



The Flightline



Volume 39, Issue 7

Newsletter of the Propstoppers RC Club

AMA 1042

July 2009

President's Message

Thanks for all that came to the Picnic we had a good turn out and the weather was great. Everyone had a good time except for Sam and Mick who had some trouble with their planes.

With all the foam planes and different frequencies we seem to forget safety so this will be addressed at the next meeting. With everyone having fun we seem to let things slide or we just plain forget so this will be a good reminder. Just a note, nothing bad happened and that's what we want. Some of the things that happened I'm sure the member never thought it was a problem.

There are no meeting minutes this month as the June meeting was rained out.

The next meeting will be on July 14th and the next picnic will be July 25th. At the meeting bring your planes and fly after the short meeting

Dick Seiwel

Agenda for July 14th Meeting At the Christian Academy Field; Flying from 5pm, Meeting 7pm.

1. Membership Report
2. Finance Report
3. Safety Discussion
4. Plan for July Picnic
5. Show and Tell and more flying

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Field Safety

Over the last year or so we have noticed an increasing number of safety practice lapses at the field. We have quite a few new flyers that are not acquainted with flight procedures due to the lack of a formal flight training program. In addition, there are any number of more experienced flyers in the club who have become a bit complacent in regards proper field conduct and the attendant safety issues that might arise. In the latter case the reasons may be we no longer fly five pound 60 powered missiles, the lightweight electric park flyers do seem less threatening. nonetheless there are hazards associated with almost everything we fly so we need to return to disciplined flying practices and obey the AMA safety rules. They are posted at the field and in the back of Model Aviation each month.

Here are some of the safety practices we should employ;

1. Make sure that your model is safe. If the propeller is damaged, change it. Check all control surfaces and linkages. Check to make certain that the wing, tail surfaces, and the motor are secure.
2. Don't EVER turn on your transmitter before checking that your frequency is not in use. Determine what other flyers are using and let them know what frequency you intend to use.
3. Always turn on your transmitter BEFORE you turn on your receiver and or plug in your aircraft's battery. Turn off your receiver BEFORE turning off the transmitter. Check to make sure that your transmitter IS turned off between flights.
4. Respect your propeller-it won't respect you! Never run up your motor with it pointed at anyone or with people inline with the arc of the propeller.
5. Restrain your airplane. Use a mechanical restraint, have a friend hold onto it or hold onto the airplane by yourself. NEVER leave your airplane unrestrained when the motor battery is plugged in.
6. If you crash your airplane, recheck all components and range check it with the motor running to be sure that it is safe to fly.
7. Never taxi into or out of the pit area (on the runway is OK).
8. Announce to the other pilots your intention to takeoff or land. Make sure that the landing strip is clear prior to takeoff or landing.
9. If it becomes necessary to retrieve an airplane from the field or the surrounding area, announce that intention by calling out "**on the field**" and make sure that any pilots flying acknowledge this BEFORE proceeding onto the flying field. Retrieve your model and vacate the landing strip immediately.
10. Do all of your flying from behind the flight line. The thick grass is there to trap runaway aircraft and protect your legs.
11. Keep all of your flying "out in front"; do NOT fly over or behind the pit area.
12. All pilots must be AMA members and their name, address AMA number and other contact information should be on or in the model. This may help you get it back when one of those trees goes on the attack!
13. Have fun! And lets be safe while doing it.

President Dick Seiwel has appointed Eric Hofberg as our new Field Marshal and although he will keep an eye on our flying we are all responsible for enforcing the safety rules and practices.

Be safe out there.

Eric Hofberg AMA # 25003, Dick Seiwel, Dave Harding

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.

Propstoppers RC Club of
Delaware County, Pennsylvania.
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Old Lessons Re-learned

Our Pennsylvania Dutch friends have a saying “too soon old, too late smart”. Fair enough, but what about lessons we learned a long time ago but forgot to apply? I lost two airplanes in the last two weeks from such situations and Mick lost one too.

My first loss was in the European SAM RC Champs, see the report elsewhere in this issue. I had my Speed 400 model at great altitude in a clear air thermal, almost a man-eater in its strength. Three people were supporting me and we could all see it, albeit with some difficulty. I use color schemes to aid visibility in such conditions on my SAM contest models. This one had one wing tip panel in fluorescent yellow, the center section in white and the opposite wing in red. It works well under all kinds of conditions and it was working well here. The key is not only can you see the model at altitude but you can also see which way it is pointing because the yellow tip stands out. And in this situation we could indeed see it, and it was important that I could see the orientation as the wind aloft was significant; I could only hold my place by pointing into it.

There comes a point, as a model climbs higher where you can still see it, but you can't see which way it is pointing.

It happened to me in the flyoff at the AMA Electric Nats years ago. I was in a thermal that nobody else had found; what a blast! Until I could no longer see which way it was pointing and by then I had followed the thermal way down wind. What to do? Spiral it in, and on that occasion I was pleasantly

surprised when an AMA official brought it back to me in his golf cart.

But in Germany the model was overhead and when I spun to bring it down I lost sight of it too. We put chrome patches on our models to catch the sun as they spiral or just plain turn. I could see the flashes but not long enough to capture it visually, much less control the attitude. So, it just flew downwind with me spiraling it occasionally to see if we could pick it up. No luck as it went way downwind and although we had a reasonable fix on the last known position it was coming down in a heavily forested area; a gonner! Switch off the transmitter and do the mental calculation on what you lost! Hmmm... let me



see, one Futaba 2.4 GHz receiver, and a decent 2100 mah new LiPo battery, but the rest of it was a \$10 speed 400 motor, a Castle Creations Sprite 25 amp ESC (darn, they don't make them anymore!) and a couple of \$10 servos. At least I now had room for my dirty laundry in the suitcase.

The first Thursday of my return to Pennsylvania was one of those delightful evenings when we can fly till 8:30 or later. Chuck had called us to the field and we had a great and relaxing time flying in perfect conditions. I had searched my inventory of planes to fly and selected one that I hadn't flown for a long time; a 42 inch speed 400 powered Miss America. One of my original contest models, now uncompetitive but a nice flyer nonetheless. I used to fly it with a seven cell 500 mah NiCad pack but now a 1800 mah LiPo fits perfectly and you could fly for well over an hour if you wanted. I put it up and flew for a while then I thought I would hand it over to one of the other flyers. I looked over to Chuck but he was helping a grandson fly one of his Cubs so I continued flying. Oh, oh, it is not responding to my control inputs. Wow, no control at all but it is still flying steadily downwind. I need to get it turned; but then it dawned on me that I was “flying” Chuck's model. Where is my model? Oh no, I can't see it.

It was no longer in the sky, and thinking through my attempts to "control" it I realized I must have held the rudder hard over for a few seconds, or maybe more. That model would drop its nose with too much rudder input so it probably spiraled into the trees on the other side of the field; but where? It could be anywhere. Oh well, strike one more model and do the mental math again. Let's see, one nice FMA M5 receivers, and another nice quality 1800 mah LiPo, a Polyquest I think. But the model owes me nothing so write it off and maybe I shall be surprised if someone eventually finds it. (Chuck and Mike W did while looking for yet another of my models! Found that too!) It is the model on the left in the picture below. The one on the right is the one Drew Resweber has been flying.



Don't take your eyes off your plane, particularly when more than one is in the air.

The third lesson broached took place at the picnic. Mick Harris had showed his large PB2 model at a show and tell a while back. He prepared it to fly for the first time at the picnic. Here you can see it being set up for its first flight.



But look closely at the close-up of the cabane structure and its attachment in the next picture. The cabane is fastened to the fuselage with piano wire hooks and rubber bands. This method was common in the old days as modelers couldn't figure out where the CG should be. This approach allows you to slide the wing position fore and aft. But Mick had only put on sufficient rubber bands to hold the cabane in place for show and tell. At the picnic he did add sufficient bands to hold the wing to the cabane, but he didn't check the cabane to fuselage bands. As you can see there appears to be two bands

for the aft mount but only one at the front. So, the inevitable happened on the first flight.



If you look closely again it seems as though the wing is lifting at the leading edge. It is not possible to see if this is the cabane lifting or the wing from the cabane but subsequent investigation suggests the cabane lifted. Further, when the wing lifted the aerodynamic forces pushed it back on the cabane such that the wing hold down bands were pushed off the back peg. The wing separated and all ten bands landed in a line where Chuck found them.

After a long search the guys found the fuselage which had descended nose first into Sweeney's lot, but the wing fluttered away and has not been recovered at this time. Surprisingly all the machinery survived; motor / ESC / Receiver / servos and battery.



Check your bands for number and condition guys.

Dave Harding

Propstoppers June Picnic

Saturday, June 27th, looked like a good day for a picnic---- So, we had one. Aside from the wind being a little gusty at times, it was a great day to fly, and a bunch of people thought likewise.

Bill Tomasco and I showed up about 10:00 to get organized. Soon after, people started to arrive. Bill had the goodies, hamburgers, hot dogs, etc., and President Dick arrived with Dave Harding's Subaru canopy, grill, and stuff. (Good word, covers lots of things.)



I should pause here for a moment to repeat a phrase heard frequently during the day. Dick Seiwell did a fantastic, awesome, outstanding, job preparing the field for the day. Almost like a golf course. SO, the next time you see Dick, give him a big Thank You!

There was a good variety of planes, in all sizes. I had my grandson with me. I flew my cub so he could get some stick time. Then I let him have a little time on the Trenton Terror. He had a ball. There were "old hands" helping the new guys most of the day. It's a lot of fun, for both the helper, and the helpee. Gee, I hope that's a good word. It really fits.

Several of us had to do the " go into the trees, and "find the plane" deal. One was too high to even try. That is, until a couple hours later. I looked across the field and the wind had rocked the tree enough that the plane had fallen to about 20 feet. I, along with a couple young helpers, Drew and Hugh, managed to recover it quickly. While this was going on, flying continued, and the hot dogs and hamburgers kept disappearing. In between flying, and, eating, was a lot of talking.

Mick Harris brought out his Brooklyn Dodger, a large old-time model, that he had just re-motored. Dick Bartkowski was to do the honors of the test flight. For those of you not familiar with the old-time, or, SAM (Society of Antique Modelers), models, they have to be designed before December of 1942. They are usually a good sized model that fly in a manner I like to think of as majestic. When ever you see one at the field, feel free to question the pilots. Oh, yeah, no matter what people tell you. it's the planes that are the antiques.



Back to the flight. Dick launched and the plane climbed like it was on rails. A few trimming maneuvers, and it just floated around like it owned the sky. After a nice landing, those balloon tires help, it was time for Mick to bring out his other plane. Another antique called a PB-2. A large multi colored model, finished in Mick's usual fine manner.



Charley Storm flew his Sparky, his favorite I think.



Craig Meyer got in quite a few flights with a pretty red and yellow Miss two ARF. Flies real nice.

Dick flew this one also. After launching, it climbed well to a good altitude. Then--- uh oh--- the wing came off the plane. It did the infamous "Lawn Dart" into Sweeney's property. Except for the wing. It looked like a Maple seed, just slowly flipping over and over and drifting down wind. Waaaay down wind. After a while the search was called off for a while. Dick Bartkowski also flew a 1936 model of a Copeland, often used in SAM contests. Then for play, he flew a mini-Slow Stick. I've never seen one fly so high.





little more flying, and bench flying, then time to fold the tent. For the most part, a great day. And about 25 people just plain enjoyed them selves.



Eric Hofberg flew his T-28 in his usual aerobatic manner. Drew Resweber brought his 3-D Typhoon, hopefully for a maiden flight. Not to be. Something internal is wrong. Can't get any controls or motor. More trouble shooting needed. Mike Williams flew his Apprentice. A real nice foam trainer, which he flies real well.

Sam Nevins stopped by for a while with a couple gliders. The 1st, an Assent, ended in our infamous "across the field" trees. The 2nd, a Vista EP, had motor problems. Connecting the battery caused instant motor run. Not good. A trouble shooting group formed, to no avail. He hung around to gab with the group. Dick Miller helped with some photography, and lies, uh, story telling. Several spectators stopped by. May stop by when we are flying again.



Well, we did have more flying, and we couldn't let the hot dogs our wonderful President/Chef prepared go to waste. And, it was time for dessert. Quite a few brought goodies; My downfall. This is the point where I have to make a special mention. My wife, Tina, made her famous, and, delicious "Pink Stuff". Not ice cream, not pudding, but, cold and GOOD. O.K.??? Now can I fly Thursday? There was a

Now--for the rest of the story.

Mick Harris, Dick Bartkowski, Mike and Loretta Williams, and I, took another trip to Sweeney's. Oops, forgot Bill Tomasco. After about a half hour, Dick climbed a big pile of dirt. While scanning the area, he thought he saw a bright color. He yelled to Mick to turn around. He had passed within 30 feet or so of the model. It was just luck that Dick had the right angle to see it. We continued downwind looking for the wing. No luck. As we prepared to leave, Dick called to me. I went over to see what he'd found. In the grass, in a nice neat row, about 10 feet long, were the 10 rubber band that had been holding the wing on. To find out why they came off, come to the next meeting.

So, again, thanks to all who brought goodies, those who took pictures and mostly to those who came to make it a great day.

Chuck Kime

2009 European SAM RC Champs

Once again Dick Bartowski and I with our wives made our annual trip to the Euros. This year the meet was held in Suhl in Germany. Suhl, while only about a two hour drive from Frankfurt was in the former DDR; East Germany to us old guys. Jean and I flew into Dortmund from Barcelona where we overcame our jet lag while touring this wonderful city. We rented a car for our German adventure and proceeded to drive south towards Suhl. We spent the first night in a small village hotel near the Wasserkuppe, the holy grail of Sailplanes and the birth place of German soaring. Here is where the earliest sailplanes were developed, slope soaring invented and thermal flying experienced. It was also the center of glider development through the between the wars period when Germany was forbidden by the Treaty of Versailles to build and fly powered airplanes. The Third Reich eventually absorbed this process into the nascent Luftwaffe, teaching a whole new generation of pilots. We visited the site on a cold and windy morning.

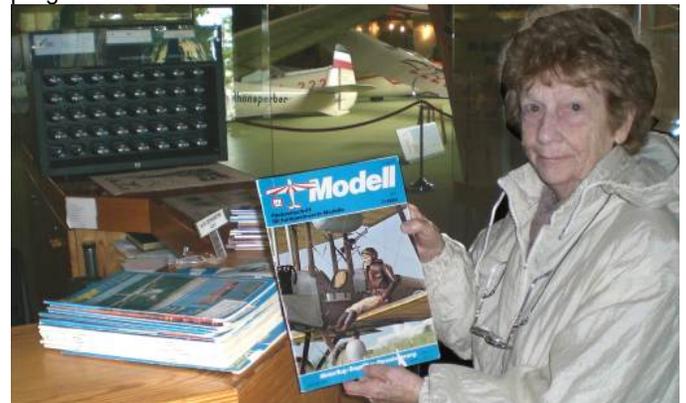


The Wasserkuppe

There was a sailplane towed for a short flight and a group of modelers were already setting up for some slope soaring on an adjacent hill. We also visited the excellent museum.



The first thing that greeted us in the museum was a “Dave Bevan” style magazine exchange. I guess the redistribution program works there too.



The museum has an excellent collection of gliders illustrating the growth of the sport from the very beginnings. There were several replicas of Lilienthal's original gliders and somewhere on the site is a memorial to the great pioneer who succumbed to injuries from a crash with one of his machines, but not until he conducted over 100 successful flights and a whole series of designs. The memorial includes a plaque with his last words “sacrifices must be made”.



Wasserkuppe Glider Museum

Our next destination was Rothenburg; the perfectly preserved 15th century walled city on what was then the “romantic road”, an ancient trading route. Rothenburg was then the largest city in Germany. It is absolutely original and unspoiled and we were lucky that the global economy had reduced the number of tourists as we had the town almost to ourselves. This time of the year it is usually absolutely swamped with people.



Hotel in Rothenburg the unspoiled 14th century city

Suhl was a short drive from Rothenburg along one of the superb Autostradas. I haven't driven in German for many years and I was surprised how little traffic we experienced. Of course the German drivers exhibit rigid lane discipline and you have to spend as much time looking in your mirrors as forward less you be run down by an Audi station wagon cruising at 150mph.

Our German flying friends had arranged for the Americans and many of the Italians and other Germans to stay at an excellent centuries old inn. This is probably the most important aspect of the Euros as we enjoy the social side of the meet as much as the flying.

The magnificent old hotel where many competitors stayed



The weather leading up to arriving in Suhl turned cold and wet, but this is not unexpected in this part of the world in early June and the meet was expanded to four days this time so as to accommodate changes to deal with bad weather. As it turned out the first day was so windy, cold and wet that they decided at the pilots meeting to cancel the day's events and start again the next day.

The meet was held at the local sport airfield, very much like the other Euros held in the former Soviet territory. Like the others it featured a very large grass runway, maybe 2000 ft long and 500 ft wide. And as before we shared the space with full-sized airplanes in a fairly uncontrolled manner! But it was a superb place to fly models.



Aero Club of Suhl's airfield with its 2000 ft by 500 ft grass runway. The dirt strip in this photo was all grass at our meet

The first day usually included the very popular glider event. This year I arranged to borrow a glider from the German organizer, Ulf Mett. The event uses high-start launchers and is flown in six rounds so as to get every competitor to fly in the same air. Prior to leaving the US the thought of screwing a borrowed airplane into the ground on the launch caused a flurry of Propstopper activity to dust



Dick and Dave get ready to fly the old timer glider borrowed from the meet's German organizer

off old high starts and gliders for some practice flights. This worked perfectly as I managed to handle this chore each time. But our generous host provided me with a radio set up in the Euro mode; rudder on the right stick, the way we fly our old timers, but elevator where we have throttle. Well, as much as you tell yourself to do the right thing, it is another to do it at the top of a perfect launch when zipping nose high to gain more altitude! While fumbling with the wrong stick I lost much of the precious altitude on most flights. But it was fun. However, despite the continuing poor weather a bunch of competitors made six maxes and there was an excellent fly off which lasted well into the evening. See the cover picture of the competitors.

My Limited Motor Run nemesis, Rover Mersecchi, who beat me in the last two years meets, won this event. He is shown in the picture below launching one of his fellow Italian team mate's glider.



Italian competitor Rover Mersecchi launches a team mate's glider for the flyoffs

The third day began with excellent weather and Dick and I prepared our LMR models. Dick took his excellent Record Hound, shown here being launched by flying buddy Dale Tower in Eloy Arizona. When Dick and I fly together we don't seem to get many pictures as we have our hands full flying.



Dick Bartkowski's Record Hound being launched by Dale Tower in Eloy Arizona

I had decided not to take my so successful big Stardust Special. I had flown it at the last three Euro meets and apart from being embarrassed about using the same old model we didn't want to lug the big golf bag around Europe. I had decided that just competing was fun enough as we now get most of our enjoyment from our European family gatherings. So I made a new fuselage for my Speed 400 Stardust Special as I found it would fit in my suitcase and I could re-motor it so as to fly in two events.



The event called for scoring the best three of four flights with a ten minute maximum each flight. Dick fell a few seconds short on his first flight but then made two magnificent maxes. I also fell short and made two maxes but then we both encountered the "Blue Sink". The weather was excellent for thermal flying and you could count on lift adjacent to the clouds marching through. But as the day drew on the clouds diminished until the sky was clear blue. How to pick the thermals now? Well one way is to watch the other competitors but you had better be quick as the good thermals were followed by sink, and the sky looked the same. Anyway, we both missed the flyoff which had six flyers.

Since the first day's flying was cancelled the CD allowed us to fly the Speed 400 event over two days. So as we had time to spare and there was good lift if you could find it I decided to fit the speed 400 motor in my model and make my first flight in that event. Wow, I caught a boomer and the model climbed to great altitude, pointed into the wind right over our heads. There were five helpers most of whom could still see the model and I could clearly see it. But there comes a moment when you can still see it but can't see its orientation..... Bring it down so you can see it is the usual action, but in spinning the model down I completely lost it. I fit my contest models with chrome "flashers" on the wing leading edges and fuselage and fin sides. These work really well as you see sun flashes as the pass. But this time all that did was to tell us where the model had drifted too and before I knew it,

it was gone downwind and into the endless forest. Oh well, tote up the cost of the Rx and LiPo battery and write them off. It was not worth wasting the time to search for it, and besides, there would be more room for my dirty laundry in the suitcase. (It seems the old DDR had no use for public Laundromats, nor cyber cafés either).

The last day Dick flew his speed 400 entry, his Tail Firster old timer canard that he has been developing for the last year. It was certainly the most interesting model of the meet and he proceeded to sort it out. He had mixed results in prior flight testing as the model had the tendency to drop the nose and then spin in a vertical spiral. He carefully set the controls on assembling the model and we made the first attempt; a shallow dive into the ground. Back to the bench and reset the controls for more up trim. The second flight was a complete handful as it first climbed well to good altitude but when he shut off the power it once again spiraled down. Dick managed to catch it but it landed out of bounds. So we went off to the side and did a series of hand launches off a slope until he got the glide right. We decided he should shut off the power very slowly so he could retrim as the power dropped. This proved to be successful and he made his final flight for a decent time, but the landing caused some damage which ended the day. But not before wowing the competitors and spectators alike.



Dick Bartkowski and Dave Harding with Dick's Tail Firster Sped 400 model

At the final award ceremony I was surprised to receive an award for being a stalwart supporter of the Euro SAM meet. An unexpected and rather un-warranted award, but nice to know they like us.



Dave Harding

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Propstoppers R.C. M.A.C



Glider flyers at the European SAM RC Champs in Suhl Germany.

Club Picnic Saturday July 25th at CA Field

10 am till 3 pm. Be There-10 till 3!

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 the following dates:

July 18th - CCRC Open House - 9am - 2pm

Sept 26th - CCRC / Propstoppers Fly In - 9am - 2pm

Flyers must present AMA card and get safety brief before flying.

Propstoppers at the Field

Summer Monthly Meetings at the Field

14th July

11th August

8th September

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

Club Picnics

Saturday July 25th

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.