



The Flightline



Volume 38, Issue 10

Newsletter of the Propstoppers RC Club

AMA 1042

October 2008

President's Message

Once again it time to vote for officers to steer the club in the right direction. this will happen at the Oct. meeting. So please if you want to run or vote someone in be there. [You must be at the meeting or send a written statement; article #8 line #4 per bylaws]

This will be the first meeting in the library. The time will be 7:30 till 8:55 if we need more time I think they will let us start at 7:00 we will see how it goes.

The flying has been great and the field has be getting a lot of use and this is a good thing. I think a lot more people are enjoying flying their electric planes over their older Gas planes; could this be happening? Just think no smashed fingers by the prop and instant start and no clean up boy what has happened to the hobby, and if you have a new 2.4 radio you can just fly with no worries about other planes. Just have fun.

The new ready-to-fly models, really do fly well and you can't get a better trainer to learn on. See Steve at Hobby Town. He will steer you in the right direction and he has all the right stuff.

Hope to have some information about the fields, by meeting night.

Once again we have some new champs , maybe Dave, Dick, Chuck, Mick can fill us in on there adventures at the meeting. Congratulations to all.

This would be the meeting for show +tell so if you have something to share bring it in.

Dick Seiwell

Minutes of the Monthly Meeting

Sept 9, 2008 at Christian Academy Field

The meeting was called to order at 7:07 pm. there were 10 members present. One new member Jon Moloko joined

Treasurers report was read and accepted

Old Business

Field situations remain, much the same
Noise was again a topic, but remains 90db at 9 ft. as our level of acceptance

President Seiwell reminded members who bring quests to fly at the club field, must have current AMA Membership.

New Business

Eric Hofberg talked to the membership, about Chester County Club, may be acquiring a new flying location out by West Chester, which has been deemed a super fund site

The Oct. 14th meeting will be back at the Middletown Library at 7:30 pm.

Meeting adjourned at 7:30 PM

Jess David for Secretary

*Agenda for October 14th Meeting
At the Middletown Library;
Doors open 7pm, Meeting 7:30pm.*

1. Approval of September Meeting Minutes
2. Membership Report
3. Finance Report
4. Flying Field Situation
5. Candidates for Club Office
6. Indoor flying program discussion

SAM 76 Propstoppers at the SAM Champs

Once again the SAM 76 element of the Propstoppers made their annual pilgrimage to the SAM Champs, this year to the AMA flying site in Muncie Indiana. This year we had a full team with Chuck and Tina Kime joining Dick Bartkowski, Mick Harris and Dave Harding taking a whole flock of contest models including both electric and ignition powered models. The Champs takes place over a full week and includes free flight and RC events as well as a Concours, Swap Meet and a Banquet.

The RC events are all of the climb and glide type for Old Time models designed, kitted and flown before 1943; the Golden Age of model aviation when the basic flying models were perfected. Many original examples of these models are on display in the AMA Museum located on the AMA site. The flying site consists of over 1000 acres of grassland surrounded by fields of corn and soy beans. It is a wonderful place to fly.

Naturally we did a good deal of preparation with our models in the weeks leading up to this adventure. Dick was sorting out his old Pacer C for LMR and ETexaco following the damage to his Record Hound. He was also sorting out a couple of models built by Mick for the Wakefield and Unlimited Rubber events. His Spirit of SAM model won the last Champs and was ready to go with a new improved Fiegao brushless motor from BP Hobbies.

Chuck was also sorting out some of Mick's models including the magnificent Gladiator, now equipped with one of my Aveox motors. He was also preparing two of Mick's models for the electric rubber model events.

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Calendar of Events

Club Meetings

Monthly Meetings at the Middletown Library (behind Weather's Dodge on Rt. 452)
 Second Tuesday of the month.
 Doors open 7 pm, Meeting 7:30

14th October
 11th November
 9th December

Tuesday Breakfast Meeting
 The Country Deli, Rt. 352 Glenn Mills
 9 till 10 am. Just show up.
 Flying after at Sleighton Field 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.

Indoor Flying TBD

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

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Dick Bartkowski and Mick Harris test the Copeland Wakefield in the evening at Christian Academy Field



Chuck Kime with Mick's Gladiator



Dave Harding's family support a Giant test flight.

Chuck's Gladiator showed real promise with a sparkling climb but on a test flight just before we were due to pack for the meet the model turned a little and in the correcting maneuver a wing tip folded causing the flight to end in the "lawn dart" mode. Chuck will probably repair it but in the meantime he scrambled to prepare another of Mick's models, a Rambler. This turned out to have decent performance and another bonus too; it would fit in Chuck's car with all the other stuff he had to take!

I continued the development of the Boehle Giant up to the last minute. I had hoped to fly it in Electric Texaco and Classic Texaco, the latter with the Forster 99 ignition engine I described in the last newsletter. It was not possible to fly with the ignition engine at our fields and I did not have the time to go to the SAM 12 field in New Jersey. So the Forster first flight was to be at Muncie. The electric powered version was flown many times before we left but performance was still not up to my expectations nor competitive. But at the last moment, while just sitting staring at the fuselage in the shop I realized that the wing incidence was probably way off. It was too low. The consequence of this is the model flies with the fuselage pitched up, in this case at about a four degrees. This would increase drag significantly and might explain the lack of performance. The fix was easy as the cabane structure is bolted on and I had even made provisions to change the wing incidence by making additional holes for the attaching bolts. But the proof would have to wait till I could make a test flight at Muncie. It would be a busy week.

With an early active hurricane season on us already we anxiously watched the weather forecast for Muncie in the weeks and days before the meet. Of course a week of flying usually involves some adverse weather part of the time but the effects of a hurricane, even the after effects can produce poor weather for several days. The forecast late the previous week indicated possible thunder storms on the Tuesday following a somewhat windy Monday, then more bad weather for Thursday through the latter weekend; not too good.

Of course we always take a canopy, sun screen, hats and sun glasses for the good weather and rain gear is always prudent. For the models a ballast plan and sheet lead fills the bill as most SAM competition models are lightly loaded and will not penetrate high winds. Added ballast is the solution.

The Champs include many different events which are for the most part grouped into individual championships. There is one for ignition powered airplanes, one for glow and one for electric power. Then there are other events which garner a specific trophy like the original Roberts Texaco trophy originally awarded by the Texaco oil company in about 1936 for ignition engine powered free flight models. Texaco events then and now are based on the flight duration from a specific amount of "fuel" per pound of model weight. Flights of more than an hour are not unusual.

As luck would have it the weather forecast slowly changed for the good as our trek approached. We drove out to Muncie in clear sunny weather on the Sunday arriving in the late afternoon, stopping at the AMA site and pitching our canopy at a prime spot on the flight line ready for the week's activities. Our flying associate and long time friend Colin Widdison flew in from Seattle joining our party for the week. With Mick's tea plan, my Starbuck's waypoint fixed and Dick's meal plan in place we were ready.

Monday dawned sunny and mild with the forecast for modest winds. Chuck's wife Tina had volunteered to help with the scoring so Chuck set her up with the CD Mark Petrolia and the other volunteers in the pavilion. Although it was sunny it was also cool and quite cold in the shade of the pavilion. The women had a hard time dressing accordingly. Later in the week they moved the scoring table to the other side to be in the sun.

We had one event on Monday, Electric Limited Motor Run. Dick was to fly his trusty Pacer C, Chuck flying Mick's Rambler and me flying my big Stardust Special. The Stardust Special has enough raw performance to max without thermal assist so I proceeded with my usual practice of putting in early flights.



Big contests require many volunteers. Here are the scorers at Muncie. Tina Kime on the right trying to get warm.

The first one was a zero as we had a stopwatch malfunction in the climb but the next two were safe maxes so I could put my attention to assembling the Boehle Giant for a test flight. This flight would determine if the Giant with the modification to the wing incidence would be competitive in Tuesday's Electric Texaco event.

Dick and Chuck waited a while to see if there were useful thermals available. At Muncie we generally see thermals in the late morning but often they are followed by the "Blue Sink" where even well performing models can descend as though on elevators.

Dick's first flight got a bit out of hand at the top of the climb and got a modest score but his subsequent two were excellent but just missed the max.

Chuck flew the relatively untested Rambler, now using my old Model Motors Extreme motor but it was cutting off during the climb. A problem we were unable to solve. Nevertheless, Chuck was on the board for his first Champs event one flight his first max.

In the afternoon the wind was quite brisk but below the limit for the heavily loaded Giant so I decided to make the test flight. It is quite a circus to handle the Giant so the "team" helped in the preparation and move to the flight line (see the cover picture). With Chuck on the tail and flying buddy Steve Roselle on the wing we launched but just as a side gust came and picked up the left wing lifting the model for a nose down impact to the macadam.



Chuck Kime launches Dave's Giant on the first test flight. Steve Roselle on the left subsequently catches the model as it is blown over.

Fortunately Steve caught as much as he could and the model was undamaged except for the motor mount and propeller. The motor was twisted in its mount and the prop blades scuffed so the repair was completed easily. However, I decided to wait for the test flight as our LMR flyoff was approaching.

Event competitive flights were closed at 4 p.m. and the flyoffs begun. There were six in the LMR flyoff including my hero and main competitor Jack Hiner. Now to win the flyoff you focus on the other guys rather than just looking for the best thermal. Sounds obvious, or even trivial, but understanding it is the key to winning. Since Jack is a master thermal flyer and he can find them where I can't, I focus on his flight and try to get above him then stay there. The flyoffs are flown as a mass launch although the models can be launched within a short window and the results are depend on the actual duration timed for each model. Sometimes a competitor will wait till his target takes off and then follow him (or her!).

Propstoppers ready to support Dave's LMR flyoff flight; a winner.



This time I took off immediately aiming for an upwind cloud layer. The big Stardust gets so high in 90 seconds that it is hard to see; indeed sometimes it goes out of sight as I look up the skinny back end only to reappear when it goes into the glide and I see the underside. Flying into a cloud enhances the appearance as well as increasing the likelihood of finding lift. And that is what happened in this flight. I immediately found I was in a mild thermal and just circled for a while. Jack had gone in another direction and eventually he came over to "my" thermal or at least in my location although by then the thermal was dissipating. I had the altitude advantage, a perfect tactical situation. All that was necessary now was to stay high over Jack and let him search for lift. The other competitors were down before us but I still had the altitude and won as Jack landed. One win scored out of the five events that count towards the Electric Championship.

Dave's big Stardust Special lands a winner.



The wind was now dropping for a fine evening, much like our Thursday evening sessions and Ed Hamler said "why don't you fly the Giant now?" Good question, the conditions were ideal so we made the preparations and put in a magnificent flight. Takeoff with a push by Chuck was easy for the model although Chuck repeated his one-man wheelbarrow launch where the ending is a push to the model followed by falling on his chin. This time on the macadam rather than the Christian Academy sod. He picked himself up with multiple scuffs and scratches, and probably a few bruises too.

The competitive time for an electric Texaco model is about 40 minutes and although it would have been nice to confirm the Giant was up to it I brought it down because I decided I would fly it in the event the next day regardless.



The Boehle Giant landing

The weather forecast for Tuesday had changed, now no rain or thunder showers were predicted but the wind speed would be high; time to break out the "church roof" material for the lighter models, but the Giant should be able to handle it in the 32 NiCad cell configuration. This was to be Electric Texaco and Spirit of SAM day, although we were concerned that the SoS models would not handle the wind. At the pilot's meeting the SoS issue was discussed and we decided to postpone the event to the next morning when winds were forecast to be lower. In ETEx I had the Giant, Dick again planned to fly the Pacer C but with a different motor and so did Chuck with the Rambler. The Rambler was quite lightly loaded and even required some lead to bring it up to the minimum eight ounce per square foot wing loading. But I suggested that he would get a better result with a ten ounce wing loading as the similarly loaded gas models were only just managing the wind. So we added twelve ounces of lead, but since the Texaco rules allow you to match the battery to the model weight I provided him with a spare seven cell N1000SCR pack in place of his 7 x 800AR.

Texaco flights are unlimited and you get two flights of which the highest counts, so it is wise to wait for thermal weather if such is likely, and at Muncie it frequently is. So we waited till mid morning.

Jack Hiner had a flight of 47 minutes with some lift so we prepared the Giant, quite a chore with 32 NiCads to charge. We had taken my huge gel cell "King Kong" to Muncie but even that didn't have the capacity for all the batteries we needed to charge. Fortunately however, Colin had brought his Hyperion charger, the model that has 12 volt and 110 volt inputs. We set this up in the scoring pavilion and did much of our charging from there; it is equipped with 110 volt power.

The takeoff was perfect and I proceeded to climb slowly to thermal altitude; they get bigger as they climb.

But after about seven minutes the prop stopped turning; way early! I descended to a landing and found the prop jammed. On removing the cowl I discovered the gearbox had come apart from the motor. The motor with the pinion on its shaft was jammed into the planetary mechanism while two of the planet gears lay on the motor deck; a very lucky situation as if they had fallen out we would have been completely out of business. But this looked like a repairable situation and I wondered why it happened.

Boehle Giant takeoff in the Electric Texaco competition



Giant gearbox failure. Note the two planet gears sitting on the motor deck; a miracle!

Eventually I realized that the launch impact from the earlier flight put significant loads on the motor-gearbox joint. It probably stripped the threads which then unfastened in the subsequent flight. I had all the pieces and tried to reassemble them but the threads were damaged such that they would not screw back together. Apparently this is a difficult action even with brand new parts according to another of our flying buddies and competitors Jay Burkart. Jay is now the technical support person for Hobby Lobby replacing the now retired L A Johnson.

What to do? Well, all we needed was to fasten the motor to the gearbox, it did not have to be screwed together so long as the alignment of gears to planets was maintained. I had the modest strength Loctite 609 and that would do the job if we could reassemble it. Eventually Chuck managed to "persuade" the parts to reunite in the correct manner with Loctite in the joint so all we now needed was for the Loctite to set. In the process of making the gearbox assembly, particularly the secondary gearbox pinion fastening, I did some research on Loctite compounds. Although they set up in short order the full strength is not achieved for as much as 24 hours. But you can reduce this time to an hour with heat. So this is what I did. I had taken a full complement of tools to the meet, one of which was a Harbor Freight butane powered soldering iron and I used this to apply heat to the gearbox joint. Then, when I was done I decided to further strengthen the joint with a wrapping of paper soaked in thin CA. Had I thought about it this would have been an adequate fix all by itself.

So the Giant was reassembled and the batteries charged for the second and final flight with only fifteen minutes before flying finished. But it was not to be. On the attempted takeoff the prop started windmilling and examination showed the inter-gearbox pinion was slipping on the shaft. My fix using heat had been successful in reattaching the gearbox but inadvertently

softened the pinion joint. We tried several ways to introduce CA into the joint but they all failed so our Electric Texaco flights ended with a very low score from the first flight. We were out of the money.

Earlier in the day, while waiting for good air, Dick decided to make a test flight with his new canard speed 400 model. He had been working on it for some time, determined to fly a unique model. Unique it is but canards are tough birds to tame and although Dick had "done the math" he had not flown it. So we proceeded to walk to a deserted part of the field so as not to interfere with the contest flying; aren't these 2.4 GHz radios great? The AMA has now specified several different areas for RC flying on the site but specify they are for 2.4 flying only. In prior years all RC flying had to be made from the one defined site so as to control the frequencies.

Unfortunately, although the model showed promise in its few launches each subsequently ended up in a spiral dive, eventually causing damage that was not easily repaired. Dick has now done more development on this unusual model and we will report on the progress in the next issue of Flightline.



Dick Bartkowski with his Speed 400 canard model

As the weather seemed to improve Chuck put in a good flight of almost 32 minutes as the higher wing loading allowed him to navigate looking for thermals.



Chuck Kime prepares for the takeoff with Mick's Rambler in the Electric Texaco event



Rambler fly out

Later in the afternoon the thermals began to pop under some of the high clouds. As Chuck and I were busy with the Giant repairs Dick enlisted SAM President, Mike Myers to time for his first attempt. Mike has extensive thermal knowledge stemming from years of flying free flight in California and he steered Dick, climbing waaaaay high in great air. Dick knew he had to beat Jack Hiner's time of 47 minutes and when that point passed he was still at altitude and climbing. By this time Mick and I had joined them lying down so we could comfortably watch the tiny silhouette against the white cloud base, now aided by binoculars. Mike began to urgently suggest Dick bring it down as it was clearly a winning flight..... but only if it landed back on the field. Right then the wind blew off Dick's hat and a friendly onlooker put it back on his head for him. Disaster; Dick lost sight of his model and could no longer fly it. I yelled out that I had it clearly in the binoculars so if he came over to my location I could talk him through the flight. Disaster #2; the same helpful observer guided Dick, who was still searching the sky for his model, over to my location. Unfortunately he led him right into my line of sight with the model. Now I had lost it too and no amount of searching the sky by quite a few people allowed us to recapture it.

Remarkably, only about half an hour later someone appeared at our tent with the damaged remains of Dick's model. It had landed four miles off the field in someone's driveway and they brought it to the AMA who in turn brought it to us. It would easily have been the winning flight; if only.....

So Chuck finished fourth and Dick and I were out of the money.



Dick with the returned remains of his Pacer C. It will live to fly another day.

We were scheduled to fly Spirit of SAM on Tuesday but those models don't handle high winds so at the pilot's meeting Tuesday morning we decided to slide that event to 9 am Wednesday morning. So Tuesday evening we plugged our SoS batteries into the wall warts to give them

the slow overnight charge necessary to get full performance.

Wednesday's events included the rescheduled SoS, Electric Wakefield and Ignition Texaco, the latter for my venerable Lanzo Bomber with the Ohlsson 60 ignition engine.

First up was Spirit of SAM and Dick, Chuck and I had entries, Dick and Chuck with models from Mick's stable although Dick had been working on new and improved propulsion. The event is usually flown as a mass launch and so it was, into a stiff breeze that a dozen or so models were launched.

Chuck immediately found his model to exhibiting a substandard performance and he was quickly down, only to find the back side prop nut had moved such that the prop was rubbing on the nose block.



Chuck with the Skyrocket Spirit of SAM model, the winner at the SAM 12 meet in August.

Assessing the strength of the wind I added an ounce of lead to my model and although the initial climb seemed about right it quickly ran into a headwind that blew it backwards. It is important to stay up wind in these conditions as if you get behind you will never make it back. The Old Timer models have relatively high drag so putting the nose down does not guarantee forward progress in the wind. And this I found with my model as I balanced the need for efficient trim with the desire to stay up wind. The result was a flight fighting the wind at about 100 feet. The wind strength usually increases with altitude although it becomes smoother so a model that can make it out of the ground layer frequently will fly better. My flight ended at just less than 20 minutes against an expected time of 25 or more.

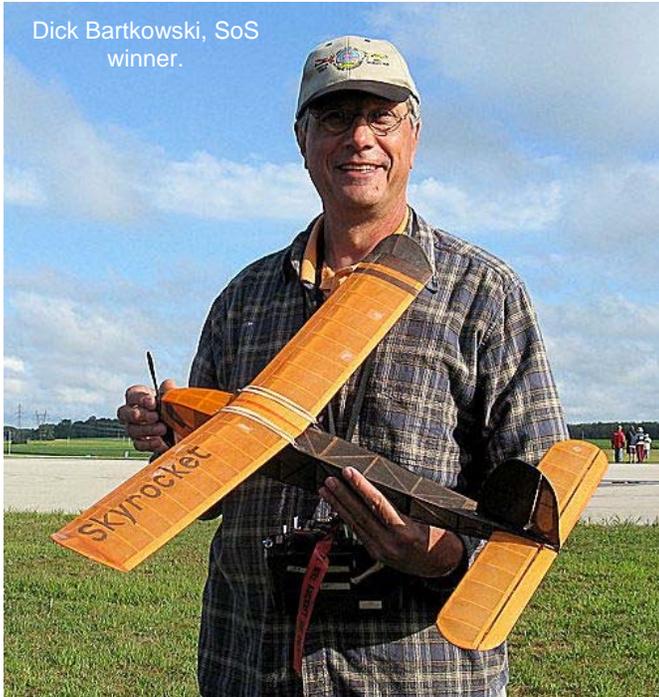
However, when I asked Mick, who was timing, he said I was third and only Dick and Jack Hiner were still up; way up as it turned out as they had both broken the ground layer and even found lift at altitude.

Jack had a new small model with a tiny outrunner and Dick's model has just been well sorted and with its new motor it is still a winner as Jack was down before Dick. So our team took first and third.

After the SoS event we began to concentrate on our Wakefields. Dick, Chuck and I had entries here too and again Mick supplied their models. I had finally sorted my trusty Jack North 1939 Wake back to its performance level of two years ago, at least I thought I had. In its original trim it would do seven minutes against a five minute max in still air. So I didn't have to wait for the good weather and put up my first flight. Hmmmm.. not so good, what happened? It just didn't reach the normal OOS altitude expected, so I tested the motor current draw to see if that was the cause. Sure enough, it was only pulling 7.5 amps whereas in good trim it should have been 10.5. Strike another fried motor! When you run these motors at their limits and don't have sufficient cooling, or both, they either fry their magnets or the armature. It is obvious when they fry an armature as they smell and quickly stop working all together. The magnets are

another story as there is no indication except poor performance. We should really test the motor rpm after each flight to test for this problem, but this is only a hobby, not WWII. Anyway, I bring replacements along for this purpose so a spare motor, already broken-in and attached to an ESC was screwed into the gearbox, and the subsequent test indicated the expected 10.5 amps; good to go. I quickly made my two final flights with both of them at the max. I was in the flyoffs, should there be others making two maxes.

Dick Bartkowski, SoS winner.



Dick launches Dave's Wakefield



Chuck flew Mick's Canadian Milligan Wakefield, a beautiful model shown here held by Mick during test flying at Sleighton Field some months ago. In the event Chuck had difficulty keeping it upwind and ended up with so-so flights.

Dick flew Mick's Copeland Wakefield and managed to put it in the trees at CA field. Upon its retrieval and subsequent rebuild Dick had discarded Mick's motor/gearbox with its long prop extension and replaced it with one of his own. He disliked Mick's prop extension so in the process of balancing the model chopped about four inches off the nose! One wonders just how legal this is but in the event he had poor flights in the wind and "blue sky sink".

Propstoppers prepare Dick to fly his Copeland Wakefield



Four of us made the flyoffs and since Jack Hiner was in it the usual flyoff strategy came into play. But the flyoffs take place at the end of the day and I still had to fly the Bomber in Ignition Texaco.

I had run the Ohlsson before the meet using the gas provided by Doug Koch, as described in the last newsletter. Doug recommended a 3:1 mix of unleaded, ethanol free gas with 70 weight motor oil. I thought I might use castor oil. So the final preparations for our trip to the Champs included making my fuel. The first step took me on a trip in and out of the parallel universe, you know, the place that things slip into when you just put them down; a while later they slip out again and there they are, just where you were looking for them. In this case it was a quest to find the gallon of SIG castor oil to make the fuel. I knew exactly where it was kept in the garage, only it must have slipped out. This time it didn't slip back and I have absolutely no idea where it may be! Hmmmm... now what to do? Well, Doug Koch said he uses SAE 70 motor oil at 3:1 with gasoline. He also said that 70 weight is hard to find. My recollection from SAM Talk discussions is that Harley Davidson still stocks this oil so that is where I started. What a trip, talk about parallel universes, this is another world largely populated by old fat guys with the same uniform. Anyway, they no longer list 70 weight oil but the do list 60 weight. Guess they have made some improvements in the 1923 technology.... but not much! But they did not have any in stock so I looked elsewhere. Flying buddy Chuck Kime, a former bike racer suggested I try the local Speed Shop and that worked just fine. Again, no 70 weight although he thought that Kendal still made it, but he did have Pennsoil 60 weight and I bought a quart of that. Now to the gas.

Doug uses a no-ethanol unleaded gas from a Gulf station, local to him but 60 miles from me. So I did some internet searches to see where the ethanol tainted fuel is mandated, or where I might buy some without ethanol either locally or on our way to Muncie. No dice, maybe the first failed internet search in years. I wondered what the ethanol would do to the Forsters, probably not much as I could run them on methanol but I wanted to minimize the changes from Doug's testing. Mick then reminded me that Coleman stove fuel was sometimes used and that should be widely available. So I did some internet searches on Coleman Fuel and Stove Fuel. Amazing; another failed search process. A gazillion hits on Coleman stoves even at such places as Kmart and Target, but no fuel listed. My best result was stove fuel listed at REI. \$8 per quart and a 30 mile drive didn't sound like a necessary adventure so I put that aside. Then, as the last thing I did on Saturday evening, after going to the bank for some cash for the Champs trip I thought I would just swing by the local Kmart, just down the road. Whoa, what's this? A gallon of genuine Coleman stove fuel for \$8; a strike if ever there was one. I can only conclude that it is not advertised because the terrorists would know where to buy it!

So now it was time to mix the fuel and 3:1 Coleman and oil it was, and we test ran the Ohlsson in the Bomber. It was not running really well but I couldn't think why so we set out to make our flights. They were not very good as the Ohlsson was clearly down on power and the model only climbed to modest altitude. Oh well, we were only doing it for grins, and my time was only 8 seconds out of fifth place. Now to get ready for the Wakefield flyoff.



Dave's Lanzo Bomber takes off for an Ignition Texaco flight

In the Wakefield flyoff I went one way and Jack Hiner the other so as the flight progressed I asked the guys where Jack was. It turned out he was way away from my model and downwind just beyond the macadam area; one place you can usually find some lift, and we were the only two still up. So I flew back in that direction but just before getting there I found some lift which I milked for a little more time, beating Jack to first place by 27 seconds.



Mick with his Milligan Wakefield

What a day, two wins and a fourth, everybody trophied., a first for Chuck.

Propstopper Wednesday; Dave, Chuck and Dick trophy



Thursday dawned as another fine day although the leading edge from one of the hurricanes was due to descend on us Friday so the Contest Director announced that all of Friday's events could, be flown on Thursday. So we were faced with the Electric Unlimited Rubber, Speed 400 and Classic Texaco events in one day, the latter being with the Forster powered Giant.

This seemed to be another day of Blue Sink although we subsequently found that people were finding lift and Mike Macintyre made two fifteen minute maxes in Speed 400 during the morning. We decided to wait it out in the hope that things would improve during the day. Meanwhile we prepared the Giant by installing the Forster and the ignition system. Since the model had to weigh 200 ounces or so to meet the minimum wing loading of 10 oz/ft sq I installed the 32 NiCad cells amidships. Setting the CG in this configuration involved laying on my back under the model and lifting it with both hands under the wing. A far cry from the Dave Bevan method of using two fingers!

Next we had to hook up the ignition box battery and make the connections to the points, engine ground and spark plug and finally connect Marv Stern's ignition switch to the ESC or throttle channel on the radio. In a gesture from Heaven Marv Stern and Steve Boucher pitched their tent right next to us and our model preparation area, so once I thought everything was in place I asked Marv to check it. We fueled the engine and gave it a few flicks; no joy. "Hey Marv". Marv first ascertained that I had not read the manual, then proceeded to look for the red light on the circuit board that illuminates when things are right. They weren't, I had the throttle set in reverse as required for electric ESCs in Futaba radios. Marv's switch requires the opposite. We made the change and the ignition worked perfectly and the engine came to life.



Dave and crew chief Chuck prepare the Forster 99 for the Giant Classic Wakefield flights

But the new R/JL Forster was not happy and eventually slowed to a stop, overheated. Hmm... this was not in the script. Had something gone wrong since the test run? Ok, remove that one and install the original Forster; same result! Meanwhile the ignition experts with Marv observed that both engines were making a lot of smoke and Steve Boucher offered some Forster fuel, a 7:1 mix with Coleman fuel and Klotz synthetic racing oil. That worked a charm so we prepared to fly. I chose an 18 inch prop as my recollection was that was the choice of Sal Taibi when we discussed it a year earlier. Don Bekins had given me all his big props when I bought his engine and I thought I had an 18 x 6 in the stack, but it turned out that the only 18 was an eight inch pitch. Nevertheless we went with it and attempted our first flight. It takes a whole team to fly the Giant and fortunately we were up to it. Mick timed while Dick and Chuck crewed the model. Aussie Alan Laycock handled the support equipment. See the attempt on the Giant Blog; www.dhaerotech.com/giantblog.htm

Propstoppers crew prepare the Giant for a Classic Wakefield flight



However, the model had insufficient thrust to climb so I shut it off at the end of the macadam takeoff area and we proceeded to install a smaller prop. Unfortunately this 16 inch prop also had an eight inch pitch so I thought it would still not be right but I couldn't find a 16 x 6 in the stack (although there was one there!). This time it did takeoff and climb out as you can see from another movie on the blog. The climb was still not healthy but fly it did and it also ran cleanly and uniformly during the whole run; a triumph for uniflow tanks. As it descended to the landing I lined it up with the landing area but I became concerned with the proximity of the steel pipes in the middle of the area, probably a marker for an underground pipeline. So I moved the model away from them only to find that the big model had fooled me into thinking it was closer than it seemed. I landed in the bean field for a zero score! The time was a modest 7:11. Chuck proceeded to retrieve it and provided a marvelous photo opportunity.

Chuck brings the Giant back from the bean field



Now to wipe the oil off our hands and fly the speed 400 models to test the air, this event did not count towards the Championship so it was a throwaway if necessary. There was no lift apparent and both Dick and I made modest flights within the potential of our models but mid-field in performance. Chuck had a problem with his Stardust Special right at launch as the large under cowl came lose and hung down causing all kinds of increased drag and control problems to boot. Dick talked him through this difficult flight but at the last hundred feet or so the model dived into the adjacent bean field. Not only was Chuck off the field but he couldn't find the model after about an hour looking. After the meet we all walked the bean field line abreast, but still failed to find it. If you find a Graupner Speed 400 label in your soy sauce call Chuck. This activity caused Chuck to miss his opportunity to fly in the last event, the Unlimited

Rubber Electric. Dick and I did fly, he with another of Mick's models and me with my trusty winning Wakefield. The Wake does seven minutes in still air on a good day and the Unlimited max is seven minutes, but on this day it did not quite make it. Dick's model flew better, well enough in fact to win and I took second. Way to go Propstoppers. We had won four of the five events counting towards the Championships, Dick and I with two each and Dick would have won the other if he had managed to land on the field (woulda, shoulda, coulda again!)

And it turned out that Jack Hiner and I had identical scores and shared the Electric Champ title although they gave me the trophy because I had more wins. I gave it back to Jack as he is my hero and deserved to win. He too had gearbox problems, on his Unlimited Red Flash.

Of course there are many other activities at the Champs including a Concours. Here is the rubber winner, a Flying Minutes Wakefield. I gotta build one for the Electric Wakefield event!



Rubber
Concours winner
"Flying Minute"

The model of the year featured Leon Shulman's Wedgy, and unusual model that also has an unusual flying manner. Here is prior SAM president Mike Myers with current SAM secretary Tommy Gray. Unfortunately Leon could not be present as he has some problems with his eyes. Some of you may remember him coming to one of our Walt Bryan events a few years ago.



Former SAM
President Mike
Myers launches
his "model of the
year" Shulman
Wedgy

Next year's Champs will be back on El Dorado Dry Lake south of Las Vegas and we have a year to get ready. Can I ship the Giant? We shall see.

Dave for Dick, Mick, Chuck, Tina and Colin.

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Propstoppers R.C. M.A.C



Propstoppers and associates handle the Giant preparing for a flight at the SAM Champs on the AMA flying site in Muncie. From the left, Mick Harris, Aussie Alan Laycock, Crew Chief Chuck Kime, Dave Harding, Seattle associate Colin Widdison and Dick Bartkowski



Dave Bevan Recognized

We all know just how hard Dave works helping our club and particularly members with models in trees. So those of us who seem to have a particular affinity with CA's trees gave a model to Dave. Bill Tomasco, a recipient of Dave's largess, but absent from this picture, donated the model. The rest of us donated other bits. Thanks Dave.

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Come on in and see the owner and new Propstoppers member Steve Mercaldo. If he doesn't have what you want he can probably get it, and quickly too.

Up and Coming Activities
Monthly Meeting Tue 14th October.
The club meeting will be at the Middletown Library. (Behind Weather's Dodge on 452)

Doors open at 7 meeting at 7:30