



The Flightline



Volume 39, Issue 5

Newsletter of the Propstoppers RC Club

AMA 1042

May 2009

President's Message

Time is sure flying by (so to speak) and the weather is not very good in fact it's rotten! If you go to the field be careful not to sink in, I'm sure it is soft.

This is the big weekend; Pride Day. I hope you all can show up, we need a good showing. The event is "rain or shine" but we will have the big Subaru canopy and the motor home (if it can navigate the soft field). So if you can come that would be great. We will have planes to give out to the first 50 kids to show up. I hope we will get some flying in but time will tell but come prepared anyway, bring your planes to show or fly.

No bad or good news about the other field. Hope to see you at Middletown's Pride Day, if not see you at the library for the meeting

Dick Seiwell

Agenda for May 12th Meeting

At the Middletown Library;

Doors open 7pm, Meeting 7:30pm.

1. Approval of April Meeting Minutes
2. Membership Report
3. Finance Report
4. Flying Field Situation
5. Plans for 2009 Activities
6. Show and Tell

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Minutes of the Monthly Meeting

April 12th, 2009 at the Middletown Library

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

Roll-call by membership chair Ray Wopatek showed 18 members present

Minutes of the March meeting as printed in the newsletter were approved

Treasurer's report was presented by President Dick Seiwell to the membership

Old Business:

The Chester County Model airplane club has invited us to join them three times this summer for fun fly activities at their field. Details will be posted in the newsletter when we get them.

President Seiwell is still following several leads for fields.

Dave Bevan gave us an update of the Widener Student team that is building a model airplane to carry a maximum payload. He said that they have actually built a plane and flown it successfully.

Dick Seiwell mentioned that the Propstoppers are still gathering for breakfast Tuesday mornings at the Tom Jones restaurant in a Brookhaven at 9:00 a.m.. They always seem to have six or eight participants. When the weather is good they follow the breakfast with flying at Chester Park.

Show and Tell:

Dave Harding showed some small outrunner motors and parts bought from Hobby King in Hong Kong and Balsa Products in New Jersey. They work well and are quite inexpensive.



Brian Williams showed his new Thunder Tiger 30 size large nitro helicopter. It is powered by a 30 size glow engine. He has already flown it and notes that it flies very well.

Adjournment took place 8:45 p.m.

Dick Bartkowski, Secretary

Calendar of Events

Club Meetings

Monthly Meetings
Second Tuesday of the month.
Doors open 7 pm, Meeting 7:30

12th May

**at the Middletown Library (behind
 Weather's Dodge on Rt. 452)**

**Summer meetings at the Christian
 Academy Field. Fly at 5 pm, meeting at 7
 pm.**

9th June
14th July
11th August
8th September

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.

**Beginners using due caution and
 respecting club rules may fly GWS Slow Stick or
 similar models without instructors.**

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Middletown Township Community Pride Day

Once again we have been invited to the Middletown Township Community Pride Day at the Williamson Trade School. The meet is this coming Saturday the 9th of May. The meet opens to the public at 11 am but we should be there to set up at ten.

Please come out and bring something to show/display or fly. You can also bring out gas powered airplanes and engines to run or show.

We have been trying to align ourselves with the Township activities as one way or another we have had a presence in Middletown for decades. So this is one opportunity to let the Township management and residents see what we do.

We fly from a small ball field that is surrounded by rather daunting obstacles such as high tension electrical pylons and lines and tall trees with surprisingly strong magnetic fields..... ask me how I know! Last year Steve Boyajian and Al Basualdo brought out their big helicopters and put on quite a show.



U/C models are encouraged too as there is an excellent space by the ball field backstop for such models. Two years ago your editor flew his 35 year old stunt model with a Fox 36X that hadn't been run since that time.

Dave Bevan and John Tripier made over 100 hand launched gliders and have been demonstrating them and handing them out for some years now at this meet. I wonder if there are any remaining?



Vice President Dave Bevan with his "Bevan Tripier" hand launched gliders waiting for customers.

If you come, enter the Williamson School as directed but at the top of the hill tell them you are with the model airplane club at the lower sports field and they will let you turn left and continue down the hill to park with us.

Dave Harding

Senior Propstopper, Sam Nevins

I know Sam Nevins will forgive me to tell you that at 90 years of age he is still enthusiastic about aviation. I don't know if he is still the "building machine" he was just a few years ago but I do know he responded to my request for material to inform the members of our accomplishments.

For most of his working life Sam worked for the US Navy. Some of you know the Navy was in the aircraft design and fabrication business at the Philadelphia Navy Yard and more of you probably know that when the Navy abandoned its own endeavors it took on the role of developing design standards and testing them at the Navy Yard.

"Our" Sam was a photographer supporting these tests and he recently sent me the following newspaper article describing one of his contributions to carrier plane arresting tests. Here is the story;

Photographer's Idea, Device Aid Arresting Gear Tests.

"I'm doing the things I like to do!" That's the way Sam Nevins, photographer at the Naval Air Material Center, summed up his interest in the camera arts.

A veteran of 17 years at the Center, Sam, an idea man, has been time-exposed to the establishment. He was an aircraft electrician, instrument mechanic, and aircraft mechanic general before going to, the: Photographic Department two years ago.

A native of New York City where he went to school, Sam, came up with skyscraping idea within the past year which has helped provide better photography results at arresting gear tests.

Arresting gear tests always imposed numerous problems in obtaining the best possible Photographic coverage. Detailed, still photographs of actual impact have proven exceptionally valuable when obtained. Even increasing speeds and necessary safety precautions combined to

continually lower the percentage of good photos on these tests, according to Photographic Officer Owen Koehler,

"One day the Sites Engineer, Charles. Abramson, wondered if it were possible to take pictures at a closer range without endangering personnel. Nevins believed that the percentage of good photographs could be raised to a maximum with certain modifications to a standard camera. According to his theory remote control could be used to eliminate the danger of a photographer being as close to the action as was necessary for the camera. The remote control was accomplished by having the cable actuate a microswitch which in turn triggered the camera."

"The speed of the action and the angle at which the photograph should be taken eliminated the use of the between-the-lens shutter. Shutter speeds had to be increased beyond the 1/400 of second maximum of this shutter. The focal plane shutter, with a maximum of 1/1000 of a second had to be utilized. The principal of the focal plane shutter also presented the possibility of two successive exposures because of the principle of this type shutter. [http://en.wikipedia.org/wiki/Shutter_\(photography\)](http://en.wikipedia.org/wiki/Shutter_(photography))

Nevins made a rough modification using electrical power and a solenoid to actuate the shutter level. The use of the cable to trigger the mechanism removed the human error in determining the split-second timing of the exposure. It also allowed the camera to be placed close to the action without personnel in the area. "The use of the focal plane shutter solved the problems of the rapid motion and permitted sharp pictures relatively free of motion blurring," said Koehler. Nevins said he used his "homemade" modification at the sites several times. The idea impressed both. Abramson and Lt. Hotchkiss, Sites Officer. The latter asked Nevins to make a sketch along with his modified version. This was submitted to the NAES (SI) Shop Assigned Engineering where expert craftsmen, with a professional touch "polished up the rough edges." Nevins, thus far, has already a beneficial suggestion award for the idea. Only time will tell what the future holds for the "brainstorm" or how far it will go.



AAAAHHH, Warm At Last. And Calm Too.

Saturday 2nd May

I received e-mail in reference to student instruction. A teen named Jeff had been to a meeting in February with his parents. We had a lengthy conversation about learning to fly, basic rules, license, etc. I called him on Friday and set up a time to meet him at the field.

Meanwhile, Brian Williams was checking on who would be flying on Saturday. I got to the field about 11:00 AM. Brian arrived shortly after, followed by a gentleman named Sherrill (SP). He had a small, 2 ft. or so, Pitt's biplane. He hadn't flown in 8 years and was a little nervous. Brian and I watched him set up. He seemed to know what he was doing so we let him have a go at it. A little shaky on the take off but, a couple passes of the field and things started to get a lot smoother. He ended the flight with a near perfect 3-point landing; a really a nice flight.

Brian got in a couple flights with his aerobatic planes when Jeff showed up with his parents. He had a pod and boom plane which his grandfather got for him (More later, on that.) I checked it out while explaining to him and his parents what I was doing. They were very interest in everything that went on. I ran thru the safety, and field, rules, and pretty much what was expected of him. Then I fired up the plane for a test flight. Good for about 20 feet; badly out of trim. Re-trimmed and launched again. Got in a short flight and landed to re-trim. Had to re-bend linkage to get it in radio trim range. Next flight started well: got a little altitude, a few figure 8s, and the wing folded about 90 degrees. Managed to miss the pit area and get it to the edge of the runway. By the time Jeff and I got to the plane and disconnected the battery, his father was there with a new wing. It seems his Grandfather (remember earlier) had bought some spares, just in case. My kind of guy.

Replaced wing, and off again. Got to altitude and let Jeff have the xmtr. He flew around for a while and handed the xmtr back for me to land. Nice job, 1st flight jitters.

Rick Grothmann arrived with his Blizzard, hotliner glider. What a rocket! Just hold it straight up and let go. Really a fast plane but capable of slowing down, although it took the whole strip to land, even with flaps.

I put one of my batteries in Jeff's plane and went up again. He flew patterns and just flew around for a while. I think the tension of first flights was getting to him and he came down, again with me landing. I critiqued his flight with him and his parents. He was nervous but did well. I think he could use something a little slower. I'm going to try and get one of my slowflyers together again. I did take my foamy Cub up and let him fly that a bit. I think it went a little smoother.

About this time Drew Resweber arrived with a friend and his mother. He had Miss America on loan from Dave Harding. His first flight was a little short. He felt the plane was acting nose heavy. The trim angle on the elevators seemed to verify that. Removal of the wing confirmed the problem. The battery had shifted forward a little. Readjusted, checked balance, and off. I went back to talking with Jeff, and his parents, when I heard a loud pop. As I turned I saw two wing halves floating down. Then, I saw the MA go straight in. Didn't get to check the wing but, the fuselage is totaled.

There were a few more flights and things broke up. We flew from 11:00 to a little after 1:00. All in all, a good day.

I should mention that Brian and I were talking, when we first got there, about what a great day it was. Then, one of us mentioned how calm it was. Hardly got the sentence out and the wind started. Oh well, what's a little wind? And this pale skinned Irishman got his first sunburn of the year.

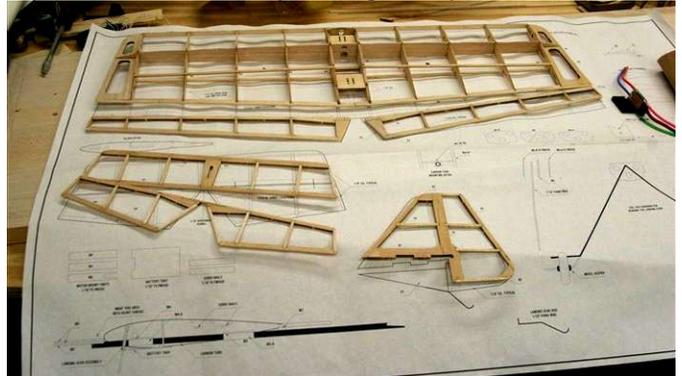
The Season Is Here!!!

Chuck Kime

New Member Craig Meyer's Activities

I am currently working on a Tiny-X balsa kit (Todd's models)

http://www.rcuniverse.com/product_guide/kitprofile.cfm?kit_id=2210



I received my Mountain Models Magpie (Your club plane suggestion) last week. I am thinking of covering it with SoLite l-temp covering rather than tape. I haven't started it yet.

I also purchased (at half price from another flyer) an Aspire glider. It came with an extra wing set, 3 channel 72MHz (Chan 46) transmitter, charger, the works. I decided on a Aeronaut 11x8 foldable prop, with an MPJET 3.33/1 planetary gearbox, keeping the original Speed 500 motor, and replacing the existing Speed Control (which has no brake?) with a GWS 30amp which has a brake.

My son and I were at the Propstoppers field at Christian Academy Saturday afternoon. I got to fly the reworked Aspire glider for the first time. All the flights went well, though the climb rate was not what MotoCalc predicted. The grass in the runway has grown up in places, which actually helped cushion the glider landings :) Subsequent flight attempts resulted in smoking the ESC. Don't know why.

I also flew my Super Miss 2, my aileron trainer, the grass was short enough in places that I was able to do two real takeoffs. Though that field will require larger wheels to avoid nosing over on takeoffs, and landings.



Then on the 2nd flight of the Super Miss, it wasn't responding to my controls properly (2.4 GHz not 72MHz). So I did a pretty drastic landing, nothing broken. The Spectrum I have is one of the models which were on the recall list, I did the check they suggested and nothing showed up, maybe I should send it back anyway.

Craig Meyer

Juniors and Frankenstein II?

Every couple of years we get an enthusiastic junior come out to the club to learn and participate in building and flying model airplanes. Time and again these young men (we have yet to have a young woman come out) have repaid the attention we have given them many fold. Last year Drew Resweber came to fly with us, and as with all the prior "students" I have worked with he was thoroughly supported by his family. They bring him to the field and the meetings and help with buying and flying airplanes. Drew is a quiet serious young man and when I allowed him to fly my old Miss America SAM contest model he followed directions well and showed he had good hands and judgement. The result was that later in the year I loaned him the model and radio so he could fly as he wished with other club members.



Meanwhile, this winter he wanted to get something beyond the beginner Cub he owned so he has been building a Sig Kadet LT 25 for electric power. More on this later, but meanwhile on the first flyable Saturday he brought out the Miss America and flew with the guys at Christian Academy field.

Drew has been branching out from the basic climb and glide flight of the Old Timer contest models and has learned to do some basic aerobatics. I should have warned him that the airplane was built really light just for the climb and glide performance but I didn't and eventually the structure, which had been repaired many times, just gave up. Worse, it was the wing center joint that broke resulting in the rest of the airplane descending vertically into the, fortunately soft, turf. Experienced club members had him carefully collect all, or most of the pieces even though the nose had made a six-inch hole in the sod! The wing halves were recovered and the rest of the wreckage inspected. The motor was locked and the fuselage concertina back to the aft wing mounting and the rest of the fuselage concertina over several bays by failure in the longerons between



■ Miss America after the "arrival"

bays. The tail was largely intact as were the pushrods although one of the servos had broken loose from its mounting. The nice "between the wars" cowling was completely destroyed back to the motor bulkhead, although the sheet aluminum flashing motor mount was largely intact.

The failure appears to have been in the wing joiners. I like to use pine or other hard wood for my wing joining elements, especially if they attach to the individual spars. Plywood has half the material with the grain in the wrong direction and a load case that is purely tension or compression only requires strength in the grain direction. That is not to say there are perfectly sound ply joiner configurations, but that is not the case here.

The Miss America wing, like so many Old Timer designs has a center piece that fits on the fuselage with dihedral in the panels outboard. This means there are two joiner areas, one on each side of the fuselage. Furthermore, the Miss America has two wing spar systems; one forward and one aft.

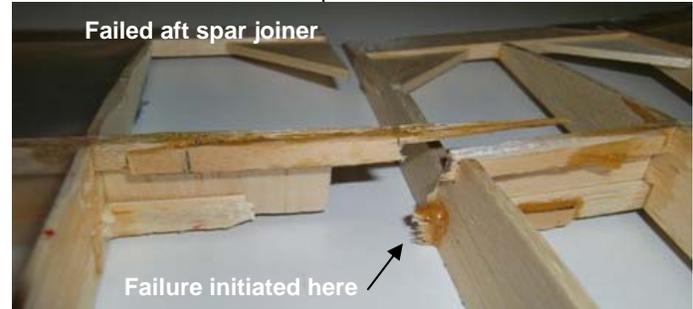
The failure was on the starboard side joiner system. Here is the undamaged port side construction.



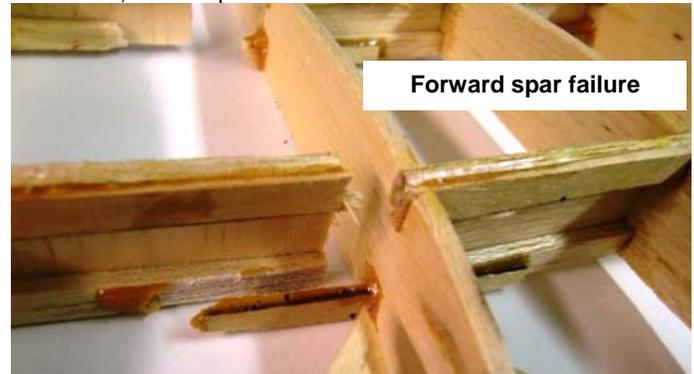
Notice the spars consist of an upper and lower balsa element of about 3/16 x 1/8 inch with balsa shear webs between them. I picked fairly hard spar material and to save weight I scarfed a lighter weight piece outboard. The joiners are pieces of pine glued to the forward surface of each spar and run spanwise to provide sufficient shear strength to take the loads across the joint. Remember, you only have to make them strong enough to carry the same load as the spar just outboard of the joint. Here is the starboard side failed joint.



The failure started in the aft spar lower element.



You can see the spar and joiner failed completely at the root and the outboard end, and there is evidence of a poor glue joint to the shear web. The upper spar joiner shows a failure mode that you would expect from the upward failure motion of the wing after failure of the lower element. The forward spar exhibits failure modes consistent with wing failure initiating elsewhere; the aft spar.



The lower spar failed by shearing cross grain between the joiner and the spar. This shows joiner and spar were basically sound and the glue joint good. The upper spar, like with the aft spar assembly, failed in bending as the wing failed upwards.

Other than this the wing was undamaged so a repair is a simple process, but I will add some material to strengthen it.

The fuselage is another story as there are many broken pieces. But these plastic covered airplanes have a way of holding many broken pieces in place so you start looking at broken sticks and think "hey, if I just hold that in place a dab of thin CA will do the trick". Club members that have been with us a while may remember the piece I wrote on strength of our materials and glues. With the lighter grade balsa you can glue a stick to another, or repair a clean break with a simple but joint and have the same or greater strength than the undamaged balsa part. So glue away....



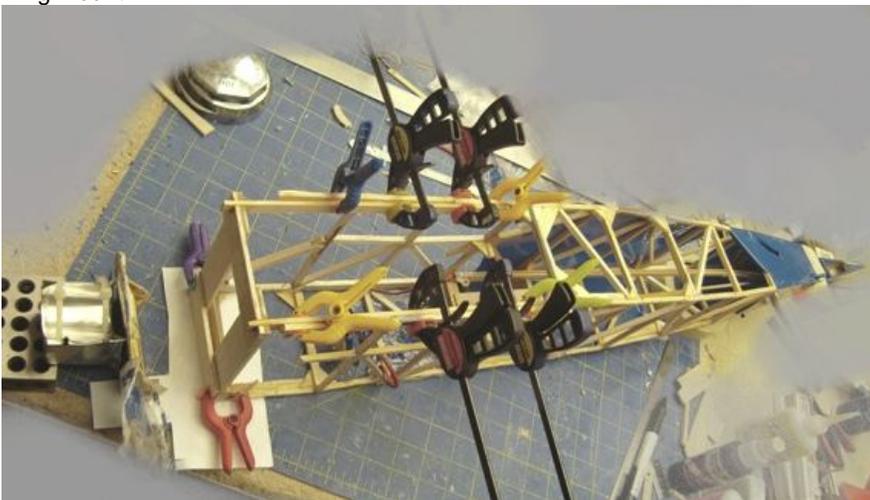
You know how it goes, you put one stick in and say hey that was easy, and that one over there is easy too...



And so on till it begins to look like you might be able to fix it.



Oops, need to make a completely new forward bulkhead and reinforce the upper wing mount.



Holy cow, it just might be possible to fix this guy to fly again.



Hammered out the motor mount and fixed the motor. It had been struck from behind by the battery and that dislodged the aft cover and jammed the armature. Just tapped it out and it is as free as ever. My oldest Aveox, nine years old. Holy cow, Frankenstein II, just like last year with the Trenton Terror that stuck in the tree at Pride Day. Now if I can just borrow my covering iron from Drew I can have this ready for this year's Pride Day.

Dave Harding

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Propstoppers R.C. M.A.C

Propstoppers at the Middletown Township Community Pride Day



Come on out to the Williamson Trade School on Saturday 9th May for the Middletown Pride Day



Miss America, Frankenstein II, or should it be called Humpty dumpty? Just a little more covering and a windshield and it is ready to go at Middletown Pride Day