



The Flightline



Volume 37, Issue 12

Newsletter of the Propstoppers RC Club

AMA 1042 December 2007

The President's Message

Well this was a short year; it's hard to believe that it went so quickly.

The Sleighton field has been turfed but I think it should be fine by spring. I talked to State police and they said they would keep an eye on the field. This could help, we can hope.

The indoor flying has begun I hope we are all using this gym this is that keeps us in tune for the up coming season. I hope to see you there.

If you have any show-and-tells bring them to the meeting.

Have Merry Christmas and a Happy New Year



Dick Seiwel, President

*Agenda for December 11th Meeting
At The Middletown Library;
Doors open 7pm, Meeting 7:30pm.*

1. Approval of November Meeting Minutes
2. Membership Report
3. Finance Report
4. Show and Tell

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Minutes of the Monthly Club Meeting

November 13th, 2007 at the Middletown library

The meeting was called to order at 7:30 p.m. by Vice President Dave Bevan

Roll-call by membership chair Ray Wopatek showed 16 members present.

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

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

Old Business:

Dave Bevan reported on the progress of the Widener college contest flight team that he is coaching. One of the members lost a small electric Super Cub one Thursday night at Christian Academy field. Dave found it in later, over the fence halfway up a tree and managed to retrieve it and return it to its owner.

Members report that there were several instances of turfing-tearing up the turf at Sleighton field. Deep car tracks are now on both ends of the field. Plans are to leave this repair till spring.

President Dick Seiwel mentioned that he has not heard anything negative about our continued use of either field.

New Business:

Discussion continued on limiting the size of models of at our indoor flyer events at the Tincum Elementary school. Given the fact that we've heard of several accidents, the membership felt that only safe light low powered devices should be allowed. Most fixed wing models are limited since higher powered ones cannot safely maneuver in the small gym. Bigger models and helicopter designs will be evaluated by the Safety officer at the next indoor fly to limit them to lower powered units designed for indoor flying.

Show and Tell:

Mick Harris showed his newly built 30 in. skyrocket scaled according to rules for the Spirit of Sam old-time event. Per rules it is powered by a 4 cell 350 AAA pack. It was converted to electric from an original rubber plan and now uses a small geared low voltage motor.



Calendar of Events

Club Meetings

Next Monthly Meeting Tuesday 11th
December 2007 at the Middletown Library
Doors open at 7:00 pm Meeting at 7:30

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

Indoor Flying

At the Tinicum School Gym 7 till 9 pm
Friday December 7, 2007
Friday January 4, 2008
Friday February 1, 2008
Friday March 7, 2008

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 after school 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.

Ed Goretzka showed his 1936 Dallaire Sportster scaled down to 51 in. and powered by a speed 400 motor. He's getting ready to power it up and try it in the air.



Adjournment took place at 8:45 p.m.

Richard Bartkowski, Secretary

Aileron Training at the Rose Bowl



SAM President Mike Myers takes off with his Mountain Models Magpie aileron trainer. This tough model flies well and is an ideal beginning aerobatic trainer. Your faithful editor has flown it on many occasions and may even learn to fly inverted some day! I recommend this model; in fact I am building one for myself in SoCal.

Check them out at; <http://www.mountainmodels.com/>

Dave Harding

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A History Lesson

Story Number One

Many years ago, Al Capone virtually owned Chicago. Capone wasn't famous for anything heroic. He was notorious for enmeshing the windy city in everything from bootlegged booze and prostitution to murder.

Capone had a lawyer nicknamed "Easy Eddie." He was his lawyer for a good reason—Eddie was very good! In fact, Eddie's skill at legal maneuvering kept Big Al out of jail for a long time. To show his appreciation, Capone paid him very well. Not only was the money big, but Eddie got special dividends. For instance, he and his family occupied a fenced-in mansion with live-in help and all of the conveniences of the day. The estate was so large that it filled an entire Chicago city block.

Eddie lived the high life of the Chicago mob and gave little consideration to the atrocities that went on around him. Eddie did have one soft spot however. He had a son that he loved dearly. Eddie saw to it that his young son had the best of everything: clothes, cars, and a good education. Nothing was withheld. Price was no object.

Despite his involvement with organized crime, Eddie even tried to teach him right from wrong. Eddie wanted his son to be a better man than he was. Yet, with all his wealth and influence, there were two things he couldn't pass on to his son, a good name and a good example.

One day, Easy Eddie reached a difficult decision. Easy Eddie wanted to rectify the wrongs he had done. He decided he would go to the authorities and tell the truth about Al "Scarface" Capone, clean up his tarnished name and offer his son some semblance of integrity. To do this, he would have to testify against the mob, and he knew that the cost would be great. So, he testified. Within the year, Easy Eddie's life ended in a blaze of gunfire on a lonely Chicago street. But in his eyes, he had given his son the greatest gift he had to offer, at the greatest price he would ever pay.

Story Number Two

World War II produced a number of heroes. One such man was Lieutenant Commander Butch O'Hare. He was a fighter pilot assigned to the aircraft carrier Lexington in the South Pacific.



One day his entire squadron was sent on a mission. After he was airborne, he looked at his fuel gauge and realized that someone had forgotten to top off his fuel tank. He would not have enough fuel to complete his mission and get back to his ship. His flight leader told him to return to the carrier. Reluctantly, he dropped out of formation and headed back to the fleet. As he was returning to the mother ship he saw something that turned his blood cold. A squadron of Japanese aircraft was speeding its way toward the American fleet. The American fighters were gone on a sortie, and the fleet was defenseless. He couldn't reach his squadron and bring them back in time to save the fleet. Nor could he warn the fleet of the approaching

danger. There was only one thing to do. He must somehow divert them from the fleet. Laying aside all thoughts of personal safety, he dove into the formation of Japanese airplanes. Wing-mounted .50 calibers blazed as he charged in, attacking one surprised enemy airplane and then another. Butch wove in and out of the now broken formation and fired at as many airplanes as possible until all his ammunition was finally spent. Undaunted, he continued the assault. He dove at the airplanes, trying to clip a wing or tail in hopes of damaging as many enemy airplanes as possible and rendering them unfit to fly. Finally, the exasperated Japanese squadron took off in another direction.

Deeply relieved, Butch O'Hare and his tattered fighter limped back to the carrier. Upon arrival he reported in and related the event surrounding his return. The film from the gun-camera mounted on his airplane told the tale. It showed the extent of Butch's daring attempt to protect his fleet. He had in fact destroyed five enemy aircraft. This took place on February 20, 1942, and for that action Butch became the Navy's first Ace of World War II, and the first naval aviator to win the Congressional Medal of Honor. A year later, Butch was killed in aerial combat at the age of 29.

Photo # 80-G-10613 L.Cdr. Thach & Lt. O'Hare in F4F-3A "Wildcats", April 1942



His home town would not allow the memory of this WW II hero to fade, and today, O'Hare Airport in Chicago is named in tribute to the courage of this great man. So the next time you find yourself at O'Hare international, give some thought to visiting Butch's memorial displaying his statue and his Medal of Honor. It's located between Terminals 1 and 2



So what do these two stories have to do with each other?
Butch O'Hare was Easy Eddie's son

Check it out at; http://en.wikipedia.org/wiki/Edward_O'Hare

What a Deal

By Dick Miller

In about 1948, I was a clerk/stock-boy at Haines Hobby House in Reading, PA. A customer asked Mel Haines to build him an RC model airplane. Mel told him that he didn't have time to do that but maybe I would. So we spoke and agreed upon a price; Mel choose the plane, the RC equipment, etc. which he purchased and gave to me. I don't remember the name of the kit, but it may have been a 1936 Berkeley Buccaneer, 84" W.S. 1136 Sq. In., Antique Cabin model.



The engine was a Forster 99 and the RC equipment consisted of a single tube circuit mounted by rubber bands and a rubber driven rudder escapement.



I dutifully broke in the '99 using 70 weight motor oil mixed with "lead free" Amoco white gas with periodic shots of castor oil, built the kit and installed its guts. I made several test flights in no-wind conditions and was satisfied that I had fulfilled my part of the bargain.

There was a free flight meet near Allentown and the customer wanted me to bring the plane and fly it there. I had not yet been paid.

When we got there, the wind was blowing sufficiently hard that I knew not to attempt to fly the plane. He insisted that I fly anyway and Mel chimed in by telling him that it was not a good idea. The customer stated that it was his plane and he wanted it flown right then and there. So I cranked it up, checked it out and away it went, straight into the ground after the wind caught the underside of the wing.

I don't remember much of what happened after that except that I was not paid for several months and then only after Mel raised hell with him.

Years later, Mel told me that the only reason this guy wanted an RC plane was to advertise his sign business by having a model airplane flying around the city of Reading pulling a banner!

When Mel learned of this he said he almost had a heart attack and expressed his delight in the fact that the concept had gone awry.

Dick

A Nexus

Def; A connection of two or more things or people.

Well, that is how it started. It had been months since I flew the Air Hog with my granddaughter in SoCal. So when I returned I checked it out but seemed to get no joy. Wonder what it is? I concluded that the LiPo battery had somehow drained and ruined itself, despite being sure the switch was in the off position. How odd, these things usually hold their charge for years. What to do? Well first I can amuse Rebecca with any number of things in my little workshop located in our bedroom in the back of a walk-in closet; one that spooks Jean because she gets claustrophobia in there. It can be closed off so I can work in there while Jean watches TV or sleeps in the bedroom; how fortunate is that? So I have built a bench into one end and I am slowly filling the shelves with tools and materials to match my home shop. But I digress.

What to do with the Air Hog? Tear out the guts, bring it home and replace the LiPo with one I have on hand. Then use it to power something to fly at the next indoor meet.

Zowie; Growing up in the London area I frequently passed Croydon Airport, Britain's first commercial airport, opened in 1920. Croydon stimulated a growth in regular scheduled flights carrying passengers, mail and freight, the first destinations being Paris, Amsterdam and Rotterdam. Lindberg flew there from Paris

following his Trans Atlantic flight in 1927. It was the operating base for Imperial Airways, the early British commercial long range air transport company. Imperial Airways operated from 1924 to 1939 serving parts of Europe but especially the British Empire routes to South Africa, India and the Far East. It is the fore-runner of today's British Airways.

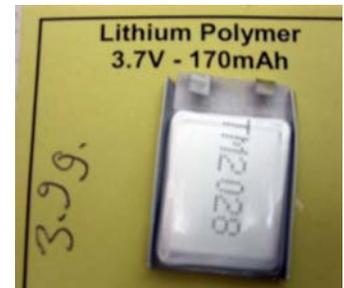
At the outset of WWII all commercial flights ceased and it became an RAF fighter base. After the war it fell from its position of prominence being too small and congested to expand for the expected growth in air transport. Nevertheless flying continued for some years. Remarkably the World's first purpose-built air terminal still stands proudly alongside the main road. There are countless photos of airplanes on the hard stand outside this terminal and several Poirot episodes have been filmed at this Art Deco site.

My vision is of the Imperial Airways Handley Page HP-42 biplane airliners at Croydon.



The Handley Page H.P.42 and H.P.45 were British four-engine long-range biplane airliners designed to a 1928 Imperial Airways specification by Handley Page.

The H.P.42 and 45 were the land-based airliners of Imperial Airways and along with the company's later flying boats are well remembered. Eight aircraft were built, four of each type; all were named, with names beginning with the letter "H". One was destroyed in an airship hangar fire in 1937 but the remainder



survived to be impressed into Royal Air Force service at the outbreak of the Second World War. No lives were lost in civilian service (a record thought to be unique for contemporary aircraft) but by 1940 all had been destroyed seemingly by clumsy RAF handling. Mostly due to inadequate tie-down in high winds. The last remaining HP42/45 was wrecked and the fuselage salvaged as an office for the Royal Navy.



The H.P.42 was designed for the long-range, Eastern routes - India and South Africa and the similar H.P.45 was built for the European routes; The H.P.42 was a large unequal-span biplane of all-metal construction except for the fabric coverings of the wings, tail surfaces and rear fuselage. The wings were braced by Warren girders. The tailplane was of biplane configuration with three fins. The H.P.42 was powered by four Bristol Jupiter XIFs of 490 hp each, while the H.P.45 used four Bristol Jupiter XFBM supercharged engines of 555 hp.

The crew compartment was enclosed, which was a new development and there were two passenger cabins, one fore and one aft of the wings. The H.P.42 carried six (later twelve) in the forward compartment and twelve in the aft. There was substantial baggage room. The H.P.45 seated 18 forward and 20 aft, with reduced baggage capacity.

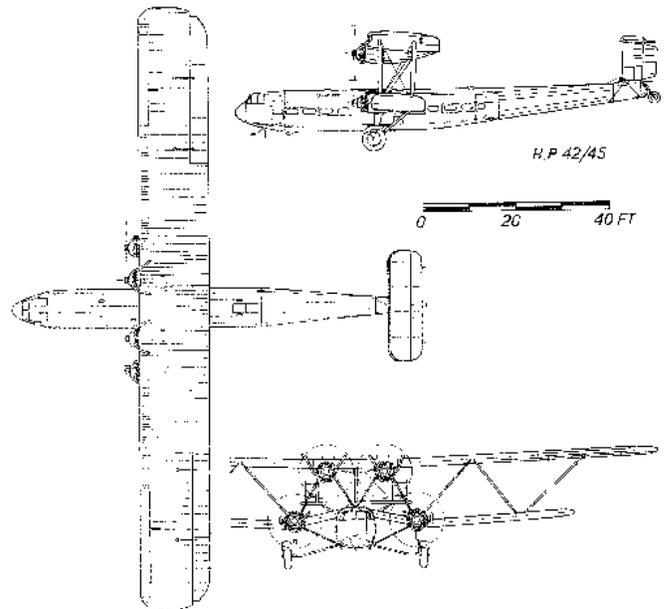


Zowie; Nexus; why not build an HP 42 with the Air Hog guts?

Hmmm..... A bit of a mouthful..... wonder if I can find a 3-view. Hey, Mick..... Of course Mick had two books on Handley Page's airplanes and a 3-view was produced.

Four motors eh? That requires a change to the Air Hog electronics. People have done it and you can read how to do it on the web, but my Lancaster looked good on two motors

and two dummies so that is the way I will go, although it does require that I keep the power required to match the Air Hog.



Now what? Guess what size it should be and construction etc. etc.

Let's see, the Air Hog weighs twenty grams and change, and it is nine inches span, low aspect ratio and a biplane. So the aerodynamics are fair and although the HP-42 has a higher aspect ratio it has all those struts and probably more wetted area with the full fuselage. Then it has four motor pods and a landing gear. It also has a biplane horizontal tail and tripple verticals. I must assume that the L/D is lower than the 'Hog so at the same weight the thrust required will be higher. On the other hand the 'Hog has pretty good performance with power margin over that required for level flight.



So how big should I make this plane? The last time I did this I made a 737 but it was just too big and did not perform. Better err on the side of caution this time. How about a 14 inch span? That should work. The weight should be less than the 'Hog

although the airframe will have higher drag,. Remember, the propulsion system has to overcome the drag and the drag comes from making lift equal to the weight divided by the L/D of the airframe. So if I can make it lighter than the 'Hog I have a chance.

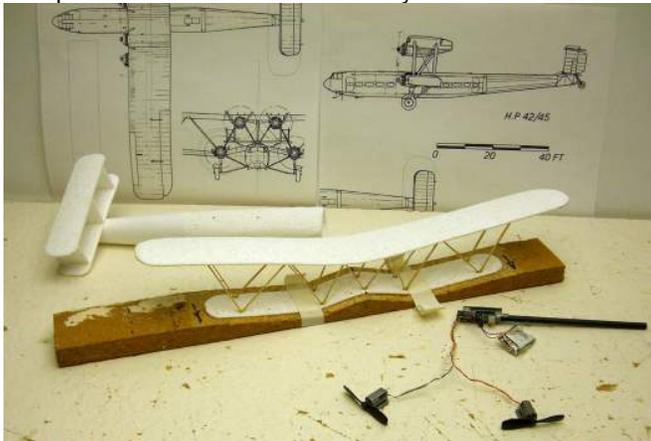


The Air Hog propulsion system and control hardware weighs 10.3 grams and guess what, the battery is ok. I don't know what the problem was but the system seems to work ok now.

So I bashed some quick parts from that British wallpaper foam. A material that is almost entirely useless, but not quite totally. Here is the braced wing, fuselage and tail with Hog guts.

I made the wing on a form that holds the lower wing shape. The wing was taped to the form then struts attached.

Following that step the top wing was installed. I used thinned white glue for most of this and UHU foam safe glue in other places where I could hold it till dry.



It is not all there yet but my total so far is about 14 grams with only the landing gear and whatever finishes to go. Should be under the bogie, it might work, or at least power should be sufficient.

The nose block is cut from Styrofoam. I will glue it to the nose then cut and sand to fit and shape. But I will wait to do this step because I want to move the battery longitudinally to get close to the right balance before buttoning up the fuselage cavity. Oops, pushing it all the way back its still too nose heavy, Oh well, rip off the wing and move the battery back to the electronics bay.



That's better; it might even fly..... wonder if I just gave it a little launch..... hmm not bad. Maybe a little power..... Looks promising but the arrival broke some parts; oh well!

Final balance awaits finishing and flight tests. (I hope!) But there is the landing gear to figure out and the whole issue of just how much finishing marking and painting I should do. It is so easy to get carried away and end up with a non-flying model because it is too heavy.



I wonder if I will get it done for the indoor meet on Friday the 7th December. See you there?

Dave Harding

First Annual Propstoppers Freeze Fly

I arrived at CA shortly after noon.

A small, but enthusiastic, group had turned out. I brought my Hobbyone Cub; always ready, and I'll toss it up in most any weather.

I also had my Miss America, now rebuilt; the tail section and fuselage are once again in one piece. I had up dated motor for Texaco flying to Speed 400 with a 13x10 GWS prop cut down to a 12x10. Some of us had been flying our models in the SAM Electric Texaco Postal Challenge and we are still fine tuning them.



I got in a couple flights with the Cub and took a hoagie break. Italian, turkey, tuna, good choices, good hoagies, and soda.



Dick Bartkowski was flying his Sal Taibi Pacer C, also set up for Texaco. I launched my Miss America right after him. What better way to pick up a few pointers. Dick landed after about 20 minutes, and I came down a couple minutes later. I was pleased to get that long a flight but, the best was yet to come.



As I went out for a second flight, Dick and Mick Harris were yelling to ROG. I usually hand launched. Not sure why, habit from flying the smaller models I guess. Wow! It was awesome. It started with a slow roll, the tail came up, and it lifted off real slow, and kind of graceful. It climbed slowly to altitude and I cut the throttle back for a slow cruise. I got a few thermal bumps out by the antenna, but nothing major. I didn't have my timer on but a glance at my watch showed another 20 minute plus flight. The Miss America is definitely not a floater. It came down kind of quick to a nice landing. Like Mick says "you can't beat the Trexler wheels for nice takeoffs and landings".

Al and Brian were out with their choppers, and had some good flights.

Then, Dick B. flew his Spirit of Sam model. It bounced around a little but, all in all, a nice flight.



For those that didn't come out, they weather was a little cool, but the wind was fairly light with just a few gusts now and then.

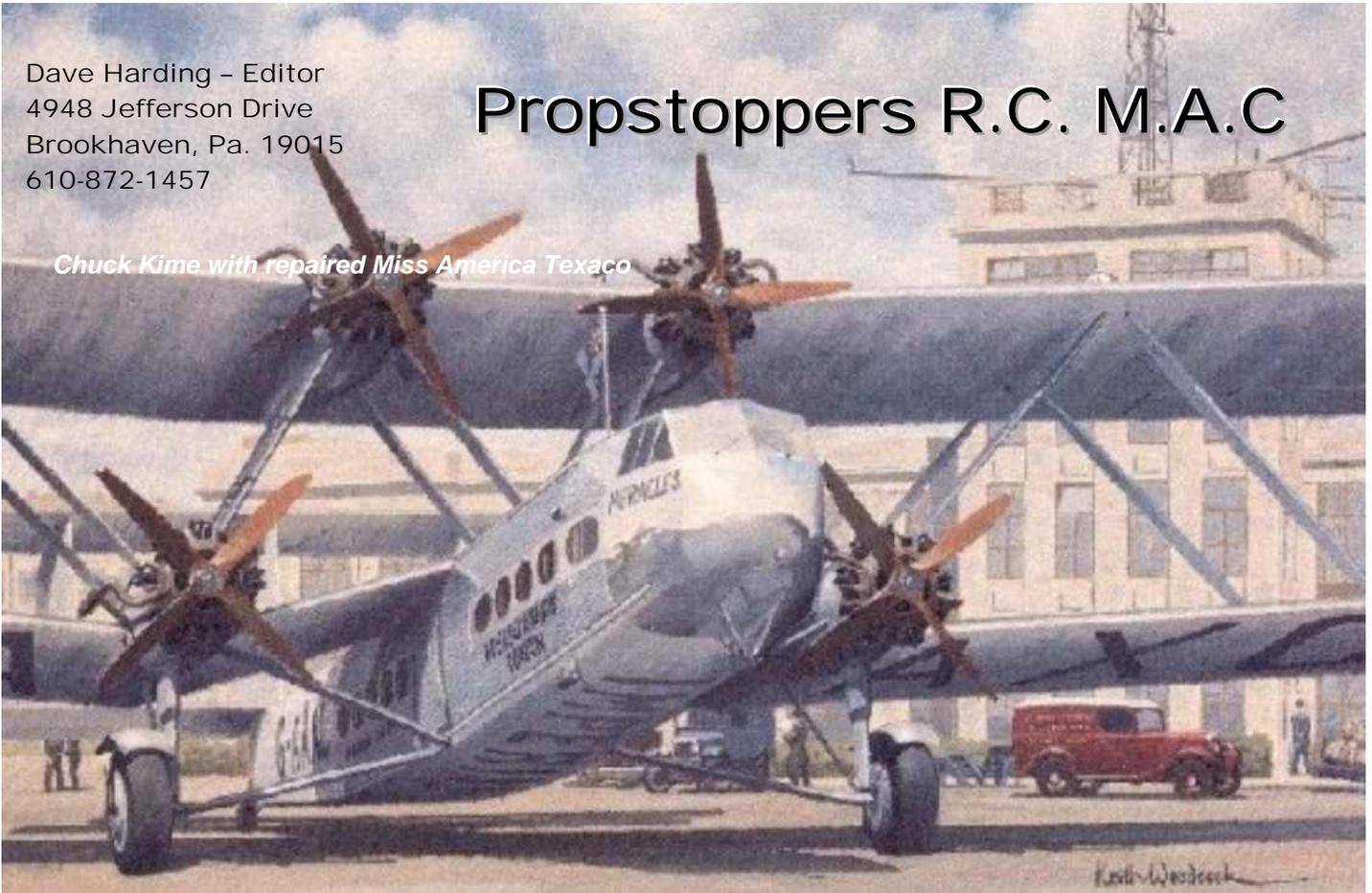
Now I have to get something else together for the Indoor. Would really (REALLY) like to see a nice turnout. Bring a kid they love it.

Chuck Kime

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Propstoppers R.C. M.A.C

Chuck Kime with repaired Miss America Texaco



Handley Page HP-45 Heracles Imperial Airways Transport at London's Croydon Airport in the 1930's

Lone Star Balsa Burns

Message from Riley Wooten's Lone Star Balsa;
A devastating fire Wednesday afternoon, November 21, burned Lone Star Balsa's Lancaster building completely. If you have orders with Lone Star they will not be shipped. Everything is lost- all records- all computers. We don't even know who had orders in the works, and of course all our phones are out. See pictures of the total loss at; <http://www.lonestar-models.com/>



Where do we buy our balsa now? Solarbo, National, Midwest, SIG, BalsaUSA I think are the only ones left in the states. Superior was bought then moved and failed. There is some suggestion that lone Star supplied some of these other vendors.

Flying Event Calendar

Indoor Flying this Friday

Tinicum School Gymnasium

6:30 till 9 pm

Friday December 7, 2007

Friday January 4, 2008

Friday February 1, 2008

Friday March 7, 2008

**AMA membership required to fly.
Guest flyers and spectators welcome.**