



# The Flightline



Volume 37, Issue 11

Newsletter of the Propstoppers RC Club

AMA 1042 November 2007

## *The President's Message*

First of all I would like to thank all of the members who were present at the Oct. meeting for their confidence in the existing board we will all do our best to keep our fields and the costs down so we can all continue having fun flying

Well the weather has sure changed for the worse. But hopefully we can still get out on Thursday nights.

I think this Saturday Will be nice so please charge your plane and come out this sat for the club's first freezer fly. We will have something to eat and cold drinks. This will be at the Christian Academy. This should be a good event. This will be from 12 noon till 3 PM.

I have heard from a good source that Sleighton field will be good for another year and no news is good news for Christian Academy so that hopefully will be good also. The indoor flying I heard started off a little slow but I'm sure this will pick up there were 5 flyers 10 guests not bad. These are the times the club needs your help for show and tells. Building Questions, How about a new plane we all could build for a club plane. (Me 263? Ed.)

*Dick Seiwell, President*

*Agenda for November 13<sup>th</sup> Meeting  
At The Middletown Library;  
Doors open 7pm, Meeting 7:30pm.*

1. Approval of October Meeting Minutes
2. Membership Report
3. Finance Report
4. Show and Tell

## *Minutes of the Monthly Club Meeting 9<sup>th</sup> October At the Middletown library*

The meeting was called to order at 7:30 p.m. by President Dick Seiwell

The roll-call by membership chair Ray Wopatek showed 20 members present.

Minutes of the September meeting as published were accepted by the membership.

Treasurer's report by Phil Ottinger was presented and accepted by the membership.

### **Old Business:**

Mick Harris reported that Dave Harding's small electric model which was lost at Christian Academy in the dark at sunset was recovered by a nearby homeowner. The homeowner found the name and address and called to report the missing model.

### **New Business:**

Mike Black has secured the Tincum Elementary gymnasium for another indoor season. The first indoor fun fly of the season will be Friday November 2nd at 7:00 p.m. We have secured the first Friday of each month through April.

Nominations for club officers for the coming year were opened. The Current officers were all re-nominated by Chuck Kime.

The nominees are:

- President - Dick Seiwell
- Vice President - Dave Bevan
- Secretary - Richard Bartkowski
- Treasurer - Phil Ottinger

Appointed offices were:

- Membership chair - Ray Wopatek
- Safety officer - Jess Davis.

Dave Bevan gave a report on this year's new Widener team to build a payload model airplane for the SAE international contest. He reported having five mechanical engineers on the team and said they had already had four meetings.

The budget for the coming year was presented assuming we would continue to maintain 2 fields.

President Seiwell said he would ask the township who cleared the area around the Christian Academy gate and swamp area.

The Club picnic will be held the second Saturday of November at Christian Academy field from noon to 3:00 p.m. The rain date will be the following Saturday.

Chuck Kime reported an early R.C. flying event at Harris field in Oxford Pa.

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## Calendar of Events

### Club Meetings

Club Picnic/Freeze Fly Sat 10<sup>th</sup> Nov, rain date Sat 17<sup>th</sup> 12 till 3 pm

Regular Meeting at Middletown Library  
Tuesday 13<sup>th</sup> November 2007  
Doors open at 7:00 pm Meeting at 7:30

Next Monthly Meeting Tuesday 11<sup>th</sup>  
December 2007 at the Middletown Library.

Tuesday Breakfast Meeting  
The Country Deli, Rt. 352 Glenn Mills  
9 till 10 am. Just show up.

### Indoor Flying

At the Tinicum School Gym 7 till 9 pm  
Friday December 7, 2007  
Friday January 4, 2008  
Friday February 1, 2008  
Friday March 7, 2008

### Regular Club Flying

At Middletown / Sleighton Field  
Monday - Friday;  
10 am until dusk - Electric Only  
Saturday  
10 - 3pm-for FUEL PLANES and  
10 - Dusk for Electric  
Sunday - 12 - Dusk - Electric Only

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 Sleighton Field  
Tuesday mornings 10 am Sleighton Field  
Thursday evenings 5pm on CA Field

Note: only electric powered airplanes.

### Show and Tell:

John Tripier exhibited an ARF J-3 Cub from Harbor freight. The model and transmitter cost \$49. John painted the cowl red to match the color of the one he flew in 1950. The original full-scale was popular and called "Rudolph" by the pilots.



Ed Goretzka showed his Trenton terror in white and yellow colors. He added colorful panels to improve visibility. He originally had a tail heavy tendency so he added one and 1/4 inches to the nose to move the motor forward.



Dick Miller displayed a scale 30 in. span Romanian flying wing from the early 1930's. The model was carefully finished with a Williams dummy engine and near-scale wheels.



Adjournment-the meeting was adjourned at 8:50 p.m.

Dave Bevan for Richard Bartkowski, Secretary

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### *Dave Saves; Again and Again and Again*

Over this summer "we" have been guilty of "landing" our airplanes above ground, usually in the tallest tree in the vicinity. Fortunately we have in our club one of the leading free flight modelers in the US; Vice President Dave Bevan. And free flight modelers are expert at two things; first, retrieving airplanes from trees and second, a more recent development, riding motorcycles with one hand (the other hand is equipped with a model!)

Dave Bevan has developed the art of retrieval to an amazingly high standard, one that involves the most effective tools including his slingshot. The SLINGSHOT is an eight foot "A" frame with a long surgical tube catapult and a high-tech fishing casting reel terminated in a two-ounce sinker. The operation involves first flinging the model! Then a site is chosen for the assault, usually involving a clear shot of the sinker over the offending model containing branch. A successful snare of the branch is followed by allowing the sinker to slide to the ground whereupon a stronger string is attached and then reeled back over the branch. The next move is to shake the branch but if this seems ineffective a stronger rope is paid out over the branch and the assault continues until something submits. This equipment and Dave's expert application of same has been invaluable this summer with several successful "fishing expeditions".

There have been four particular events of my knowledge including; Dick Bartkowski's Electric Wakefield runaway flight from Christian Academy, Chuck Kime's SAM LMR Miss America runaway from Sleighton, my flyaway from CA (although this resulted in hours of looking in the wrong forest!) The latest was also from Christian Academy and involved Bill Tomasco's Super Cub. Here is Bill;

On Thursday evening, August 23, I was flying the Super Cub and seemed to loose control. Al Basualdo took over but could not get any response before it spiraled into the trees. We went into the tree line to the left of the gates but with the light fading we could not locate it. If we gave the motor throttle we could hear the motor and prop turning and hitting leaves but could not pin point the location. Some said they thought it sounded low to ground and others thought it was high up.

Early Saturday morning I went to try and locate it by looking up into the trees within the tree line with no results. I then came out to the road leading from the academy to the gate and spotted it high in the tress, then went back in with a reference point and found it. I went home and tied my extension ladder to my pickup and went back to the field. Using the ladder I was able to reach the first branch, but the next one was another 8 to 10 feet which I could not reach. I had rope with me and climbing out onto the branch, tried throwing the weighted rope over the higher branches without success. The day was very hot and humid so I got exhausted with all the effort and went home. When I got there I had gotten a call from Dave on my answering machine and called him back. He had been out there to a couple of times but we had missed each other. I brought him up to date and where to stand to find the model.

Over the next week Dave made many trips to the field trying to shoot lines over the branches to shake it down and kept me posted of his efforts if we couldn't meet. The next Saturday we tried again hauling up a stronger rope with a section of chain attached with one of the smaller lines Dave had shot up. The heavier rope with the chain got hung up in the branches, but Dave returned several times on his own to get the line free.

Finally on the Labor Day we met again and used Dave's tree surgeon saw over the branch and sawed through it. Both the

branch and model fell to lower branches about ten feet above the ground. With little effort we got everything down. When the model did fall the, the black one-inch diameter spinner came off, but again, Dave with "perseverance" (Dave likes to use this term) found it among broken branches, leaves, etc. I can not thank Dave enough for his efforts and perseverance.

(The same goes for Dick, Chuck and Dave Harding)

*Bill Tomasco and Dave Harding*



*Dave Bevan with another successful save notched on his slingshot; Bill Tomasco's Super Cub*

## *Fun in the Desert, the 2007 SAM Champs*

Once again Propstoppers Dick Bartkowski and your editor made our pilgrimage to the Mecca of Old Time modeling the SAM Champs. This year on the Nevada desert of El Dorado dry lake. Our models had arrived safely in LA but rather than renting a van for the 200+ mile drive to Las Vegas I accepted fellow SAM flyer, Dale Tower's offer to drive out in his van. There was room for his models, our box, a canopy, a cooler and with two rows of seats to accommodate four of us, Dale and me, Dick friend Colin from Seattle who we would meet in LV, for our week in the desert.



**Dale Tower with  
Box in his van**

Our rendezvous with Dick and Colin at the LV airport went perfectly; we checked in to the Railroad Pass Casino and proceeded to check in with SAM registration at the further but grander Fiesta Casino. Later we paid our homage to the El Dorado when we checked conditions and planted our canopy close to the HQ marquee for the start of flying the next day.

The final preparation of the day was connecting a forest of chargers and batteries for the next day's flying. The first day of competition started slowly although we had not planned to fly until mid morning when the thermals begin to form. Better to get a full breakfast some think. The weather was forecast to be calm in the morning with increasing wind in the afternoon. Of course there would be no clouds but the temperatures would start in the low 50's and increase to the low 80's; don't forget the hats and sunscreen.

We had one event on Monday; Electric Limited Motor Run, LMR. I had decided to fly with the Neu motor and seven CP2400 NiCad's in the big Stardust Special while Dick was using one of his trusty AXI outrunners in his Record Hound. We get three flights where two count. Get two ten-minute maxes and you are in the flyoff. The big Stardust has a ten-minute still air performance when it is trimmed and sorted but on my first flight it was wandering somewhat in the climb so I shut down early; 70 seconds in stead of the allowed 90. It came down quite quickly but I managed to find a thermal while at low altitude and downwind from the landing patch so I was able to scrape a max. The second flight went perfectly as I screwed up my courage for an "Al Taft's" and let it go out of sight for ten seconds or so. And what do you know; Al is right because when I shut down and pushed over it suddenly popped into view. The rest was easy for the max. Dick had some difficulty in the climb and did not achieve the model's potential so it landed for a decent flight but no max. His second flight was much better at nine minutes and change but no max. His third flight was exceptional as he hit a thermal that was so strong it was difficult to bring it down.

His combined times looked good in the standings depending on how many made two maxes and the flyoff.

As it turned out only perennial Champ Jack Hiner and Jay Burkart made the flyoff. So Dick's times still looked good as we prepared for the flyoff which was held late in the day with the wind still low and few thermals evident.

The key to the flyoff was not to get the best time but beat the other guys so it was a tactical situation that became immediately evident. We were given the go but all three of us decided to wait till the others flew. Eventually Jay took off and so did I as I expected to have the highest climb, and so it proved as again the model went out of sight and then made a perfect transition. Jack's model was the highest so I slowly flew to his position and tried to stay over him without using too much control. This lasted for nearly ten minutes during which time Jay came down.

Thermals generally arise from patches of ground that are hotter than the surroundings. The dry lake is a vast uniform area which exhibits another form of thermal generation. A hot layer of air forms at the surface but absent some form of disturbance it remains as an inversion. Gusts of wind can trip a region to bubble up and form a thermal but if the winds remain low such thermals don't form and this was the case during the flyoff, although it was also late in the day and the ground layer was cooling quickly.

Jack is a master at thermal flying and has held several RC glider World records as well as being a League of Silent Flight Level IV. So when he flew towards the road adjacent to the flying site it was obvious what he was trying to do and I followed with a little altitude advantage. Jack soon abandoned the effort as he was getting low and needed to plan his approach to the landing patch. As luck would have it I found the thermal and slowly climbed. However Jack was down and I abandoned the thermal (darn!) and flew in to land on the patch and take the most satisfying win. Dick ended up in sixth place out of 19 flyers, a pretty good result for SAM 76.

The next day included three events for us. First we had to convert our LMR airplanes for the electric Texaco event, and then prepare our Spirit of SAM and Speed 400 models. We began this process by test flying the latter two models getting them sorted for the mass launch in each event; one at first thing in the morning and the other at noon. Colin had brought his Korda Stick SoS so we started by getting it sorted out and continuing is flight training as he had only flown a few times. That is one of the neat things about these Old Timers; they fly themselves if you trim them first. Then we abandoned the dry lake for the first of several excellent meals!

Electric Texaco uses the Sanyo high capacity AUL cells and they cannot be effectively fast charged. My big Stardust Special uses 14 of these cells arranged in two parallel packs of seven, although they can be charged in series as one pack. So once again we ended the day with connecting the various batteries to various chargers, blowing the fuse in one of the power supplies. Not to worry, electric flyers have all kinds of jumpers etc. but we worried about the maids and the naked power supply units.

Tuesday began like the previous day although the forecast was for moderately high winds to come in the afternoon so it was important to get our Texaco flights in between the SoS and Speed 400 events.

Dick was flying his Mike Harris built Skyrocket that had won on the dry lake two years ago. I had prepared another of Mick's models, a Kiel Kraft Ajax. It was light and had a good wing so it should be a contender. I had tried to install a brushless setup in California before the meet but in the end

decided to use the ubiquitous GWS brushed motor that has served me well in the past. My battery was another matter as I really screwed up this one (ask me off line, it is too embarrassing to write it down!). Colin was ready too but his charger was really too much for these small AAA cells.

### SoS competitors. Where is Colin?



Colin was down early but made a pretty good flight considering he is a rank beginner in piloting. My Ajax seemed to be performing perfectly and climbed well at low power so I was surprised when it ran out of gas and landed very early in ninth place; guess I really screwed up the battery. Dick made another superb flight eventually placing second.

Then it was time to prepare for our Texaco flights. Dick and I made our flights at about the same time so Colin timed for me and I think Dale timed for Dick. The air was dead calm and smooth. I was concerned about the ROG performance of the Big Stardust as it did not have enough thrust to master the grass at either CA or Sleighton but I new the desert surface would be harder and relatively smooth but for insurance I made a set of low drag wheels as a last tweak before leaving Pennsylvania. Not to worry as the takeoff performance was excellent and the still air let me immediately cut the power to a slow climb. One trick with getting good times with these models is to leave the sticks alone; even small corrections cost you altitude so I trimmed for straight and level and watched for any hint of thermal activity. This I found early in the flight and re-trimmed for circling flight and let it drift in what was now a slight breeze. It climbed steadily so I dropped the power and just watched.

### Dave and Colin with breakfast, drink and sunscreen fly in Texaco. Tx on the ground!



This must have lasted ten minutes or more whereupon it was so far downwind that I could only see it when the fuselage broadside and wing leading edge chrome strips flashed in the sunlight. On the hairy edge of visibility I brought it back using

the leading edge flashes as a steering guide. I found no more thermals so trimmed for huge circles of the "field"; maybe ½ mile in diameter. I set the transmitter down while Colin and I eat our breakfast and put on sunscreen. The model flew itself for a long while. Eventually, without finding more thermals the flight ended with a time of 1:11.

Dick's flight was, I believe, a personal best for his Record Hound with its speed 400 motor setup at 43 minutes. Jack Hiner, always a tough competitor with his one-hour model put in a first flight of less than one hour and followed it up later in the day with another of just over one hour. His flying technique includes some features different to mine!

### Jack Hiner at work flying his Texaco for an hour



In the end I won with Jack second. Dick took a credible fifth. You really must try one of my small brushless setups for this model Dick.

Meanwhile we had the speed 400 mass launch. This event is being promoted as a beginner event by Ed Hamler, our European SAM Champs leader. I prepared to fly my European Champs model although Ed had eliminated the wing loading rule so I flew with a smaller LiPo battery at much lower weight. Dick flew his trusty Trenton Terror, a perennial winner in various events.

### Speed 400 competitors before mass launch



Now for another screw up on my part. The LiPo in my model was one I have been using in the big Stardust for the Electric Texaco Postal competition, so it has Anderson Powerpole connectors. The Euro model ESC now has a mini Dean's polarized connector. Polarized sounds good doesn't it? Well it turns out that with a fist full of adaptors between the various "standard" connectors we use it takes two different mini Deans to Anderson adaptors depending if you are connecting to a battery or motor/ESC and I had three of the wrong kind. What to do? Screw up your courage and plug red to black and black to red!

It usually takes two errors to make a disaster and I found the second one in having a great conversation with an old buddy who agreed to time for me. We chatted for ten minutes while the other competitors slowly assembled then the CD instructed us to get ready to launch and pictures taken.

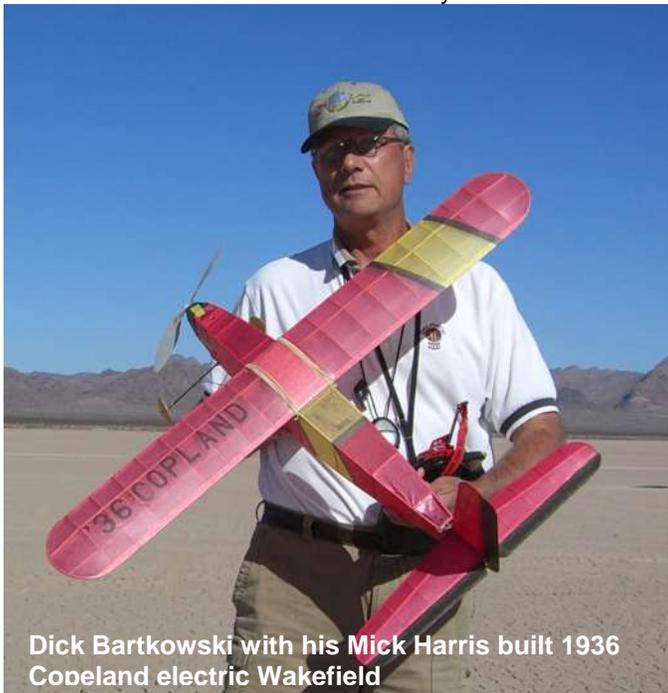
Red to Red, Black to Black; easy! Smoke and flash of flame; end of this event for me!

Dick made an excellent flight although his model is a little on the small side for this event but he took sixth place.

With the competitive flying finished for the day we took, the opportunity for some test flying of our electric Wakefield airplanes for Wednesday's competition followed by more congenial eating and drinking.

Wednesday also looked like another good flying day but there was no hurry to fly with only one event and thermals are always better in mid morning. But I started poorly as I dropped the Wake fuselage when removing it from the box. The result was a broken motor mount, something that is complicated and difficult to align. The fix was troublesome and I did not get the alignment right as it had too much right thrust. So I made a couple of test hops to try to get the trims right but it was a real handful. Nevertheless I made two flights each of which were poor with low altitude gained and poor glide; the latter due to a poorly folded prop. Things were not looking good and I thought the big prop might be a cause of some lack of performance so I changed it for a smaller one for the last flight that also resulted in poor times.

Dick also had some difficulties controlling the climb in his initial flight but improved in the second. On setting up for his third flight he found the lower rudder hinge had failed and when he fixed it with tape the control throws and trims were off so his flight was less than the model's potential. Dick was sixth, three seconds out of fifth and I was seventh way back.



Dick Bartkowski with his Mick Harris built 1936 Copeland electric Wakefield

Wednesday evening featured the Bean Feed and Concours at the Fiesta Casino. The models were excellent, as you would expect, the company great and the food; well, hot dogs and beans ..... Oh well, we eat well on the other evenings.

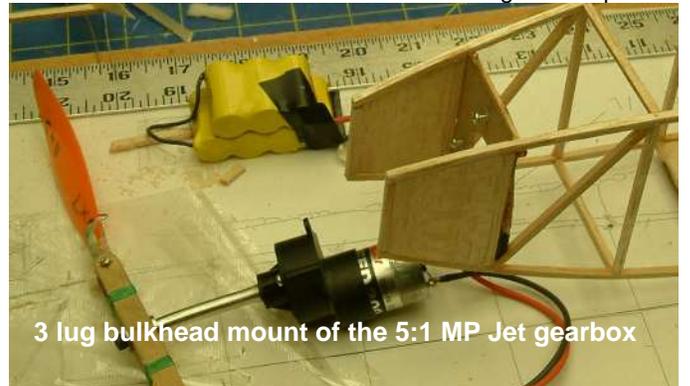
Thursday again began with excellent weather and our only event of the day was Electric Unlimited Rubber. Dick had another Mick Harris model, the one that got away at CA and retrieved with considerable damage to the fuselage. So Dick was faced with a re-built model to sort out while flying in the competition. I again flew my underperforming Wakefield with similar results; a seventh place. Dick did better and was fifth, not far away from the next three competitors.

The lesson learned is the same one I have learned over and over; test and develop what you fly so everything possible goes smoothly at the meet. In this case I made a new fuselage for my very competitive Wakefield and incorporated an "improvement" in the form of a higher gear ratio and bigger prop. In theory the rate of climb should have been maybe 20% better and from prior work I believe it would have been. Trouble started with the mounting of the new gearbox a stick mount unit.



Old and new gearbox mounting

The old Wakefield had an MP Jet 5:1 gearbox that mounted on three lugs arranged in-plane so that they could fasten to a semi-bulkhead at the second bay. I broke this joint many times over the four years it was used in the original model, but each time I fixed it easily and when fixed it held the desired alignment. Here is an earlier fix where the whole forward fuselage was replaced.



3 lug bulkhead mount of the 5:1 MP Jet gearbox

The "new" mount is a dog's breakfast of balsa, ply and hardwood pieces that fastens to the bottom cross members of the fuselage. This fastening requires spacers to make a level surface on which to mount the "stick". Trouble was when broken nothing naturally aligned and the repair was made in the air with eyeball alignment. Clearly this is not the way to go. Contest models always fail due to many causes but successful models can be repaired in the field and the repaired model must be in alignment. Come to think of it, I crashed the new fuselage at Sleighton on the first test flight when the second systemic problem arose; battery placement and retention. You must have a way to ensure the battery is held in exactly the position you desire. It is also good to have a mount that fails gracefully in the event of an unplanned landing. This means that the battery can depart without tearing the whole model apart. Then it must be possible to repair the battery retention so it ends up in the same place. I wonder if I will remember these lessons for the next time.

### Poorly designed "stick" mount



This concluded the five events that make up the Electric Championship. The first five places score. So I had two firsts but no other scores. Dick had a second and two fifths.

Jay Burkart won with two firsts, a third and two fourths. Jack Hiner was second. Just wait till next year!

We finished early on Thursday and after we packed to go Don Bekins asked if this would be a good time to make the transfer of the Valkyrie and its box. Why not, although we had not thought about how we would transport this eight-foot monster, but it had to be done sometime and now was as good as any. So we aligned Dale's van with Don's and thought about how we would do it. Don's box came with a drip-rail roof rack at the front but nothing at the back. He had it fastened to the factory roof rack on his Chrysler mini van.

We thought we might just let it sit on the roof at the back and fasten the roof rack to the drip rail at the front and this is what we did.

### The Valkyrie box safely on Dale's van top.



Our Texan flying buddy Key Crawford gave us a proper tie-down to fasten the front end to the bumper and Don Bekins tied off the remaining ropes in skilled nautical fashion. However, we subsequently replaced the ropes with more tie-downs so it was very secure when we finished. Of course we proceeded to test it for emergency stops and passing 18 wheelers at speed in high winds and surprisingly it did survive. See the results at the end of this article.

Thursday evening we enjoyed a special meal that was planned many months in advance by Mike Myers and Allan Laycock our Aussie flying buddy. The origins lay in conversations between those two and two regular Argentinean Champs competitors. The issue was who made the best wine and the plan was to make the test along with a fine dinner.

Things didn't work out quite as planned as one of the Argentineans died and the other couldn't make it. Nevertheless, Mike invited Dick, Colin, Dale and I together with Allan's traveling and flying companion from Michigan, Glenn Poole. The evening was a complete success although I don't know which country makes the best wine, but all those consumed that

night were excellent.

Friday we once again enjoyed superb weather. We had only one event, the special event for the model of the year; The Trenton Terror. I had fixed my model and Dick provided a suitable motor and battery. At the last minute the CD decided to allow scaled airplanes so Dick flew his ubiquitous speed 400 diminutive model. See the contestants in the cover picture. Again the thermals were hard to find although the master, Don Bekins found a good one for a first flight max. I was up and down and so was Dick. Nobody else posted a max for the rest of the event. However when we weighed the models and batteries Don Bekins model was found to be underweight and his flights were disallowed.

The results were Jay Burkart first, me second and Don third. Dick had all kinds of problems either with his radio or more likely with controlling the model at a great distance as he had followed some good air way downwind. But he got it back in one piece again to fly another day.

But this has just been an account of our doings at the Champs and there were a couple of hundred other people flying all kinds of models. Of particular interest to me were two large free flight airplanes flying in Fuel Allotment Antique, a Texaco event where you are allowed fuel based on your model's weight. The model and the engine must be Antique; designed and built before 1938.

Brad Levine flew a Boehle's Giant with an Ohlsson 60 small port.

### Brad Levine with free flight Boehle's Giant



You may remember that I was concerned about the ability of an Ohlsson to fly the Giant. Brad had to help his model with a good sized push. My one will weigh more to meet the RC rules. I guess the Forster 99 is the right choice.

Charlie Bruce flew his new Valkyrie, his third.

### Charlie Bruce with free flight Valkyrie



This one is powered by a Brown Jr.; amazing. It took off without any particular assistance.

So ended our flying for another year. Dick packed the big box and we delivered it to the LV Greyhound Bus Depot for shipment back to Philadelphia. The evening ended with the banquet at which old friend Bill Northrop and Ray Heit were honored guests. Saturday morning we delivered Colin and Dick to the airport and then drove the five hour stint back to Pasadena stopping at Whiskey Pete's for breakfast.

Of course both Dale and I were anxious to remove the Valkyrie box from the van and then examine its contents.



Dale Tower with Dave's "new" Valkyrie

Doesn't look all that big does it? Well look at the picture of me with just the wing.

*Dave Harding*



Charlie Bruce launches his Brown Jr. powered Goldberg Valkyrie free flight Texaco on El Dorado dry lake.

***More Fun in the Desert Part II; the John Pond Memorial Old Timer Meet in Taft, California.***

Two weeks after the Champs I was still in California so I took the opportunity to fly at Taft in another Old Timer meet in the desert. Taft is one of those magic flying sites completely devoid of obstruction for miles around, indeed, devoid of vegetation too; just dirt. It is in the south western end of the San Joaquin valley, about 110 miles north of Los Angeles, over the Grapevine Pass and west of Bakersfield.

Taft is oil country and site of one of the biggest US discoveries in the early part of the last century; the Buena Vista Hills field.



It is the site of the "Lakeview Gusher" the largest in US history. It blew in March of 1910 and flowed for 18 months before it could be controlled.



Oil wells are pumped all round the area still. SAM President Mike Myers, a former senior lawyer with Arco explained on our ride north that the old metric was only about 30% of the oil in a

field is economically withdrawn, but with the significant increase in oil value all kinds of new methods are introduced to open up the old wells for further exploitation.

Fortunately at this time the Taft flying site is still devoid of wells or though there has been recent activity drilling on the field.

The John Pond Memorial Meet has been held by SAM 26 for years but it was unfortunate that with this year's Champs in Las Vegas being slipped to mid October for weather reasons, they were only two weeks apart. This was probably the reason that there were few competitors despite the good weather, at least on Sunday as Saturday was still affected by the smoke from the southern California fires. This can be seen in this picture of a fine Flamingo model flying on Saturday.



I did fly the Stardust although it was mostly for grins as I screwed up yet again believing that LMR was on Saturday but Texaco on Sunday, the day we planned to attend. Got it wrong again but I flew the model with the Texaco setup and had fun. You can see from this picture that Taft is not a dry lake, just dry.



*Dave Harding from SoCal*

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# Propstoppers R.C. M.A.C



RC Trenton Terrors on El Dorado Dry Lake during the 2007 SAM Champs

## Club Picnic / Freeze Fly

Saturday 10<sup>th</sup> November  
 12 till 3 pm  
 Christian Academy Field

Rain Date Saturday 17<sup>th</sup> November

Bring your models and chairs, the club will provide hoagies and sodas.

Come out and make this the last grand outdoor event of the season.

## *Flying Event Calendar*

### *Indoor Flying*

Tinicum School Gymnasium  
 7 till 9 pm

**Friday November 2, 2007**  
**Friday December 7, 2007**  
**Friday January 4, 2008**  
**Friday February 1, 2008**  
**Friday March 7, 2008**

**AMA membership required to fly.**  
**Guest flyers and spectators welcome.**