



The Flightline



Volume 46, Issue 3 Newsletter of the Propstoppers RC Club AMA 1042 March 2016



President's Message

At the meeting Dwayne Meyers will be going over battery care from discharging to full safe charge .

We will have time for more show+ tells so bring them in.

We will have coffee and donuts.

We will go over upcoming events for the year.

Dick Seiwell, President

*Agenda for March 8th Meeting At
At the Church Room, CA Field
Meeting 7:00pm till 8:30?*

1. Membership Report
2. Finance Report
3. Club Calendar Review
4. Middletown Pride Day Program
5. Care and Feeding of Batteries
6. Show and Tell

**Indoor Season One Last Time
(unless you fly with us after Tuesday Breakfast)**

Brookhaven; 3/19 2016 All 6:30-9:30 pm

Minutes of the Propstoppers Model Airplane Club

.The February Monthly club meeting was cancelled due to adverse weather.

Dick Bartkowski Secretary

Propstoppers at the WRAMS Show

Two car loads of Propstoppers attended this year's WRAM show in the NJ Meadowlands Convention Center.

The show has several different areas. There are and clubs and vendors of all kinds with booths in the main area. Many of the vendors have Show Special Sale items © There are several areas to display models for a beauty contest in various categories. A flying cage is set up to demonstrate indoor or small models. There is even a "lake" to demonstrate boats. And of course there is a swap meet where you may buy "bargains" or Junk.



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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; 8th March at Church Meeting Room

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.

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Propstoppers Web Site; www.propstoppers.org

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They even had a large selection of balsa from National Balsa. Which is much more than I can say for the AMA Expo in Ontario California in January. There was not one stick of balsa on sale there despite it being a much bigger show and an AMA Showcase to boot.

Dave



Phantom 4 Review: DJI's New Drone Outsmarts Bad Pilots

Wall Street Journal

The drone makes awesome aerial photography safer with five cameras that sense and avoid obstacles including trees, buildings and people

The new Phantom 4 drone from DJI keeps pilots from getting into crashes with computer vision that can sense and avoid obstacles including trees, buildings and people. WSJ Personal Tech columnist Geoffrey A. Fowler takes it for a test flight, including a head-on game of chicken.

Go here to read the full article and watch the video.

<http://www.wsj.com/articles/phantom-4-review-djis-new-drone-outsmarts-bad-pilots-1456848437>



Old Rhinebeck Aerodrome and Museum

Rhinebeck, NY

<http://oldrhinebeck.org>

Cole Palen has built this wonderful collection of flyable WWI airplanes since the 1960s. They have weekend flying demonstrations and many special days including an annual Model Jamboree a scale model fly-in. This year's event, the 50th, is to be held on September 9 – 11.

Rhinebeck is a 3 ½ hour drive from us so not so good for a one day visit. But maybe a few people would like to arrange a weekend stayover and max the enjoyment. Heck, you have enough time to build or acquire a suitable model to fly yourself.

Dave.



Come see the *Spirit* of the Aerodrome Soar!

Spirit of St. Louis Public Debut Flight and Gala
MAY 21, 2016

www.spiritoftheaerodrome.com

AIR SHOWS EVERY WEEKEND (MID-JUNE THROUGH MID-OCT.)

MUSEUM OPEN DAILY (JUNE THROUGH OCT.)

BIPLANE RIDES AVAILABLE (JUNE THROUGH OCT.)



The Old Rhinebeck Aerodrome is a true "living" museum of antique aviation located in the historic town of Rhinebeck, New York. We present one of the largest collections of early aeroplanes in the world, as well as automobiles, motorcycles, early engines and memorabilia spanning the period from 1900-1939.

During our exciting weekend air shows, the Aerodrome turns back the hands of time and relives the early years of aviation (weather permitting). This colorful era is brought back to life amidst the roar of rotary engines and is great entertainment for all ages. The Saturday shows chronicle the history of flight with pioneer, World War I and Lindbergh era aircraft taking to the skies. If the winds are calm you will even see our 1909 Bleriot (the oldest flying aircraft in the United States) take to the air. The Sunday shows feature a World War I dogfight as well as barnstorming aircraft.

In addition to weekend aerial demonstrations, the Aerodrome also offers four museum buildings housing static displays of aircraft from the pioneer, World War I and Lindbergh/barnstorming eras which are open to the public seven days a week from June to October.

CENTRAL PENN AEROMODELERS ASSOC.

Visit our web-site at www.epaa.us

36th Annual Radio Control **FLEA MARKET**

PLACE: LEBANON FAIRGROUNDS

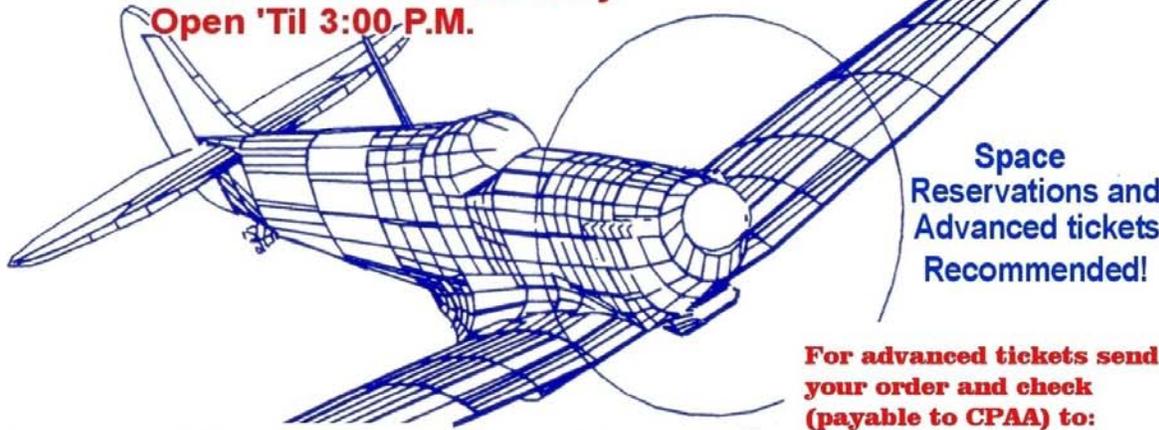
80 Rocherty Road
Lebanon, PA 17042

DATE: SATURDAY March 12, 2016
(Regardless of Weather)

TIME: 8:30 A.M. for General Admission
7:00 A.M. for Renters Only
Open 'Til 3:00 P.M.

**For table availability
e-mail info@cpaa.us**

Advanced general admission
tickets available at \$7.00
each (non-refundable)



Space
Reservations and
Advanced tickets
Recommended!

Admission: \$8.00 Donation at door (Under 12 Free)
Aisle Spaces: \$15.00 each (5 ft. long)
Wall Spaces: \$20.00 each (5 ft. long)

**For advanced tickets send
your order and check
(payable to CPAA) to:**

CPAA
57 Village Ct
Mechanicsburg, PA 17050

*For Information Call Todd (717-412-8579)
or email info@cpaa.us*

**LARGEST ONE DAY R/C FLEA MARKET
IN THE U.S.A.!**

41,000 Sq. Ft. Indoors, 602 Spaces of Bargains

**...featuring: Radio Controlled airplanes, Sailplanes, cars,
boats, control-line airplanes, and related accessories.**

The RAF discovered that a 15 year-old 'Gate Guard' Grand Slam bomb – was actually LIVE!!!!

Apparently when Lincolnshire County Council were widening the road past RAF Scampton's main gate in about 1958, the 'gate guards' there had to be moved to make way for the new carriageway. Scampton was the WWII home of 617 Sqn, and said "gate guards" were a Lancaster...and a Grand Slam bomb.

When they went to lift the Grand Slam, thought for years to just be an empty casing, with an RAF 8 Ton Coles Crane, it wouldn't budge. "Oh, it must be filled with concrete" they said. Then somebody had a horrible thought No!..... Couldn't be? ... Not after all these years out here open to the public to climb over and be photographed sitting astride! Could it? Then everyone raced off to get the Station ARMO. He carefully scraped off many layers of paint and gingerly unscrewed the base plate.

Yes, you guessed it, live 1944 explosive filling! The beast was very gently lifted onto an RAF 'Queen Mary' low loader, using a much larger civvy crane (I often wonder what, if anything, they told the crane driver), then driven slowly under massive police escort to the coastal experimental range at Shoeburyness. There it was rigged for demolition, and when it 'high ordered', it proved in no uncertain terms to anyone within a ten mile radius that the filling was still very much alive!

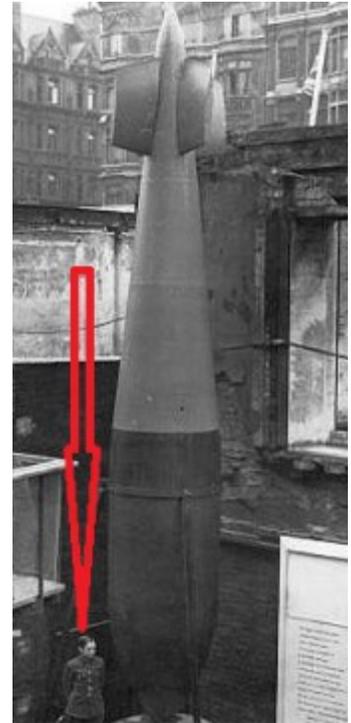
Exhaustive investigations then took place, but nobody could find the long-gone 1944, 1945 or 1946 records which might have shown how a live 22,000 lb bomb became a gate guard for nearly the next decade and a half. Some safety distance calculations were done, however, about the effect of a Grand Slam detonating at ground level in the open. Apart from the entire RAF Station, most of the northern part of the City of Lincoln, including Lincoln Cathedral, which dates back to 1250, would have been flattened.

The Grand Slam was a 22,000 lb (10,000 kg) earthquake bomb used by RAF Bomber Command against strategic targets during the Second World War. It was the most powerful non-atomic bomb used in the war.

Known officially as the Bomb, Medium Capacity, 22,000 lb, it was a scaled-up version of the Tallboy bomb and closer to the original size that the bombs' inventor, Barnes Wallis, had envisaged when he first developed his earthquake bomb idea. It was also nicknamed "Ten ton Tess".

When the success [of the Tallboy bomb] was proved, Wallis designed a yet more powerful weapon... ***This 22,000 lb. bomb did not reach us before the spring of 1945, when we used it with great effect against viaducts or railways leading to the Ruhr and also against several U-boat shelters. If it had been necessary, it would have been used against underground factories, and preparations for attacking some of these were well advanced when the war ended. — Sir Arthur Travers Harris (1947).***

On 18 July 1943, work started on a larger version of the Tallboy bomb, which became the Grand Slam. As with the original Tallboy, the Grand Slam's fins generated a stabilizing spin and the bomb had a thicker case than a conventional bomb, which allowed deeper penetration. After the hot molten Torpex was poured into the casing, the explosive took a month to cool and set. Like the Tallboy, because of the low rate of production and



consequent high value of each bomb, aircrews were told to land with their unused bombs on board rather than jettison them into the sea if a sortie was aborted.



After release from the Avro Lancaster B.Mk 1 (Special) bomber, the Grand Slam would reach near-supersonic speed, approaching 1,049 ft/s (320 m/s), 715 mph (1150 km/h). When it hit, it would penetrate deep underground before detonating. The resulting explosion could cause the formation of a camouflet (cavern) and shift the ground to undermine a target's foundation.

Unlike Tallboy, Grand Slam was originally designed to penetrate concrete roofs. Consequently, it was more effective against hardened targets than any existing bomb. The first Grand Slam was tested at the Ashley Walk Range in the New Forest, on 13 March 1945. By the end of the war, 42 Grand Slams had been dropped on active service

http://web.archive.org/web/20090918075619/http://www.gunnies.pac.com.au/gallery/grand_slam.htm

The B-17G was eventually able to carry 9,600 lbs of bombs, but by this time Lancasters were able to haul the 12,000 lb Tall Boy which was used to sink the German battleship Tirpitz and even the 22,000 lb Grand Slam "earthquake bomb" which was dropped on German submarine pens. Both of these bombs were design by Barnes Wallis, who was also responsible for another bomb made famous by the Lancaster - the 9,250 lb "bouncing bomb" used to destroy German dams in the Ruhr valley.



Membership Renewal For 2016

Membership renewal for 2016 is now required. You can renew by mail or at the club meeting in March.

Don't lose your club privileges!

Bring cash or check and your AMA card.

Dues are \$60.

Please send a check 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