



The Flightline



Volume 32, Issue 10

Newsletter of the Propstoppers RC Club

AMA 1042

October 2002

Editorial: Time for a little maintenance

It's that time of the year when the airplanes are getting a little tired and you put things off for the winter building season. Well, the building season is here and it starts with the club. Its time to make the commitments that allow for all the members to enjoy our hobby together, whether it is at our club fields or indoors.

October is the month that, by statute, we nominate the officers who will guide and execute the many things necessary to make it all possible. We have been very fortunate to have the board of officers who have steered our club so well for the last few years. Now is the time of change as Mike and some of the other board members have stated that they will not serve another year. So, start thinking about what you can do or whom you would support for the positions that need to be filled and do the things necessary so we can make some good nominations at the October meeting.

One area where we have shown appalling lack of interest is in volunteering to support a field search committee. The request has been made at the last three meetings and the response has been resounding silence.

Agenda for October 1st Meeting at Marple Library 7:30 pm

- Approval of September meeting minutes
- Finance report
- Membership report
- Field Search Committee report
- Bylaws Revision Status
- New business
- Nomination of Officers
- Indoor flying plans
- Show and Tell.

What is it guys? Everybody realizes that without a field there is no club. Those of us that fly electrics are overjoyed with Moore Field but we just can't fly gas there anymore. So where are you going to fly your latest 40 Fun Flyer next year?

Perhaps you are expecting Chris Catania to return from the Shore and conjure up a new field for you. Well if Chris still has the time and desire to search for one I am sure he needs help.

In the meantime it seems that the confusion over Sleighton's status may create the conditions where we may negotiate an extension to our current lease. If this does happen it will certainly be a last minute thing where the parties recognize that they can't put the deal together next spring. So, if we do get an extension for another season it will be too late and too tenuous for us to want to invest in the improvements that need to be made to turn Sleighton into a good field.

What is the solution? Obviously it is to find a new field into which we can make the investments required to make it a place we all want to attend. But this takes time, and you can't rush it. Grass grows according to God's laws not our wishes. A field for next year should be prepared in the previous fall and we won't make that timeline unless someone starts right away. You do want to help don't you? Well speak up at the October meeting.

The indoor flying season is fast approaching so it is time for the Propstoppers to get organized and the members to start thinking about participation in this field too.

Mike DiDomenico is exploring the possibility of getting Tincum School gym again and Al Tamburro is exploring Havertown. In the latter case we would have to make payment for use of the facilities so we need to decide if the club will sponsor these meetings perhaps with a usage fee on the part of the flyers.

Last year we had a blast with simple rubber free flight, electric free flight, ARF Park and indoor electric powered RC and aerobatic RC with kit and stick built models. Some pretty impressive scale flying was conducted too so there is no lack of variety.

Of course the lightweight RC gear is making this easier and the cost of this stuff is falling rapidly. Also battery technology is moving fast so this year will be the year of the Lithium poly battery and half hour flights will be the norm. In fact we may have to set a maximum flight time to allow everyone to fly, so in this case the maxim will be leave your charger at home. Just charge before you come and fly!

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Rusty Neithammer flies Mick Harris's Bleriot XI in Tincum School gym during last year's indoor

Dave Harding

Calendar of Events

Club Meetings

Regular Meeting 7:30 pm
Tuesday 1st October
At Marple Newtown Library

Regular Meeting 7:30 pm
Tuesday 5th November
At Marple Newtown Library

Flying Events

Propstoppers Indoor Flight Demo.
Interboro High School gymnasium
Wednesday, Nov. 6, 2002, 7 to 9 PM.
See Mike Black to volunteer.

Regular Club Flying

At Moore and Sleighton Fields

Daily	10 am til Dusk
Saturday	10 am til Dusk
Sunday	12 p.m. till Dusk

Propstoppers RC Club of Delaware County, Pennsylvania. Club Officers

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Propstopper's Web Site:
www.propstoppers.org

Check the web site for back issues of the newsletter, pictures of club events and the calendar of future events.

Pictures courtesy of Bob Kuhn and Dave Harding

The President's Message

Dear Fellow Propstoppers,

I don't know how many of you saw the article in the Inquirer last Sunday about Sleighton Farms, but it appears that all is not lost, at least not yet. It seems that the deal has not yet been done and there are various groups objecting to the plan. Let's keep an eye out and an ear to the ground and try to stay on top of that issue.

The October meeting will bring nominations for officers. According to the by-laws of old and new, we have been breaking them by re-electing the current officers. "I for one will not run if nominated and will not serve if elected." (That's a quote from someone famous.)

As I have stated many times, healthy organizations elect new officers. That is how they stay vibrant and alive. I think the current leadership, as those before them have served the club well. The club is healthy both physically and economically. It is time for someone to step up and take over. I have enjoyed working with and commend Rusty, Al, and Dick for a job well done. I cannot speak for them and their wishes, but it is time for me to take a break. I can think of several people who could step up and do a great job and bring up some fresh ideas. Thanks for your support over the last few years. You have always answered the call when it was made.

See you at the field.

Mike Black



The Propstoppers Board; Secretary Rusty Neithammer, Vice President Dick Seiwel, President Mike Black and Treasurer Al Gurewicz with Mick Harris and Dick Bartkowski admire Mike's new Corsair at the September club meeting. On second thoughts, this looks like a wake, why are you so apprehensive guys?

Propstoppers Bylaws Committee Report

The bylaw committee has received no further comment on the proposed revision published in last months Flightline. Consequently we request that the membership once again review them, as published and be prepared to discuss and approve them at the October meeting. We have also posted them to the website in the event you have misplaced your copy of the newsletter (you do save them don't you?).

Richard Bartkowski and Jess Davis

September 3rd Meeting Minutes

Vice-president **Dick Seiwell** called the meeting to order at 7:30, at the Marple Library.

There were 23 members and one guest present.

The previous meeting's minutes were approved as printed in the September 2002 newsletter.

Treasurer's Report – Treasurer Al Gurewicz reported an income of \$0.00 and expenses of \$122.00. Expenses this month were low due to the fact that Dick Seiwell did not charge for grass cutting. Our total available funds are \$3222.82.

Old Business

Dick Bartkowski reported that the Electric Fun Fly was a great success despite having to be postponed from Saturday to Sunday due to weather conditions.

Field Committee – Volunteers are needed. The status of Sleighton is unknown but it would be best to assume that our lease will not be renewed next year.

By-law Committee Report – The proposed new by-laws, as well as revisions to the safety rules, have been printed in the September newsletter, and will be printed again in the next two newsletters. Anyone having comments should direct them to one of the committee members (**Dave Harding, Dick Bartkowski, or Jesse Davis**). After the comment period, the new by-laws will be put to vote for membership approval (assuming approval by the AMA).

Meets

- **Pennsbury Land Trust Balloon Festival** - Saturday, September 14, 2:00 to 4:00 PM. Plan on attending and doing some demonstration flying for an appreciative audience.
- **Wildwood Beach Fly** – September 22, 10:00 - 3:00, 17th and the boardwalk, Wildwood, NJ.
- **Willow Grove Airshow** – September 14 and 15th.
- The **American Helicopter Museum's Rotorfest** will be held on October 19 and 20.

New Business

There is interest in forming a S.A.M. (Society of Antique Modelers) chapter within the club. **Mick Harris** gave an introduction to this organization. There is no cost to the club.

Coffee Chairman: Tom Tredinick volunteered to take over this duty.

Bob Kuhn pointed out that the newsletter file on the website does not contain the membership list, which was deliberate on his part for privacy reasons. Anyone desiring a copy may email Bob (bobkuhn@kuhnfamily.com) for a .pdf file version of the list.

Break

The 50-50 winner was **Sam Nevins**

Show & Tell

Mike Black showed his Great Planes 40 size Corsair kit. Power is an OS 46FX with Pitts muffler. Mike reports that this kit is a lot of work for what amounts to be a fun fly plane. (see previous page).

Jesse Davis showed his SR Batteries Bantam Bipe. This plane can fly as a biplane or as a high wing monoplane. The kit has nice laser cutting.



Al Tamburro showed his Global ARF Waco YMF7. Power is a 40 2 stroke. The kit is not cheap (\$149.00) but is well built and it is very light and strong.



The meeting was adjourned at 9:00 PM.

The next meeting is scheduled for October 1, 7:30 PM, at the Marple Library.

Dusty Neithammer Secretary



Propstoppers Walt Bryan Memorial Annual Electric Fun Fly

After over a month of dry sunny and hot weather the scheduled Electric Fun Fly ran afoul of the weather gods. Weather for the Saturday was forecast to be continuous rain so when three different forecasts agreed we decided to postpone till Sunday. The efficient web and e-mail based communications allowed us to inform both the Propstoppers and guests so few were inconvenienced and the turnout on Sunday was grand.

There were 23 registered pilots and many models. Mike Black counted over 65 people in attendance at various times of the day. Several of our out of town guests returned for the second or third year and a number of new folks turned up. This added the usual spice to the mix of models the Propstoppers brought and this year's event was also marked by a wonderful diversity. Aerobats, high and low speed gliders, high endurance gliders, scale machines, park flyers and just plain fun airplanes.



Mike Perez's Tiger Moth taxis out for its winning Scale event flight.



Zagi Combat contestants Ed. Berchtold, Mike Perez and Propstopper Eric Hoffberg before the carnage.

The New Jersey guys also brought a new event with them called "Mission to Berlin". In this event one of them flies a "transport" model that is slow and very rugged. The other competitors try to knock it down. Well, the transport almost immediately had three Zagi kills as the pilots got target fixation while strafing the "bait". Good fun event for contestants and spectators.

Another innovation that the NJ guys demonstrated

was live airborne video. A camera and transmitter were mounted in a Wingo airplane and the video was displayed in real time on a camcorder. Many of the attendees took the opportunity to view the site as the Wingo made repeated passes of the strip and bleachers. The video was also recorded so we can post movies on our web site.

Dave Harding's daughter Pauline, grandson Matthew Everett and their whole family did sterling service by running the registration, transmitter impound and control and refreshments. Thanks, guys.

Also very special this year was the dedication of the event in the memory of Walt Bryan, our electric flight pioneer.

Walt's family wanted to attend as a tribute to Walt and they also decided to bring one of his electric powered models to be flown in tribute.



Walt Bryan's Sons with Walt's Astro powered glider.

Long time Walt Bryan friend Jess Davis did the honors in flying Walt's plane. Such pressure, but ably handled by Jess.



Jess gives Walt's son a flying lesson while the family looks on.





Mission accomplished. Jess concludes a magnificent flight to the delight of Walt's family.



Walt's wife Lorette presents the trophies for Scale and Zagi Combat to Mike Perez. Walt's family and Mike Black look on.

So, despite the postponement for weather the Walt Bryan Memorial Electric Fun Fly provided a glorious day in perfect weather. The tribute to Walt and the attendance and participation by his family made it extra special.

Wonder what next year will bring?

Dave Harding



More SAM Saga's

Dick Bartkowski and Dave Harding continued the quest for SAM immortality when they competed at the SAM Championships in Muncie, IN last month.

Competing with the same Old Timer Limited Motor Run and Texaco planes that were used in the AMA Nats. a few weeks before, they met with some success. But first Dick had the rare pleasure of meeting Sal Taibi, the designer of the Pacer. Sal, who won the Nats in 1940 with the Pacer, still competes in SAM free flight competition.

Sal Taibi signs Dick's Taibi Pacer C model in Muncie



Dick made it to the LMR flyoff where he finished third behind the two leading competitors in this event.

Dave flew in the new Spirit of SAM event for electric powered Old Time rubber free flight models. He flew a full-scale model of Jack North's 1939 Wakefield. Dave and Jack flew with the Croydon club in the UK during the 1950's. Dave finished fourth, competitive despite the windy weather. Really need two models suited to weather.



Jack North's 1939 Wakefield, then and now

Lotsa fun, what's next Dick?



Dave Harding



Pennsbury Land Trust Balloon Festival

The Propstoppers again supported a worthy event by participating as one of the feature draws at the Pennsbury Land Trust Balloon Festival.

It was a dim and dreary afternoon with a variable breeze, but the propstoppers flew and pleased the crowd anyway.

The following members presented static and flying display for the spectators at the Land Trust on September 14. Rusty Neithammer, Ray Wopatek and his wife Kathy, Charlie Crowell, Mark Berkmeier and I. One non-Propstopper flyer joined us from Delaware RC, Bryan Boardman. He brought a Kadet LT 40 trainer fitted with a digital camera/shutter attachment and took the pictures below.



Below is a picture of Rusty's plane taken from the camera ship.



Our flight demo went from 1:30 to 3:30 PM without incident.

Many people attending the event walked around the static displays asking questions about RC, the Propstoppers, and commenting on the models shown and flown.

Hopefully, we were of value to the Land Trust charity.

Mike Black

Here are some details of Bryan Boardman's camera installation. Sig Kadet LT-40 powered by an OS FS-52 Surpass 4-stroke swinging a Master Airscrew 11x7 prop. The camera is a Mustek Gsmart Mini 2 which has just become available on the market. It fits in a pocket, weighs practically nothing and costs about \$80. However, Bryan controls this with a custom circuit wired into the camera.



Bryan says "To add the trigger circuit is not easy. You need to open the case and solder three very fine wires to camera ground, on-switch and shutter switch, then route the wires outside the case through a small notch, connect the wires to a jack by-way-of three resistors (to avoid RF noise) and hot-melt everything to camera body. I now also wrap camera body with copper foil, and solder to the ground lead of camera (one of the three leads added). Soldering the wires to the camera's PC board is hard, in that the contacts are very small".

"Then you need to make the circuit, which uses two CMOS Ics, a mini trim pot, 5 mini caps, 2 diodes and some resistors. I did this 'dead bug' style, that is wire the components directly to the IC pins then coated with hot-melt. The circuit draws less than 0.1ma from the flight pack but I also included a 125 ma fuse in-line with the power lead from receiver just in case one of the ICs short or a lead shorts. Half a servo extension is wired such that the circuit can be plugged into an unused channel".

Got that guys? Ready to break out the soldering iron?



The Joy of Stick Building

Take any group of active aeromodelers and I'll bet that half of them started before the 1960's and a surprising number will have been modelers before WWII. Now we all know that the hobby has been changing and progressing at an amazing pace recently but if you have been around a long time and you stop to think, it has been a tremendous change.

ARF's were considered to be just for beginners a few short years ago but now almost everybody has at least one and most of the magazine reviews are ARF's.

Before that it was hot wire foam wings and fiberglass fuselages and before that the size and power of evolving engines and RC gear meant that models were mostly built from balsa and ply sheet. With each development we have learned new building skills and in many cases abandoned older ones.

With my recent interest in Old Timer models I have rediscovered stick building.

"So what" you say? Well, I'll tell you what, it's fast, very light and inexpensive. All the more so because of the blending of balsa sticks with CA adhesives and modern lightweight film covering.

I certainly have the advantage of being retired and can use all 24 hours in a day, but I found I could build one of these models in a few days. I have built four of them in the last few months while engaged in the SAM competition.



Rusty with his stick-built Fast Freddie indoor Fun Fly

Recently, one of our members who did not build models in "the old days" asked me about buying a kit of a simple park flyer. It was a 30-inch stick-built model and the kit cost \$50! Well, that is the other advantage of stick-building skills, you can build inexpensive models and once you have done a few scratch building is easy; they all have the same construction so you don't need to buy kits.

What do you need and what are the secrets? A sharp knife, a razor saw, a soft building board and some pins are the first needs. Some long sanding blocks are also necessary to make straight clean airframes.

Selection of good wood makes for lightweight and appropriate strength so a good scale is useful, so is a balsa stripper to make your own strips from sheet and a balsa plane to make your own trailing edge stock in the size you need. Selection of light sheet for ribs makes cutting them using a ply template a snap. Some prefer to cut stacks of blank rectangles the size of the ribs then stack them and cut them all at once on a band or jig saw.

CA makes for fast work but good old Elmer's glue is not much slower and it produces better joints and is safer. (*You do use a fan when using CA, don't you? It is really evil stuff and your tolerance to it diminishes until one day you may be very allergic.*)

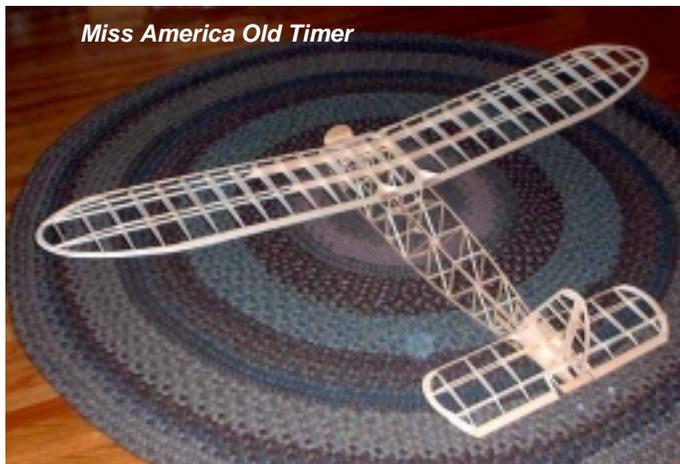
There are many sources of plans for stick built models starting with the magazines we all read. Then there are the vendors who specialize in plans, such as Bill Northrop who still sells the plans from his old Model Builder magazine.

Bob Hollman and John Pond sell plans for Old Timers. Hollman also offers semi kits that include laser cut sheet wood parts such as ribs, formers and wing tips, but we don't need those, do we?

What are you waiting for? Order a plan today or better yet, borrow one. And what about that indoor model you have in mind for the coming season?

Gentlemen, prepare your building boards.

Dave Harding



Miss America Old Timer

And in that strange circumstance where new meets old stick building is making a comeback in the rapidly expanding field of fun fly airplanes. Why? Because they need to be very light and stiff.



Fun Fly models are always stick built to achieve the necessary low weight

So do park flyers, and we are seeing more and more interest in them too.

Dave Harding – Editor
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Propstoppers R.C. M.A.C



Electric-powered large-scale Tiger Moth makes landing approach at Moore Field during the Walt Bryan Memorial Electric Fun Fly

Save This One Too

We have all done it. It is late in the day; you say to yourself "one last flight". Almost everyone has gone home, the sun is low in the sky. And then it happens;

"I've lost it, its too low, I think I can get it"
Well, you didn't and now you have your favorite model high in a tree. What to do?

Ray Kiker did just that the other day and he found a most efficient and inexpensive Tree Guy. So much so that he suggests we publish his name and number for the next guy to use!

Sure Fall Tree Service
Jim at 610-583-0168

He charges between \$30 and \$50 depending on the degree of difficulty. (His call, not the railbirds who are probably out there with the ice-skating score cards showing all 6.0's)

For Sale

Aeronca Champion Cermart ARF.
56 in span, green with blue and yellow trim,
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