial: A Glorious Season's End

Late fall frequently brings us the best flying conditions of the year, and so it was on the first weekend of November with the usual wide variety of Propstopper interests taking flight.

Dick Bartkowski took advantage of the light winds for a first flight of his electric powered A-Frame Twin Pusher.



Rubber powered A-Frame pushers were the best flying, most popular configuration through the early 1930's. Dick's model was built to the SAM Spirit-of-SAM class rules, which require a model with a maximum battery weight of 1.5 ounces. Dick uses two of the popular N-20 motors geared to drive 5-inch props. The motors are wired to run in opposite directions so the availability of identical, opposite hand props were key to making this project. Control is by the canard mounted elevons although the original models were free flight, of course.



Agenda for December 2nd Meeting Marple Newtown Library, 7:30 pm

- Approval of November meeting minutes
- Finance report
- Membership report
- Field report
- New business
- Show and Tell

The first flight was successful and performance seemed adequate but the necessity of further control rigging made control a little bit of a handful. However, the model shows good potential.

Of course all activity was under the close inspection of the usual suspects.



Dick Bartkowski, Jess Davis and Charlie and Bob Crowell critically appraise the activities on the first weekend of November.

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Calendar of Events

Club Meetings

Regular meeting 7:30 pm
Tuesday 2nd December
Marple Newtown Library

Flying Events

Tuesday Breakfast Meeting
The Country Deli, Rt. 352 Glenn Mills
9 till 10 am, just show up
Flying afterwards Weather permitting at
Sleighton or Moore or indoors at the
Chester Salvation Army Gym
Call Dick Klekotka 610-692-4527

Indoor flying at Tincum School Gym
7 till 9 pm
Friday 5th December
Friday 9th January
Friday 6th February
Friday 5th March

Regular Club Flying

At Moore and Sleighton Fields

| | |
|----------|--------------------------|
| Daily | 10 am til Dusk |
| Saturday | 10 am til Dusk |
| Sunday | 12 p.m. till Dusk |
| | Electrics 10am till Dusk |

Propstoppers RC Club of Delaware County, Pennsylvania. Club Officers

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Propstoppers Web Site; www.propstoppers.org
Check the web site for back issues of the
newsletter, pictures of club events and the calendar
of future events.

Pictures courtesy of Bob Kuhn and Dave Harding
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The President's Message

Dear Fellow Propstoppers

I would like to introduce the 2004 Propstoppers
Board of Officers:

Keith Watson President
Dick Seiwel Vice President
Richard Bartkowski Secretary
Al Gurewicz Treasurer



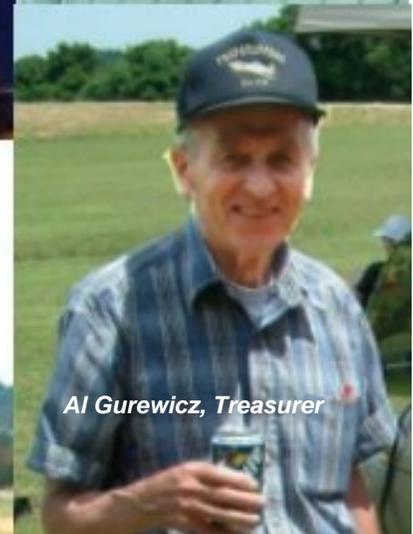
Keith Watson, President



Dick Seiwel, Vice President



Dick Bartkowski, Secretary



Al Gurewicz, Treasurer

During the November meeting concerns of noise at our field arose again. Our fields are constantly being encroached upon by high dollar homes and if we do not keep our noise levels in check these new home owners will make keeping our fields impossible. The club has appointed Steve Boyajian to head a committee to help club members keep their planes below our 95 dB sound level limit. Steve with the help of Bob Crowell and Rusty Neithammer will develop instruction for using the sound meter. The club has agreed to purchase a meter and keep it and instruction on using the meter at the Sleighton field. We are going to start this program as self-policing program in hopes that we will not need to go

the next step of having a strict and rigid process in place. If there is any concern about the noise level of your airplane or any plane at the field please ask someone to check your plane out. Also Bob Crowell and Rusty Neithammer have their own sound meters and are willing to help. We need our fields to continue flying and noise complaints lead the list in reasons clubs lose the field they use to fly. This noise issue is just as important as safety at our fields.

I hope everyone will help keep our club compliant with our sound requirement and in doing so help maintain our flying fields.

John Zebuski

Minutes of the Meeting,**November 4th, 2003 at Marple Library**

Vice President Dick Seiwel called the meeting to order at 7:30 p.m.

The roll call taken by membership chair Ray Wopatek showed 25 members and 3 guests present.

Minutes of the October meeting as published in the newsletter were accepted by the membership.

The treasurer's report was given by Treasurer Al Gurewicz and accepted by the membership.

Old Business:

President John Zebuski reminded us of the indoor fun flying on Friday nights from 7 to 9:00 p.m. at the Tinicum school. We have four dates, which are listed, in the newsletter and on the Web site. Directions to the school are also in those locations.

Nominations for the board of directors of the club were closed. The candidates to the board were elected by acclamation. Those selected were:

President-Keith Watson
Vice-president-Dick Seiwel
Secretary-Dick Bartkowski
Treasurer-Al Gurewicz

The issue of sound levels of planes in the air at Sleighton field was brought up. Several suggestions were made that involve the testing of all planes before approval to fly. The exact mechanism to implement this was discussed along with the idea of storing a decibel sound meter at the field. The club passed a motion to appoint a sound committee to monitor and enforce our sound level rules which are 94 dB at 9 ft. Steve Boyajian was appointed chair with Rusty Neihammer and Bob Crowell on the sound committee.

The dues level of \$60 proposed at the last meeting was discussed and accepted by the membership.

President John Zebuski asked that members give their preferred method of contact when they sign on for the New Year. He stated that if more people choose an e-mail option rather than phone it would ease the workload on the board in the case where members have to be contacted for a meeting or event cancellation.

New Business:

The club auction will again be held at the February meeting. Al Tamburro will run the event. Items will be auctioned with 5% of the proceeds to the club or sold at a table with 10 percent going to the club. That meeting will begin at 7:00 p.m. Sellers should arrive early to set up their items.

Dick Bartkowski presented an introduction to indoor models. He demonstrated planes from a simple glider to rubber powered and electric indoor free flight models all of which fly within a small gym. He encouraged members to start building something to increase their enjoyment of the indoor season.

Show and Tell:

Rusty showed his modified IFO that is powered by three lithium cells and is able to hover on 1/3 throttle.

Dick Seiwel showed his airplane stand built from a Pep Boys work stand. He also showed a Kmart charger battery and Ace hardware field box, which are easily available.

Sam Nevins showed his new Ryan STA model, which he states, was very complicated to build.

Al Tamburro showed a home built electric park flyer with parts from old foam glider and assorted supplies. He says it flew very well around his neighborhood.

The meeting was adjourned at 9 08 p.m.

Richard Bartkowski, Secretary

Editorial;**Continued from page 1**

Mike Schaeffer and Steve Bakalorz at Sleighton Field on the first Sunday in November



Steve Bakalorz and recent member Mike Schaeffer bask in the warm afternoon between flights. Steve's 3D and helicopter. Mike is shown here with his aerobat. Sorry, can't remember what the specifications are as I am a long way away and the notes are on my computer table. He handled it well.

Mike Schaeffer with Aerobat



Bob Crowell with his old Astrohog



Bob Crowell dragged out his old Astrohog. He hadn't flown it for about three years, but it flew just fine.

Now the "Wise Old Birds" are supposed to teach the young bucks but I think John Drake moves a little too fast for them. However, Al Tamburro and Joe Scavitto did try.

Eric Hofberg took his turn on the flightline too, also taking the opportunity provided by the weather to motor out in his Miata, sans top.

It might have been the last really fine day of the season but we made the most of it.



Al Tamburro and Joe Scavitto try to impart their collective wisdom to John Drake

Yours truly made three flights with the 1939 Jack North Wakefield Spirit of SAM electric contest model. A group of SAM flyers had organized a postal competition. This is where each individual makes his or her flights on a declared day and provides the flight times to the organizer. At the end of the period all the scores are sorted to determine the winners. Flights were pretty good but as of publication time one of the usual winners from Sacramento posted better times.



Dave Harding's Spirit of SAM contest model after a successful "Postal Competition" flight.



Joe Scavitto and Eric Hofberg on the sticks

The regular Tuesday morning breakfast and fun fly at Sleighton has continued to be popular with up to a dozen members attending regularly. We have decided to continue through the winter as the camaraderie is good and we have a more frequent forum to discuss modeling and club matters. We have had one session at the Chester Salvation Army gym and we are attempting to establish a regular date there, however, we are approaching the Christmas season and the SA has a major activity dealing with the less fortunate. Much of the preparation for these activities use the gym.

Perhaps we should offer to host a youth activity in the gym as a quid pro quo. Two years ago we did so for a group of home schooled children, with great success. All but one Delta Dart flew well. What to do? Use the racer's credo, "if a little is good, more is better". We doubled the rubber on the under-performer, which now rocketed to the ceiling. Immediately there was a cry for more rubber all round and Darts ricocheted off the ceiling!

Meanwhile, as we indicated last month, Mike Black has made the firm arrangements for four indoor sessions in the Tincum school gym. See the calendar for details and get building! Dick Bartkowski showed you how.

Dave Harding

Editorial: The French Connection

At this point in the Centennial Year of Flight, we are all well aware of the efforts and activities of the Wright brothers that lead to their crowning achievement one hundred years ago. But the developments of the decade following this momentous event also bear reflection at this time as they quickly formed many of the crucial elements, which are essential to practical flight and are with us today. Indeed, these events were not only technical but also significantly involved human relations and organizational behavior.

The Wrights essential personality traits of energy, focus, discipline and determination led to their achievement of powered flight. It was also these traits that drove them to the development of the practical airplane by 1908, which they demonstrated in France that year. This event galvanized the French aviation interests, which were already advancing on many fronts. Meanwhile, the Wrights became the first to suffer a malady that is now pervasive in the aviation business. That is, the effects of involvement with the Government. In the most legitimate efforts to sell airplanes to the US military, the Wrights became embroiled with lobbying and litigation protecting their inventions. They also became involved with protecting them in the civil field, as they believed that Curtis had infringed on their patents for lateral control. As we now clearly understand, the efforts to pursue these legal and contractual matters significantly detract from the energy involved in actual development activities. It seems that these matters were the beginning of the end of the Wrights superiority, and the spark they ignited in France led to the French blazing the trail of aviation development for the next few years.

With these events in mind, I toured the Musee L'Air & Espace, which is located on the old Le Bourget airport just a short bus ride outside Paris, the same field where Lindberg landed in 1927.

While not up to the display standards of some of the aviation museums I have visited in the last few years, nonetheless, this collection does an excellent job of displaying the activities of this early period.

Here is one of the early successful machines built by Voisin. Henri Farman subsequently modified this machine into one of the first successful airplanes. Many were made before WWI.



Here is the Farman Voisin in the museum.



One of the amazing early developments was the Demoiselle. This remarkable airplane is so simple yet so sophisticated. The aerodynamic arrangement is current even today and the structure is a wonderful mix of bamboo longerons and metal fixtures, appropriate to the application.



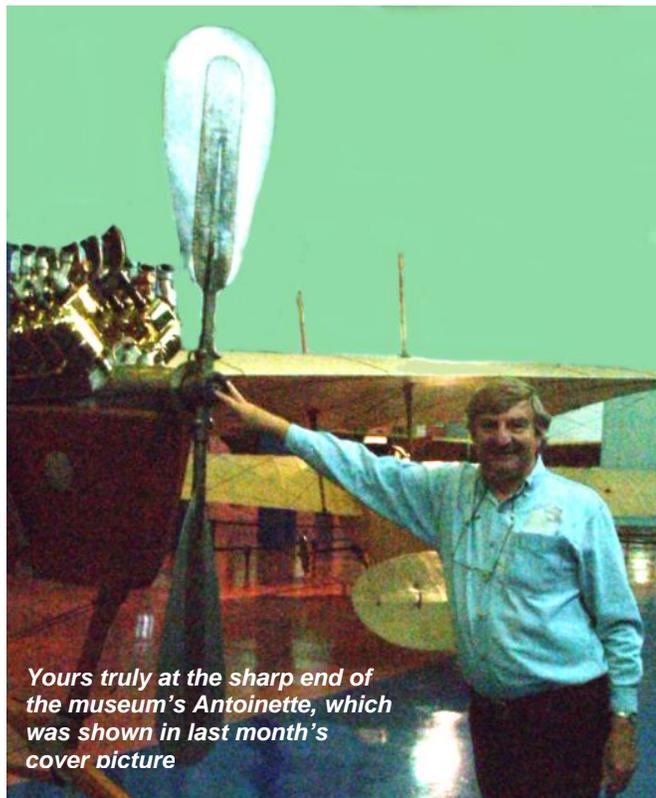
Bleriot's developments are legendary, particularly if you are English, but stop and think, the machine that successfully flew the channel in 1909 was the Bleriot XI. Imagine the development drive and development efforts associated with the first ten variants.



The Antoinette is one of my favorites, and was a very successful airplane in early French competitions.

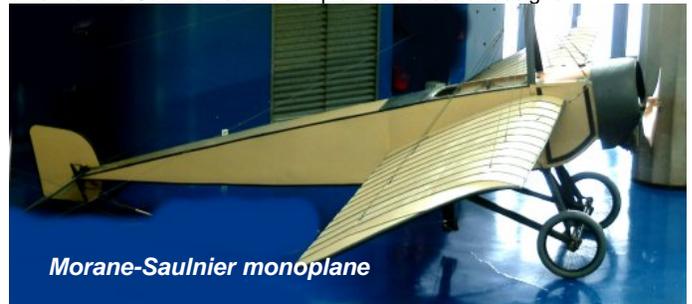


Antoinette monoplane



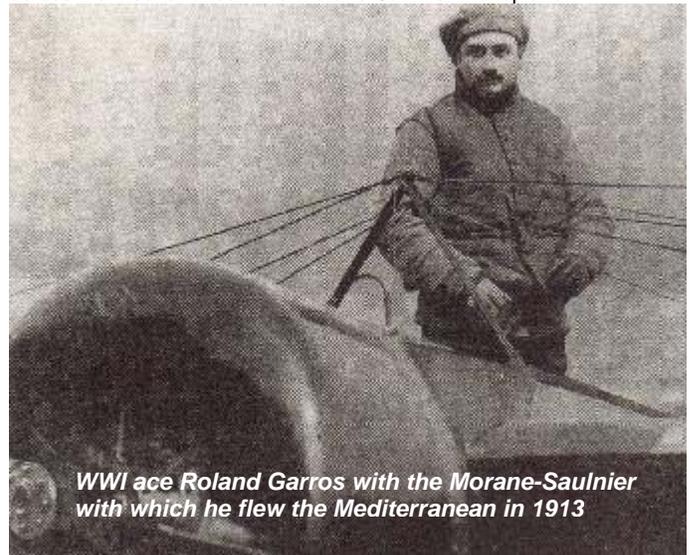
Yours truly at the sharp end of the museum's Antoinette, which was shown in last month's cover picture

The scope and breadth of these activities quickly led to development of the much more capable and sophisticated airplanes that formed the basis for the Allies fleets of WWII. This Morane-Saulnier is an example of the cleaner designs.



Morane-Saulnier monoplane

On September 23, 1913, French pilot, Roland Garros, flew nonstop across the Mediterranean in a Morane-Saulnier monoplane.



WWI ace Roland Garros with the Morane-Saulnier with which he flew the Mediterranean in 1913

This Nieuport embodies a similar approach.



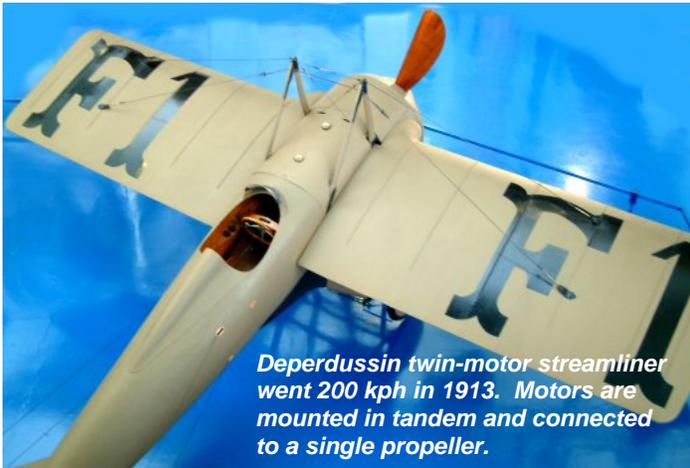
Early Nieuport, I think!

Armand Deperdussin founded the Société Pour les Appareils Deperdussin (SPAD) in 1910. His designer, Louis Béchereau, built the first plane to use the monocoque method of construction, in which the aircraft's skin bears most of the load and allows a roomy fuselage for passengers or freight. This configuration freed the interior of the plane from wires and struts and led directly to the modern air transport.



Deperdussin streamlined monoplane

The plane was quite successful as a racer and broke the 124-mile-per-hour (200-kilometer-per-hour)-barrier in 1913



Deperdussin twin-motor streamliner went 200 kph in 1913. Motors are mounted in tandem and connected to a single propeller.

The company lasted only a short while because Deperdussin was arrested for embezzlement in 1913. However, Blériot took over SPAD and kept it going for many more years, producing the SPAD 7, one of the outstanding planes of World War I.



Battle-worn SPAD



Nieuport of early WWI

All in all, the museum's collection of early airplanes, both original machines and replicas is unique. It is remarkable that any of these machines survive, given their fragile nature. The museum also includes

collections of airplanes from all eras including WWI, WWII and post war timeframes. There is a Concorde parked on the ramp together with a Boeing 747.

But perhaps the most intriguing era is that prior to the era of manned flight where so much effort was expended aimed at that goal. The French were among the leaders in these activities, indeed, they were the leaders in development of manned hot air balloons including the electric powered one which circumnavigated the Eiffel Tower in the late 1800's. These events are also well displayed in the Musee L'Air & Espace. Recommended.

Dave Harding

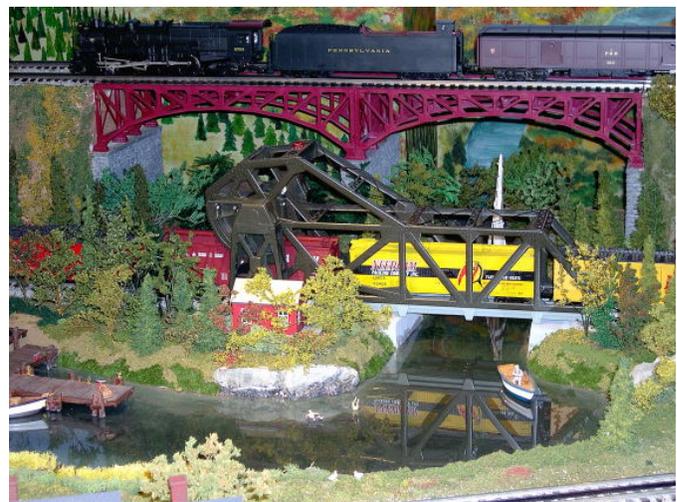


Eric Hofberg's; Model Train Layout Open House, 29th November 2 to 7 pm.

Propstopper Eric Hofberg has invited us to share his other hobby by attending an open house to view his model train layout.

The Open House is set for Saturday, November 29; from 2:00 to 7:00 p.m. our address is 826 Surrey Lane, Media, PA. Phone: 610 565-0408. The house is on the far right-hand corner of Beatty Road & Surrey Lane, just beyond the trolley tracks behind the Acme on Baltimore Pike. (The Acme is one block east of Rt. 252.) Parking may be available on the Acme lot or in the Chesley office campus.

Club members are all invited and family & friends are welcome, too.
Eric



Dave Harding – Editor
 4948 Jefferson Drive
 Brookhaven, Pa. 19015
 610-872-1457

Propstoppers R.C. M.A.C



Al Tamburro launches Dick Bartkowski's electric A-Frame Twin Pusher. What is an A-Frame Pusher, does it fly? Look inside.

Club Communications Survey

It is important that each member indicate his preference on these issues as they can save the club up to \$500 per year and influence just how quickly you are informed of urgent, important club matters.

Do you have an e-mail capability?

| | |
|-----|----|
| Yes | No |
|-----|----|

Does the club have your e-mail address?

| | |
|-----|----|
| Yes | No |
|-----|----|

Are you subscribed to the club Yahoo group?

| | |
|-----|----|
| Yes | No |
|-----|----|

Are you willing to receive the newsletter in digital form only?

| | |
|-----|----|
| Yes | No |
|-----|----|

Do you think the club should charge a \$10 dues premium for delivery of a paper copy of the newsletter?

| | |
|-----|----|
| Yes | No |
|-----|----|

(This is the annual cost to the club)

Can we put you on e-mail notification, vice telephone for urgent messages, such as change of meeting date due to weather etc.?

| | |
|-----|----|
| Yes | No |
|-----|----|

Please respond to this survey either by mail, phone, e-mail, or the Yahoo group survey by the December meeting.
 610-328-2833 zebflirc@aol.com
 917 Edwards Drive, Springfield, 19064
 John Zebuski, President

For Sale

John Brink is withdrawing from the hobby and is selling his inventory of model airplane supplies.

John said he has everything from trainers and gliders to a P-51 Mustang plus radio and field support equipment for sale.

Anyone interested in items for sale please call John Brink at 856-223-5873.

John said if you need it, he probably has it!

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| | |
|---------------|----------|
| Mon, Tue, Thu | 9am-7pm |
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