



# The Flightline



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### **President's Message**

The year is flying by. Indoor flying is going great and the new meeting room is working well. There have been many great show & tells and more to come thanks to a great bunch of members who like to share in this Hobby. There will be more at this meeting

Also there will be a swap-meet at this meeting. If you have something you want to sell or swap bring..

The December indoor flying at Tinicum has been changed from the 5<sup>th</sup> to the 12<sup>th</sup>. The times remain the same.

This may be a good time to swap your old planes; bring them in to the meeting. Hope to see you at the meeting. Doors open at 7:00 meeting starts at 7:15 and is over when coffee is gone.

**Dick Seiwel, President**

**Agenda for December 9th Meeting At Gateway Community Church, At our CA Field site; 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**

**November 11, 2014 at the Christian Academy meeting room**

Call to order took place at 7:10 PM by Vice-President Chuck Kime  
Roll call by membership chair Ray Wopatek showed 15 members present

Minutes of the October meeting were approved

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

#### **Old Business:**

The president reminded everyone of the indoor schedules and reminded us all so that no food or gum is allowed in the buildings. Christian academy field is still muddy in spots near the backstop. Be careful when driving there.

#### **New Business:**

The club discussed Elwyn Field now that the farm fence is gone. We will follow developments there. We will deal with any changes in the spring.

The club decided to hold a swap at the December meeting. Bring any planes or items you would like to unload. Bring them with a price tag on the item.

Eric Hofberg invited all club members to visit his model train set up at his home on Saturday December 27 from 2 to 5 PM. His home is 836 Surrey Lane in Media.

#### **Show and Tell:**

Joe Paradine showed a retrieval pole extensible to 21 feet. It has a retrieving loop on the end to catch an airplane. He has it available for general club use.

John Dixon showed his scale FW 190 scratch built model. It is electric powered and weighs 10 pounds. He discussed the construction and finishing. He has not yet flown it.

Larry Woodward showed a flight test foam board spitfire with the invasion stripes. It uses the common power pod system that fits many planes. He told us that he flew it this morning after breakfast and it did just fine.

Adjournment took place at 8:08 pm.

**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; 9<sup>th</sup> December**

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.

### Club Officers

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## Indoor Flying Season Dates

### 2014 - 2015

Tinicum School Gymnasium.

Friday, December 12<sup>th</sup>, 2014

Friday, January 2, 2015

Friday, February 6, 2015

Friday March 6, 2015

Brookhaven Borough Gym dates;

Saturday Nov. 15 2014

Saturday Dec 20 2014

Saturday Jan 17 2015

Saturday Feb 21 2015

Saturday March 21 2015

All sessions are scheduled from 6:30 – 9:30 PM

Indoor flying is usually available at the Brookhaven Gym following Tuesday breakfast on days when weather is too bad to fly outdoors. Check with Chuck Kime for dates.

Please remind the membership that no food or gum is allowed.

Guests welcome

Guests may fly with AMA membership.

Introductory membership available at the meeting.

## ***Larry Woodward's Chesapeake Floatplane Flying***

I hope you all had a great Thanksgiving. While you are still enjoying your day after, Turkey induced, coma, here is a little something to watch.

You may recall from the last club newsletter that my SeaBB 42 now sports her new international registration numbers. My buddy Pedro invited me out on his boat one more time for a celebratory flight on the Chesapeake. Enjoy the linked video he created of the trip and the flight.

<https://www.dropbox.com/s/uqjxpgvg01h4o80/Still%20Pond%20Flight%20Fmtm%20-clver-1.m4v?dl=0>

Larry W.



# ***Eric Hofberg's Toy Train Christmas Open House***

Peg and Eric Hofberg invite you to attend our annual Toy Train Open House. Guests are encouraged to bring non-perishable food goods or money which will be donated to a local food bank. The date is Saturday 12/27 from 2-5. There is no snow date. Address: 836 Surrey Lane, Media, Pa. 19063

Dave's Note;  
It is impossible to describe the scope of Eric and Peg's accomplishments in making these extraordinary O Gage layouts.

A definite must see, especially if you have children (of any age) staying with you at Christmas.

***Dave***



# Pilot trio's audacious raid on Zeppelins

Valentine Low

The raid on Friedrichshafen was one of the most daring aerial missions of the First World War and changed the course of the conflict. Yet even on its centenary, it has remained one of the great unsung escapades.

In the autumn of 1914, as the fighting on the Western Front became locked in stalemate, there were fears about how vulnerable Britain was to attack by Zeppelin airships.

One hundred years ago today, three Royal Navy pilots took off in France to attack the Zeppelin factory complex on the shores of Lake Constance in Friedrichshafen, Germany. Ten bombs were

dropped, with early reports suggesting that one Zeppelin had been destroyed, along with the factory's hydrogen production plant. Winston Churchill, the First Lord of the Admiralty, praised the raid as "a fine feat of arms".

In fact, no airships were destroyed. Yet according to Ian Castle, the military historian, the attack was an example of the "pioneering courage and spirit" of those early pilots. Squadron Commander Edward Briggs, Flight Commander John Babington and Flight Lieutenant Sydney Sippe took off from Belfort in Avro 504s at about 9.30am, each armed with four 20lb bombs.

Briggs was forced to crash land after shrapnel punctured his fuel tank. A

crowd of angry workers rushed towards him and he only escaped a beating when an army officer threatened to shoot anyone who laid a hand on him.

The attack stung Germany into action. Mr Castle said: "Kaiser Wilhelm had forbidden aerial attacks on Britain. He did not want to be held responsible for the destruction of London's historic monuments." Faced with mounting pressure, he gave in and German airships began their bombing campaign over Britain in January 1915.

Mr Castle said the Friedrichshafen raid was an extraordinary enterprise undertaken by brave men: "That it failed to achieve its purpose should not devalue their efforts."



Small numbers of early aircraft were purchased both by the [Royal Flying Corps](#) (RFC) and the [Royal Naval Air Service](#) (RNAS) prior to the start of World War I, and were taken to France when the war started. One of the RFC aircraft was the first British aircraft to be shot down by the Germans, on 22 August 1914. The pilot was [2nd Lt. Vincent Waterfall](#) and his navigator [Lt Charles George Gordon Bayly](#) (both of [5 Sqn RFC](#))<sup>[3][4]</sup> The RNAS used four 504s to form a special flight in order to bomb the [Zeppelin](#) works at [Friedrichshafen](#) on the shores of [Lake Constance](#). Three set out from [Belfort](#) in north-eastern France on 21 November 1914, carrying four 20 lb (9 kg) bombs each. While one aircraft was shot down, the raid was successful, with several direct hits on the airship sheds and the destruction of the hydrogen generating plant.<sup>[5]</sup>



Production Avro 504 785 was one of 44 machines that comprised the first war order. (J. M. Bruce/G. S. Leslie Collection)

The Avro 504 is one of the most significant early aircraft designs ever produced. Used operationally from late 1913 until the very early days of WW II, the Avro 504 could be found the world over. Designed originally to be a trainer for the RFC in 1913-14 it became the standard military trainer for the RFC/RAF until the late

1920's, only to be replaced by the De Havilland Tiger Moth. The 504 established the World standard for pilot training, utilizing the tandem cockpit layout and Gosport speaking tube between instructor and student.

Following the end of WW I thousands of surplus Avro 504's were sent out to the four corners of the World as Imperial Gifts from the United Kingdom. Recipient countries included: Australia, Canada, New Zealand, and S. Africa. Additional aircraft were sold in large numbers to, Argentina, Chile, China, Japan, Mexico, Norway and Sweden, to name just a few. The hundreds of 504's were used to train thousands of civilian and military pilots throughout the world. Hundreds of individuals purchased surplus 504's for their

personal aircraft including the likes of Roscoe Turner and Sir Alan Cobham.



Probably the most important feature of the Avro 504 in all its different variants was its remarkable ease of flying. Docile, yet sturdy and fully aerobatic, the 504 was able to prepare so many

pilots for more advanced aircraft. The sales of hundreds of surplus 504's to individuals and commercial firms who utilized them for safe, cost effect trainers and joy riders introduced tens of thousands of people to the joy of flying in the inter war years of 1918-39. The Avro 504 is a remarkable design that changed aviation forever!