



The Flightline



Volume 42, Issue 12

Newsletter of the Propstoppers RC Club

AMA 1042

December 2012



President's Message

The weather is great and both fields are useable. Don't forget the indoor flying is Friday, the 7th at Tincum School and Saturday Dec. 15th at Brookhaven.

The flying has been great not many mishaps just fun come on out and try your hand.

This would be a good meeting for show and tell so bring something with you. We can talk about a swap night for the Feb. meeting.

If you don't make it to the meeting Have a Merry Christmas and a Happy New Year

Dick Seiwel, President

Agenda for December 11th Meeting

At Middletown Library;

Doors open 6:00, meeting at 6:30

1. Membership Report
2. Finance Report
3. Indoor Program Discussion
4. February Swap Meet?
5. Show and Tell

Minutes of the Propstoppers Model Airplane Club

November 13, 2012

Call to order took place at 6:38 PM by Vice-President Eric Hofberg

Roll call by membership chair Ray Wopatek showed 14 members present

Minutes of the October meeting were approved by the membership

Treasurer's report by Pete Oetinger was presented and accepted

Old business:

The Brookhaven gym has been paid for four sessions to be held this winter.

New business:

Dick Seiwel explained that the two locks at CA field should be locked together to the chain so that either one will open the gate. The second lock is for use of the groundskeeper and other workers.

The club agreed to send a thank you note with a donation to Elwyn to fund their activities.

The new officers elected at the last meeting were:

Dick Seiwel – president,
Jeff Frazier – Vice-President,
Dick Bartkowski – secretary,
Pete Oetinger – treasurer.

Appointed members were:

Ray Wopatek – membership,
Chuck Kime – safety indoor,
Eric Hofberg – safety outdoor.

Show and Tell:

Al Tamburo showed an old model Pierce Arrow that he found in the attic. It is a U control from the 1960s. The silk and dope covering is still intact and in good shape. The engine is in Enya 15.

Adjournment took place at 7:44 PM.

Dick Bartkowski, Secretary

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Indoor Flying

Brookhaven Borough Gym 6till 9:30 pm
Saturdays Dec 15 Jan 12 Feb 9 March 9

Tincum School Gym 6 till 9 pm
Fridays Dec 7 Jan 4 Feb 1 Mar 1

Guests flyers OK with \$3 charge, AMA required.

Calendar of Events

Club Meetings

Monthly Meetings
 Second Tuesday of the month.
 Middletown Library
 Doors open at 6:00, meeting at 6:30 pm.
Next Meeting; 11th December

Tuesday Breakfast Meeting
 Tom Jones Restaurant on Edgemont Avenue in Brookhaven. 9 till 10 am. Just show up.
 Flying after in the Summer at CA Field or Chester Park; 10 am. weather permitting.

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
At Elwyn Field; Gas or Electric
 Monday through Saturday 8 am till dusk
 Sunday 12 pm till dusk

Indoor Flying

Guests OK, AMA required.
 Brookhaven Borough Gym 6till 9:30 pm
 Dec 15 Jan 12 Feb 9 March 9
 Tincum School Gym 6 till 9 pm
 Dec 7 Jan 4 Feb 1 Mar 1

Special Club Flying

Saturday mornings 10 am
 Wednesday Helicopter evening in summer
 Thursday evenings in the Summer
 Tuesday mornings 10 am weather permitting after breakfast.

Check our Yahoo Group for announcements;
<http://groups.yahoo.com/group/propstoppers/>

Beginners

Beginners using due caution and respecting club rules may fly GWS Slow Stick or similar models without instructors.
 The club also provides the AMA Introductory Pilot Program for beginners without AMA insurance.

Elwyn Field Developments

As we reported in the last meeting's minutes we now share the Elwyn field with a farmer. The farmer has now begun to prepare the field for next year's crops by ploughing some of the land. So we may now begin to plan our areas of use and flight rules. Here is the approximate layout of the land;



The mowed area of our prior strip is clear on this picture as is the fact that we have lost the southern portion. However, we are told the whole area to the northeast and northwest sides are available for our strip (s). The houses close to this area are Elwyn owned.

The board has decided to defer establishing the actual prepared areas until we gain more experience flying there. We have been told flying over the farmed areas is OK, but of course we must respect the farmer's crops. He will fence the area with some kind of electric arrangement and will provide a gate through which we may carefully collect our planes from any wayward "landings".

Meanwhile, Elwyn Field is open for business with flying as usual; gas or electric, planes and helicopters.

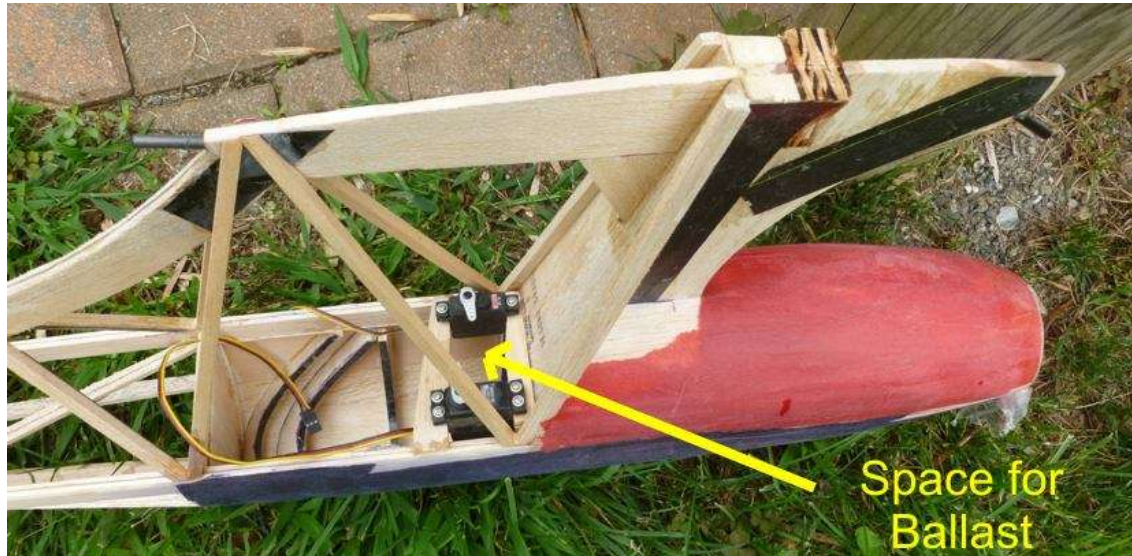
Nose Weight

Somewhere along the line most aero modelers end up adding ballast to their models. Usually it is to bring the CG to some desired point and often ends up in the nose. However, sometimes it is necessary to add weight to meet some competition requirements. The Old Timer models we fly in SAM competition must have a certain wing loading so in the days of LiPo batteries we often have to add weight. And so it was with my latest competition model depicted in last month's report on the Taft SAM meet. I needed to add 15 ounces in a location that had little space and even less structure to which the weight could be securely attached. The only space that would meet the requirement, just, was between the two servos and attached to the servo mounting bearers.

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Now the challenge was to make a piece of ballast that fit this space and weighed 15 oz. This could only be satisfied with a molded lead piece. So I set about making a mold from some pieces of wood into which I would melt old lead tire weights. Fortunately my son works for Subaru and we regularly harvest the crop of castoffs.

I have been following this process for over 60 years, it was the way to add nose weight to free flight gliders, which were my passion in the early days. You might damp the wood in the nose area then melt old glue tubes (made from lead in those days) into the space until you had the necessary balance. In this project I had to hold the weights with pliers gripping the steel mounting clips over the mold then heat it with a propane torch allowing the molten lead to drip into the mold. Since this took some time for each weight the mold smoldered but basically came through doing the job.

Recently there was a related story from Van Wilson, an Alaskan who has done just about everything and now builds model airplanes in his cabin in the woods. There is a lesson here.

Back in the '80's when I lived in Soldotna, near Cook Inlet where we commonly went halibut fishing, I was melting some tire weights to make fishing sinkers for halibut as well as some of these modeling weights for my building bench. The sinkers measure in pounds, not ounces like trout sinkers. Well, I had an electric hot plate on the bench with the cast iron pot on it, melting the lead. When it got molten, the steel clamps that hold the tire weight to the wheel rim floated to the top along with all the scum from corrosion and dirt on the weights. I was skimming it off with a big serving spoon and discarding it out the back door of the garage. This spoon was all metal, a choice I thought was wise so that the spoon wouldn't melt and a wooden handle wouldn't burn. Well, mother nature being what she is, told the heat from dipping the spoon in the hot lead to travel up the handle to where I was holding it. Ouch!

I think I'm smart enough to cool the spoon. So, I take it across the garage to my sink and run cold water on it. That part worked O.K. But, then when I tried to dip the still dripping wet spoon back in the hot lead, I got one heck of a shock. There was an explosion that I could only compare to a 12 gauge shot gun going off right in front of my face! It scared the heck outta me.

As I recovered my senses, (What little I had before this happened) I saw that the pot was empty, I'd dropped the spoon, there was lead all over the shop, on the bench, on the wall, on the ceiling, and I felt a breeze below my belt line. Looking down what I saw was no pants left between my belt and my knees. My Jockey shorts were luckily made of cotton and the brass zipper hung by itself with no fabric attached. The pants I had been wearing were the polyester levis that were popular at the time. All that remained were the pockets, the zipper and my skivvies. There were a few holes burned in my shirt sleeves. But, I was intact, miraculously, although badly shaken.

Somehow, I escaped injury. No glasses, no protective clothing of any kind. Evidently a drop of water dangling from the spoon as I lowered it into the pot of hot lead caused the explosion.

I guess you could say, "I learned from that".



Hazards and Nature at the Fields

In the mid '90s I lived in Tehachapi California, up in the Sierra foothills. In this part of California at the 4500 ft level the ground is rather rocky. The hills are covered in grasses and some shrubs with the occasional tree. I lived in a mountain community that strictly controlled development and very much preserved the wild nature of the area. We lived among bobcats, raccoons, deer, antelope, mountain quail, giant owls, stellar jays, woodpeckers, red tailed hawks and snakes! Watching red tailed hawks dine on a rattler while perched on a telegraph pole was a common pastime. As was watching the variety of wildlife turn fresh snake road kill to nothing.

Anyway, we used to fly slope soarers off "Convict's Hill" overlooking the prison and since I was learning to fly RC I often had to retrieve the model down the hill. Well, in those conditions you didn't just stroll down, it was more like an Irish Gig in the pub with much hollering, hopping and stamping. You never knew where the rattlers were resting!

So I was not surprised on reading the account of the SAM 21 meet further north in the California central valley where they discovered the biggest tarantula seen in the area!



Now although we live in a fairly passive area where nature is concerned, there is the famous Black Snake of Christian Academy. Just ask President Dick Seiwel.



Membership Renewal For 2013

Membership renewal for 2013 is now required. You can renew by mail or at the club meeting in December.

Don't loose your club privileges!

Bring cash or check and your AMA card.

Dues are \$60.

Ray Wopatek
1004 Green Lane
Secane, PA. 9018

Please enclose a **copy** of your current
A. M. A. Membership card,

And Please, Please enclose a
Stamped self- addressed envelope.

Ray Wopatek Membership Chairman

Mystery Model Airplane Story for "Younger" Flyers

Do you know who this is and what she has to do with our RC hobby/sport? Old Farts, don't spoil it!

