



The Flightline



Volume 49, Issue 7 Newsletter of the Propstoppers RC Club AMA 1042 July 2019



President's Message

Welcome to Summer.

Now is the time for excellent flights. Do yourself a favor. Wear a hat! I'm one of those people that burns easily. Believe me, it happens quickly. Flying models, and picnics are fun. Sunburn is not!

The Picnic, July 20th, will start about 3:00 PM. We are planning hoagies, ham & cheese, or Italian. Condiments are on the side. We will have Pepsi, 7-Up, water, and are open to further suggestions.

If you have any suggestions for flying games or competitions, feel free to let me know. I'm ready to try anything. REALLY, I want everyone to have a fun time.

Keep in mind that this will be our first picnic this year. We will need ideas to try out for an even better time next month. We want you to enjoy yourself and for everyone to have fun. I regret I haven't been able to put the effort into planning this event the way I would like to.

I'm open to suggestions.

Chuck Kime,

President

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Agenda for July 9th Meeting At Gateway Church Meeting Room 7:00 pm till 8:30

1. Call to Order and Roll Call
2. Approval of minutes
3. Treasurer's Report
4. Old Business:
Safety/Rules Committee review:
5. New Business:
6. Show and Tell:
7. Adjournment

Minutes of the Propstoppers Model Airplane Club

Minutes of the Propstoppers Model Airplane Club
June 11, 2019 at the Gateway Community Church
meeting room.

Call to order took place at 7:04 PM by President
Chuck Kime

Minutes of the May meeting as published were
approved.

Treasurer's report was presented by Pete Oetinger
who noted that the finances seemed adequate.
Present were 12 members and two guests.

Old Business: The club discussed the picnic
scheduled for July 20, 2019. We are planning
hoagies and snacks for this event. Plans for the
August picnic will be determined later.

The president noted that in spite of the rain both
fields are in good shape, even the entrance road.

New Business: Tuesday, June 11, 2019 was the last
day for this season of Tuesday morning indoor flying.
The next season will begin approximately at the
beginning of October.

Show and Tell: Dave Harding delivered a report on a
Drexel university course in aviation design. He
showed several fuselages that he had made with
motor receiver and servos installed. These serve as
a beginning for the student project. The students
design wings, tail, accessories and calculate
performance based on their design. The course has
been successful and popular with the students
especially when they get a chance to actually fly their
creation. Dave plans on continuing this into next
semester.

Adjournment took place at 7:58 PM.

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Webmaster Pete Oetinger	
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Indoor Flying at the Brookhaven Gym

All indoor flying events are suspended
through to October during the outdoor
season.

Calendar of Events

CLUB MONTHLY MEETINGS:

Second Tuesday of the month.

Gateway Community Church. Doors open at 7:00

Gateway Community Church Meeting Room

TUESDAY BREAKFAST CLUB:

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.

Flying Indoors in winter at the Brookhaven Gym 10:00-11:00 (subject to availability of the gym).

REGULAR CLUB FLYING:

At Old Christian Academy Field (Gateway Community Church); Electric Only- Monday through Friday after school till dusk

Saturday 10 am till dusk

Sunday, after Church; Noon till dusk

At Elwyn Field; Fuel or Electric

Monday through Saturday 8 am till dusk

Sunday 10 am till dusk for Electric, Noon till Dusk for Fuel.

INDOOR FLYING:

See notice of dates, pg. 2.

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.

2019 DUES ARE NOW REQUIRED

Membership renewal for 2019 is now past due. You can renew by mail or at the club meeting

Bring cash or check and your AMA card.

Dues are \$60.

To renew by mail, please send a check made out to the ***Propstoppers*** 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.***

Ray Wopatek Membership Chairman

Editor's Note:

Reporting From Crosby Landing Beach, Cape Cod, MA

As I write this month's Notes, the fourth of July is one day away and I can confidently say that the summer has commenced here on the Cape. The rains have gone and the temperatures are predicted to top out at 80 degrees this week. That probably sounds pretty good to you back in PA, but here in the land where AC means lots of screened windows, we don't like to see those numbers go any higher.

We have had some beautiful flying conditions the last few mornings. And with some of the late arriving migratory members joining us, it has been interesting to see the array of planes, from reliable old favorites to this winter's latest acquisitions.

I am planning to dust off my Flite Test Explorer from a few seasons back that has been collecting dust in the rafters. It was intended to be my FPV platform if I can ever get the time to set up the electronics. It still escapes me, however, why the guys here have dubbed her "The Circus Wagon."

Chuck's Message this month is a heartfelt warning about the dangers of over exposure to the sun that comes with time spent at the field. He speaks from bitter experience.

Ironically, the older I get the more I seem to ignore my own cautionary advice. I have been down for the count over the last three days because I bent over, rather than squatting, to get a rubber band from my field box. I've had this back problem for thirty years. Will I ever learn?

Dave Harding has submitted an interesting article this month about recent troubles with FAA enforcement at one of his favorite flying sites in California. Although we probably don't have the same degree of vulnerability as that site, we too are subject to the new FAA regulations and controlled air space environments. AMA has been instrumental in helping to guide member clubs through the process of registering flying sites with the FAA. On first examination it appears that our field information on file with AMA has, at the very least, been outdated. VP Pedro Navarro has taken on the task of verifying GPS coordinates and address data for our field operations and coordinating with AMA to bring our club into conformance with FAA rules and procedures. Hopefully, he will be able to report back to us next month that all is in order.

Get out and enjoy this wonderful flying weather. But, "Be careful out there!"

Larry



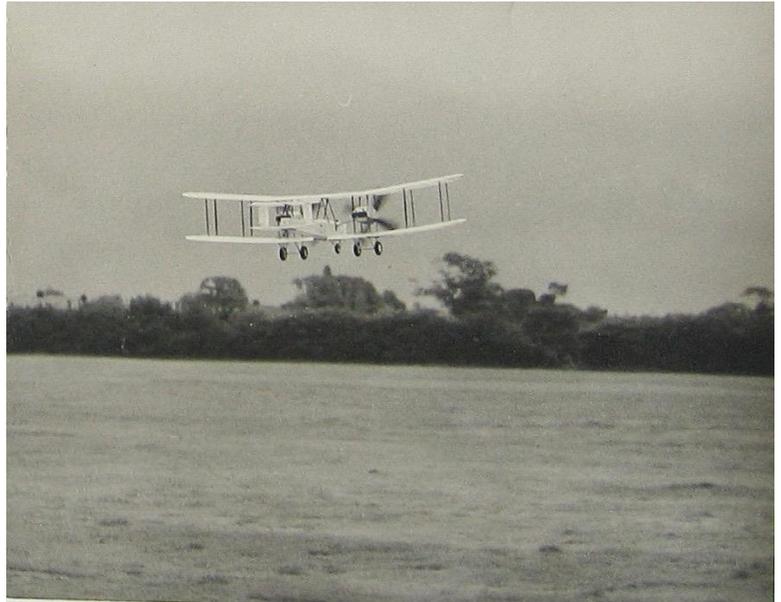
“Trans-Atlantic Legends Lost and Found”

Photos of a model from fifty years ago resurrect thoughts of two early aviators’ record flight.

by Murray Wilson

Recently fellow member Eric Hofberg showed up to the Tuesday breakfast wearing a shirt posing the question, “Wilbur and Orville who?”. I suppose it is quite possible a sizable portion of today’s USA population may not know the answer, but I am sure far far fewer would know the answer to “Alcock and Brown, what?”

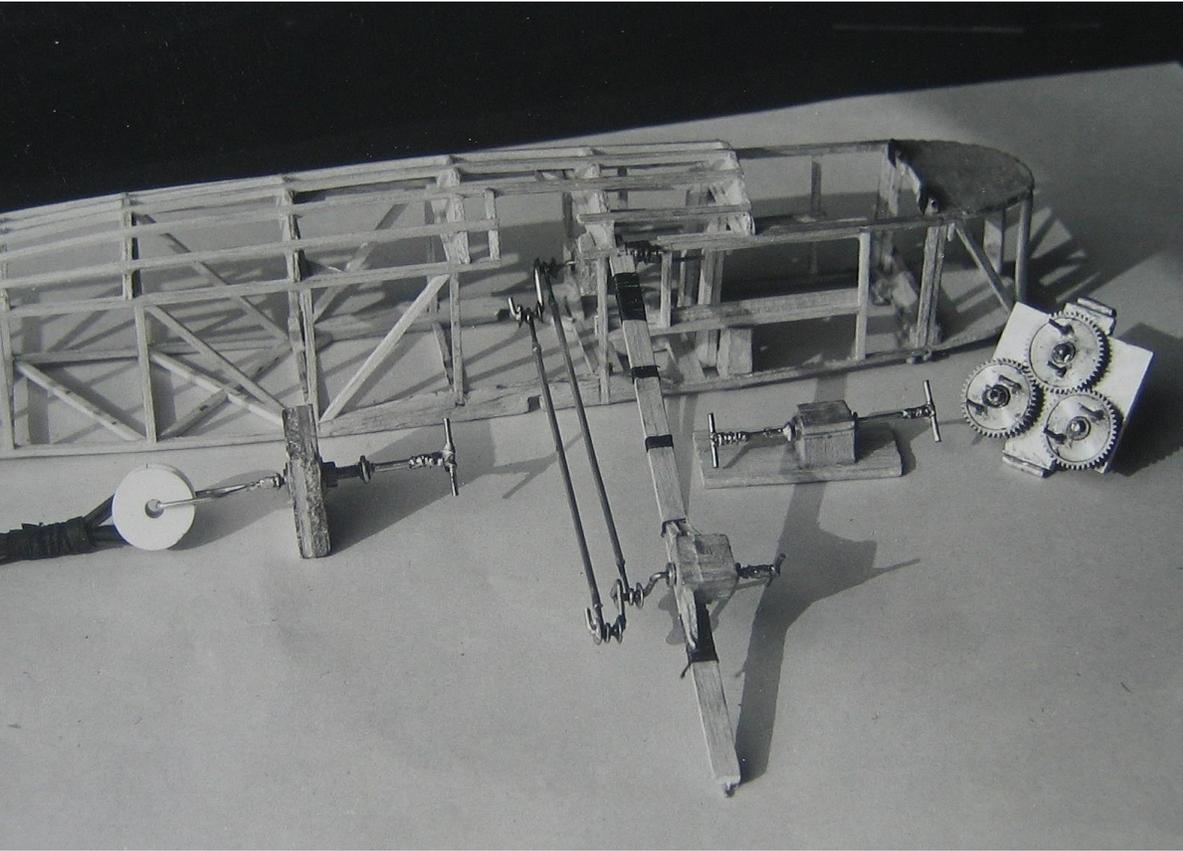
For one thing they were English and maybe even at the height of their fame were not well known over here, but they have the distinction of being the first to fly non-stop across the North Atlantic from West to East. This was in 1919, eight years before



Lindberg made the first solo crossing. John Alcock and Arthur Brown were both WW1 pilots and for their Atlantic crossing they flew a Vickers Vimy twin engine former WW1 bomber.



Seeing Eric’s shirt chanced to coincide with my brother Bill in England sending me photos of a Vickers Vimy model he had designed and built about fifty years ago and I thought Propstopper members might find the photos of interest. Bill like me is a steam locomotive enthusiast. So for the drive from the rubber motor located in the fuselage to the propeller shafts in the nacelles he used pairs of cranks at 90° and connecting rods, as on a locomotive. The airplane did fly, but most of the flight was a powered descent from the shoulder height launch. It was just too heavy. Today’s electric propulsion systems would have transformed it, but unfortunately it and the plan are long gone.



FAA Takes Aggressive Position at Apollo Field

By Dave Harding

I have reported over the years the flying part of the University Engineering Students SAE Aero Design Competition that takes place at Apollo Field in the Sepulveda Basin just North of Los Angeles.



Pictured at right: 2012 Widener Engineering Students at Apollo Field



The field is part of a very large city park which sits behind the Sepulveda Dam, the bulwark that defends Los Angeles from the Sepulveda Basin watershed. It is located only two miles from Van Nuys airport, one of the busiest private airports in the US.

The airport and the model flying field have coexisted for many years; however this has all changed due to the new FAA authorization act. The FAA shut it down in mid-May. An FAA air marshal showed up with an LA Parks & Recreation guy and announced, "Everybody on the field get your planes down on the ground NOW!" The field was closed to model flying—even the control line circles.

The AMA had lost its legislative fight to have the section [336 “model aviation” exception](#) included in the renewal legislations extending the Federal Aviation Administration’s authority for another two years. So now model aviation is fully subject to FAA regulation.

The FAA (like most federal agencies) does nothing better than big foot a problem. They decreed that any model airplane activity within 2 miles of an active airport should be shut down—and the Apollo Field was one of the targeted places. Supposedly a number of cities have gotten in the spirit of the thing and have banned model flying in public parks.

The AMA’s response to this shutdown was to gather information about all the affected model airplane fields and seek a waiver of the action out of Washington D.C. Their deadline for getting the information was June 18, and I have no doubt that the AMA legislative lobbyists are dithering in D.C. as I write this. I don’t know when, or even if, any relief will come from that effort.

In the meantime the Valley Flyers club went to the tower folks/FAA employees at Van Nuys Airport. They negotiated a Letter of Agreement (LOA) with the Van Nuys airport that will let us fly at Apollo so long as we stay below 250 feet (versus the national limit of 400 feet). It’s a short term agreement—could be cancelled after a probation period of 60 days, and definitely will be cancelled at the end of one year. The club officers “got er dun” effective June 21st.

But under the LOA the Valley Flyers become responsible for policing and enforcing the 250 foot height limit. And Apollo is a public park owned or at least controlled by the Park & Rec Department, and any yahoo who just bought a plane down at the local hobby shop can (and does) come and fly at Apollo. We will see how it all works out.

Dave



The World's Fastest Jetsuit.

Mark Bridge
The "London" Times
June 27, 2019

Contributed by Dave Harding



Sam Rogers, 23, is in his final year at Loughborough University and works as design lead for 3D printing at the jetsuit maker Gravity Industries.

He used the technology, which “prints” items in layers, to re-engineer a jetsuit designed by Gravity’s founder, the former Royal Marine Richard Browning. Mr Rogers’s 1,000 brake horsepower, five-jet suit is 3D-printed in aluminium, nylon and steel and incorporates air channels that make it lighter, cooler and more efficient. It is also much faster. In 2017 the earlier version set the world record for the fastest jetsuit, at 32mph. Mr Rogers has since flown his design at almost 56mph.

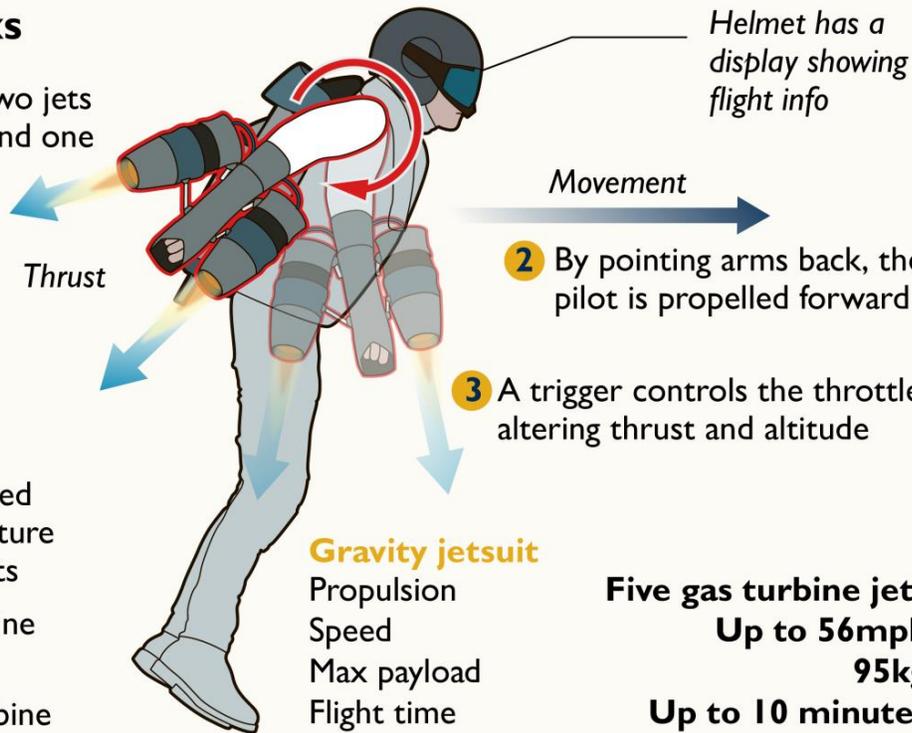
The new suit will be Gravity Industries’ racing suit. The company is creating a league intended to rival sports such as Red Bull’s Air Race.

Mr Rogers said: “Five turbojet engines spooling up on your body is a very intense and visceral experience. To learn to balance, control and fly under that power feels very dynamic and the freedom of movement once airborne is like nothing else.”

Gravity sells its jetsuits to private individuals and also organizes experience days. The racing suit, as modified by Mr Rogers, is on sale at Selfridges for £340,000.

How it works

- 1 The suit has two jets on each arm and one on the back



- 2 By pointing arms back, the pilot is propelled forward

- 3 A trigger controls the throttle, altering thrust and altitude

3D printed parts include:

- Nylon-12 printed backpack structure and arm mounts
- Steel rear turbine shroud
- Aluminium turbine housings

Gravity jetsuit

Propulsion

Speed

Max payload

Flight time

Fuel type

Five gas turbine jets

Up to 56mph

95kg

Up to 10 minutes

Diesel, kerosene or jet fuel

A Moment in Flight:

Flight Video by Pedro Navarro

There are few times more filled with anticipation, both of joy and dread, than when we send up our latest model for a maiden flight. This month we watch as a micro Pitts S takes flight for the first time. Set to the theme from “Chariots of Fire,” the exuberant flight beautifully expresses the sense of joy and accomplishment that comes with first-time events.

[Click here to see this month's Moment in Flight.](#)

