



The Flightline



President's Message



Sad news to report, Elwyn Institute has decided to turn "our" field into farm land. Evidently they are suffering from the current financial problems like everyone else and the income from farming the field is necessary to help fund their activities. There was some mix-up in their informing us of this plan resulting in the ploughing of the field as the first thing we heard of their plan. However, let's just be happy for the time we did enjoy this excellent facility and hope we can find another where we can fly gas.

Meanwhile, our indoor program is set and we have one more Club Picnic to enjoy this coming Saturday. Note the time will be from 1 pm on till we hold a flying demonstration for the school who use the Christian Academy buildings. Their fair will be starting at four pm with our flying. We will order food in the early afternoon for those who want it and drinks will be provided.

Dick Seiwel

Agenda for October 9th Meeting At Middletown Library;

Doors open 6:00, meeting at 6:30

1. Membership Report
2. Finance Report
3. Indoor Program Discussion
4. Club Officer Candidates
5. Show and Tell

Minutes of the Propstoppers Model Airplane Club Tuesday, September 11, 2012

The meeting was called to order at 6:33 p.m. by Vice President Eric Hofberg. A total of 18 members and guests were present.

A moment of silence was held in memory of the victims of 9/11/01 and also in memory of longtime member Sam Nevins.

Ray Wopatek did the roll call and Pete Oettinger read the treasurer's report.

Old Business:

President Dick Seiwel reminded everyone that our final club picnic for 2012 has been rescheduled for Saturday, September 29, beginning at 1:00 p.m., although members are welcome to come earlier. This will be followed by an air show for the church picnic members from 4:00 to 5:30 p.m.

The dates for indoor flying were announced. Flying at the Tinicum gym on Friday nights 6 – 9 PM will be 11/2, 12/7, 1/4, 2/1, and 3/1/13. For the Brookhaven gym on Saturday nights 6:00 till 9:30, the dates are 11/10, 12/15, 2/9, and 3/9/13. (See the newsletter for start times.)

New Business:

Members of the club noted the fine treatment club members have received at Elwyn. After a spirited discussion it was agreed that Dick Seiwel and Dave Bevan will have a discussion with Elwyn on how best to express our appreciation for the free use of their field.

Show and Tell:

Joe Paradine had questions about the best way to repair a foam wing. A number of members made suggestions. Eric Hofberg displayed his "PopWing," a foam flying wing obtained from Nitro Planes.

The meeting adjourned at 7:45 p.m. The next meeting is scheduled for Tuesday, October 9, 2012.

Eric Hofberg
Recorder

INSIDE THIS ISSUE

- 1 **President's Message**
- 1 **Monthly Meeting Minutes**
- 1 **September Meeting Agenda**
- 1 **Indoor Flying Program**
- 2 **Fun in the Sun and Bean Fields of Muncie**
- 6 **Phil Whittingham's "Wot Now"**
- 7 **Human Powered Helicopters part 2**
- 8 **Propstoppers New-Look Website**

Indoor Flying

Brookhaven Borough Gym 6till 9:30 pm
 Nov 10 Dec 15 Jan 12 Feb 9 March 9
 Tinicum School Gym 6 till 9 pm
 Nov 2 Dec 7 Jan 4 Feb 1 Mar 1
 Guests OK, 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; 9th October

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.

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

Indoor Flying

Guests OK, AMA required.
Brookhaven Borough Gym 6till 9:30 pm
Nov 10 Dec 15 Jan 12 Feb 9 March 9
Tinicum School Gym 6 till 9 pm
Nov 2 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.

Fun in the Sun and Bean Fields of Muncie

Once again, for the eleventh year in a row our intrepid SAM (Society of Antique Modelers) flyers made the pilgrimage to the AMA International flying site in Muncie Indiana. I expect many of our recent club members would ask "why?" Obviously what we do is so different to the back and forth flying with today's sport foamies. Well the answer lies with the thirst for competition.

Back in maybe 2001 my flying buddy Dick Bartkowski suggested that since we are both competitive types why not find a field of competition and go to some meets. Well, the model airplane competition field is vast. I used to fly U/C Team Race both in England starting in the 1950s and then in the US during the 1960s. There was a vibrant activity in these races all the way up and down the East coast. Dick participated in indoor free flight flying, a field that is still followed by a hardy few making models so light that the air in the shipping box is heavier than the model.

Of course there are RC aerobatic and pylon racing events but these require expensive noisy planes and a great deal of space together with massive amounts of practice time.

Then there are RC gliders or sailplanes of various types. Nowadays these are all very expensive, custom built, molded fiberglass and graphite models that you buy each season to keep up with the latest trends. They also require a fairly large field that is dedicated to this kind of flying where long winch lines are laid out into the wind direction. It doesn't share the field space well with sport flying.

So Dick suggested we try Old Timer RC competitions sponsored by the AMA and SAM. Both had categories for electric powered models, so we could fly them at our fields. But this kind of flying is very different to the back and forth sport mode we normally fly. The objective is to stay in the air as long as possible following a powered climb and this means skills in finding and staying in thermals, rising currents of warm air that can take the model up.

The Old Timer movement was established to preserve the models of the era when model airplane design developed efficient stable flyers with lightweight efficient engines. All this happened in the decade following Lindberg's flight to Paris and the Second World War. We must build designs that were built, flown and published or kitted during this period. There are many hundreds of candidates and although you no longer have to build the model yourself it must be built with the structure and materials from that era, although strengthening to accommodate modern propulsion is allowed.



Chuck Kime with Dave Harding's new 1941 Stardust Special Old Timer on the AMA International Modeling Center in Muncie, Indiana during the SAM Champs

Propstoppers RC Club of Delaware County, Pennsylvania. Club Officers

President Dick Seiwel
(610) 566-2698 reslawnsi@verizon.net
Vice President Eric Hofberg
(610) 565-0408
Secretary Richard Bartkowski
(610) 566-3950 rbartkowski@comcast.net
Treasurer Pete Oetinger
610-627-9564
Membership Chairman Ray Wopatek
(610) 626-0732 raywop@juno.com
Safety Officer Eric Hofberg
(610) 565-0408
Newsletter Editor and webmaster
Dave Harding davejean1@comcast.net
(610)-872-1457

Propstoppers Web Site; www.propstoppers.org
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There are many different events which allow different propulsion from original pre-war ignition engines to modern glow and electric motors. And there are basically two event types; the Limited Motor Run, where the motor run time in the climb is limited, and the Texaco events named after the events sponsored by Texaco in the 1930s. The Texaco events specify an amount of fuel; gas, diesel or electric energy per pound of model weight. You can fly with propulsion for any amount of time till the fuel is exhausted then you glide and find thermals. With electric powered models you can start and stop the motor between thermal glides. Texaco flights can last well over an hour in good weather. Here is our West Coast fellow flyer and former Boeing Helicopters aerodynamicist Colin Widdison with my Lanzo Bomber Texaco model he flew this year. I won Classic Texaco with this model four years ago with the high time of the meet at over one hour.



Colin Widdison flew Dave's Lanzo Bomber.

Our group usually fly just electric powered models but a few years ago I began to collect some old engines and fly the gas powered events. This year Dick had been flying a 1938 Spook built by member Ed Goretzka and powered by an electric motor. But this model had been built for gas power so I suggested Dick install one of my Ohlsson 60 engines and fly in the various events allowed with this combination. Fortunately we were able to practice and sort out the installation and engine issues at our Elwyn field. Here is Dick with the model in Muncie. It flew extremely well and even garnered some trophies.



Dick Bartkowski with the Ohlsson powered Spook

Chuck and Tina Kime were the other members of our SAM 76 team indeed Tina supported by Chuck was the Champs Registrar, a big job collecting all the information and monies from the 100 + entrants. Tina also is an RC score keeper sitting at the scoring table all week. Nice weather till the cold front on Friday.



Dick Bartkowski with his Electric Limited Motor Run winning Record Hound and the group of skilled flyers he beat in the fly off.



RC Score Keepers Tina Kime and Elaine Gray on a cold, wet and windy Friday.

Here Chuck launches his Spirit of SAM model, an event for electric powered Old Time, originally rubber powered models. This class allows a NiCad battery not to exceed 45 grams. They tend to be small models weighing four ounces or so with small outrunner power. Dick is a real competitor in this event flying models built by Mick Harris. They fly for half an hour in decent weather conditions. He often wins.

Chuck Kime launches his Spirit of SAM model



One of the flying rules is you must land within a designated area or score a zero. Sometimes you don't quite make it back and at Muncie this can mean landing in the Beans. Here is Dick with Chuck having just found his Wakefield in the Beans

Lost in the beans? Well no, not lost but it is kinda scratchy in there. Dick and Chuck retrieve.



This year I flew my Boehle Giant in several events including Electric Texaco, Glow Texaco and planned to fly in Classic Texaco with the pre-war Forster 99 engine. But I had not made adequate preparation with any of my models, sad to say, and suffered in the awards department, but had a bundle of fun.

Of all the problems we had, one we didn't solve was vexing. The spark ignition engines ran well all week. Once we got the settings right they would start first time. But on Friday, when the weather turned we awoke to a 500ft cloud ceiling and rain. We screwed around most of the day but in mid afternoon Chuck called from the field to say the weather had lifted and there was an hour and a half left to fly, so off we went to the field and prepared our models to fly in the Classic Texaco event. I had replaced my now departed Forster 99, the casualty from my last years crash, and we ran it at Elwyn, but although it started fine it would just stop when we touched the needle!

I thought it just needed a bit more running and Dick did his magic cleaning up the needle assembly, but we could just not get it running. It seemed the points (remember them from your car?) were not making good contact and my clumsy attempt to close the gap resulted in a part failure. One airplane down no Boehle Giant in the event this year.

The Propstoppers, SAM 76 team, from the left, Dick Bartkowski, Chuck Kime, Dave and Seattle member Colin Widdison, timing, watch the launch of Dave's Boehle Giant on a contest flight from the AMA field RC area.



However we still had the Lanzo Bomber with the reliable Ohlsson we used earlier in the week so I entered that model and Dick and I prepared to fly with only half an hour left. We each made one flight and in each case it was a poor one. Our engines ran for only about two minutes. Dick's had run for over six minutes on the identical setup earlier in the week. Mine did about the same! Oh well, there was fifteen minutes left so we both set about making another flight but neither could get the engines running. They would fire for a burst then stop and it didn't seem to make any difference where the needle was set. What to do? Quit!

Afterwards Dick spoke with one of the expert flyers and asked about our fuel. I had brewed up the fuel two years ago and it was stored in a sealed steel can. Old engines need a rich oil mixture with 3:1 parts of gas, or Coleman stove fuel with 60 or 70 weight mineral oil. Now air cooled two stroke engines don't like running with lean mixtures and bad things can happen to them if you do so. However, castor oil is a wonderful lubricant for such conditions because its chemistry changes with each temperature range and it maintains an excellent lubrication property. So when I mixed the fuel I added a small quantity of castor oil.

What we learned is castor doesn't mix well with gasoline and although you can make it mix when well shaken long periods of storage and cold temperatures can make it settle out. Yep, you guessed it, we "drank" from the top of the can all week but on Friday we were down to the dregs and ended up with an unmixed castor brew, too thick to pass through the needle valve at the rate required. Here is the proof.



Chuck prepares to fly Mick Harris' Poly Rocket



Spirit of SAM mass launch competitors photo op!

Of course there were plenty of opportunities to schmooze with other flyers and although Muncie is not Paris of the Plains we usually find adequate watering holes! And as they say in Texas, we even clean up nice.



Dave Harding

Phil Whittingham's "Wot Next" Scratch Build

New member Phil was apparently inspired by a few scratch built foam planes he saw at our fields so he set about building one for himself. He wanted an aileron trainer and found a build blog for one on RC Groups; <http://www.rcgroups.com/forums/showthread.php?t=1525812>



This blog is a surprisingly detailed "how to" series of photos and text on the construction of this Depron plane.

Phil's build turned out well and after having Jeff Frazier do the maiden flight and set the trims he found it to be exactly as he wanted; a good stable flyer. Well done Phil, what next?

Oh, just heard, Phil has joined the Propstoppers Horticultural Group; yep, this very plane in the trees at CA field; not the first and certainly not the last.



But wait, there is more. This guy is a building, and flying machine! Phil has now built two more foam models, an F-22, <http://RCPowers.com> and another aileron model, the Piranha from here -

<http://www.rcgroups.com/forums/showthread.php?t=860561> both flew beautifully at the September 20th Thursday evening fun fly.

Is there an F-22 in your future? Indoor / Outdoor?

Dave Harding



Human Powered Helicopters Take Off by Mike Herschberg *Continued from September.*

Upturn

Neal T. Saiki was the leader of C Poly's Da Vinci team, the first record holder for a human powered helicopter. After graduating Saiki privately built a coaxial HPH in 1994 called the Penguin, but it suffer from intra-rotor aerodynamic interference due to the extreme

closeness of the two pairs of rotors. It was destroyed in a California wildfire. After working at NASA, Saiki developed lightweight mountain bikes and then zero emissions electric motorcycles. In 2011, he and his wife Lisa formed NTSWorks (www.ntsworks.com), based in Santa Cruz, California, and have developed a new battery breakthrough suitable for electric motorcycles and electric cars.

The Upturn design, also based on the reaction driven rotor principle of Da Vinci, was originally conceived nearly 11 years ago. Construction began two years ago. (See *Vertiflite* Winter 2010 for more details on NTSWorks and Upturn.)

The Upturn weighs 95 lb and has two rotor blades with a diameter of 85 ft (25.9 m), plus two orthogonal 48 ft (14.6 m) diameter blades with two tip-mounted 6 ft (1.8 m) propellers. The pilot powers the propellers, which rotate the two rotors.

Amateur bicyclist Robert Pasco was the pilot for the successful June 24 flight, which lifted off the ground for 10 seconds, climbing to about 2 ft (0.6 m) off the ground.

In contrast to previous HPH concepts Upturn uses a computer stabilization and control system for stability and safety aloft. This had previously been prohibited, but due to an inadvertently ambiguous clarification in the official HPH rules, this has been temporarily grandfathered in (see sidebar).

Several issues with the custom designed onboard control system had prevented successful flights over the past several months, with the inputs fighting the pilot's power output.

Saiki notes that the Upturn's rotors are mounted above the pilot, reducing the dependence on ground effect. The Upturn's blades are 5 ft (1.5 m) above the ground. He is bullish on the Upturn's progress: "With the additional power that a professional cyclist can provide, we should be able to win the [AHS] Sikorsky Prize."

AeroVelo is a collection of students and professionals working on lightweight, efficient designs; core members of the team began in 2006 with the founding of the Human-Powered Vehicle Design Team at the University of Toronto. AeroVelo

(www.aerovelo.com) is led by Dr. Todd Reichert and Cameron Robertson, both graduates of Toronto.

In August 2010, AeroVelo's first project made aviation history by achieving the age-old dream of bird-like flight – the world's first human-powered ornithopter, the Snowbird. The team then focused on the design of high-speed streamlined bicycles. In 2011, AeroVelo smashed the college land speed record by traveling 72.6 mph (116.9 km/hr) at the Human-Powered Speed Challenge in Battle Mountain, Nevada.

AeroVelo is now focused on the AHS HPH Competition. Dr. Reichert is the project manager and pilot, and Cameron Robertson is the chief structural designer. The project team

has made extensive use of multi-disciplinary optimization, with the main design code written by Reichert and Robertson.

Their Atlas design is also a cruciform quadrotor design, based on Yuri-1. It is being designed and constructed at the Great Lakes Gliding Club in Tottenham, Ontario, just outside of Toronto. AeroVelo recently ran a successful fundraising campaign on Kickstarter.com, and has been primarily supported by corporate sponsors, research grants and individual donors.

Preliminary design and analysis for Atlas began in late 2011, with the focused design begun in January. Construction was begun in May – all the very large rotors are nearly complete, and the supporting structure fabrication has begun. The team expects to fly this August.



Members of the NTSWorks Upturn team from left to right: Scott Larwood, Robert Pasco (pilot), Stephen Buchter, Chuck Tremper and Neal Saiki. (Photo by Kyle Naydo.)

“Revitalizing the Current PropStoppers.org Web Site”

By Jeff Frazier

I offered to help Dave Harding and the club by taking a look at making out PropStoppers website a bit more current. This is for the most part, a “like-to-like” content of the existing site, but has added a more up to date look and some new integrated functionality.

Some ideas I have for the next turn of the crank are:

- Wholesale content update on the index page (home page where users initially land) - making this more effective may capture / keep user interest (currently very dated)
- Real time integration of the club calendar into the events on the site
- Alternating images, so the pictures shown in the borders would automatically change every user visit
- Better layout for the newsletters index
- Possibly integrating content search for the full set of newsletters to make finding old items / articles easier
- Creating a better “Pictures” tab in general - one that has more of a photo album / click to enlarge feature - the one I put in was just conceptual
- Similar to above, on the videos tab, find a way to make the layout more effective
- Update the “Tools” tab to share resources available on line to help with a spectrum of areas within the hobby (e.g. Calculating motor needs, build tips and guides, etc.)
- Ideas are welcome

Please realize, this is in **BETA** version, so many of the content links will reference and land you back on the existing site's pages. Once content is agreed to, I will cleanse it all.

I would really appreciate your thoughts and comments. You can access the beta site here:

http://propstoppers.org/new_site/Home.html

Home
Newsletters
Pictures
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Articles
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Fields



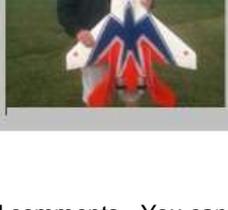
Propstoppers RC Club
AMA Club #1042



SAM 76 Chapter





Welcome to our site!

The Propstoppers RC Model Airplane Club has been in continuous operation in Delaware County Pennsylvania, located in the Philadelphia metro region, for over thirty years and is chartered by the AMA as club #1042. Please come out to one of our [fields](#), [meetings](#), or [events](#) to see what we do and meet some of our very friendly club members. [Contact The Propstoppers](#).

We are a radio control sport-flying club whose members have a wide variety of interests.

We have been operating a silent flight only field at the [Christian Academy](#) in Middletown Township. It is a cozy, isolated, tree lined field at which we usually fly smaller models, particularly [electric powered](#).

We have an open membership, with a chartered membership of seventy according to our by-laws. As spaces open new members are added to the chartered group.

Club member interests include all manner of sport flying including helicopters and gliders. There is a wide and growing interest in [electric powered airplanes](#) and [helicopters](#). This year we are also planning several [indoor flying](#) sessions. A number of the members fly Old Timer models in Society of Antique Modelers (SAM) contests. We have formed a [SAM chapter](#) within the Propstoppers.

Each year we hold several club meets. The first is a [club picnic](#), for the members and their families. We also hold an [electric fun fly](#) and a night flying session, which are advertised and open to all AMA members.

We hold regular monthly club meetings, which are very well attended. During most of the year we hold these meetings at the [Middletown Township Free Library](#) in Lima, PA, just West of the Granite Run Mall. In the summer months of June, July and August we hold the meeting at the field. Club meetings are held on the second Tuesday of the month. See the club [newsletter](#) for the latest information.

We fly regularly, weather permitting on Saturday mornings and after a club [breakfast on Tuesday](#) mornings. We fly on Thursday evenings.

We publish a regular monthly [newsletter](#) which is distributed by mail and posted to the web page immediately prior to the club meeting. The newsletter contains the minutes of the prior month meeting, the agenda for the following meeting, the club calendar and various articles of club interest.

We also maintain a Yahoo group for regular e-mail communications among members. This group is open to free subscription to all interested people who wish to keep abreast with our activities. It is the primary method of communicating flying dates etc.

We have a dedicated group of people who organize and manage club affairs and an enthusiastic membership who are very willing to sharing their experience with others. Flying at our fields is casual but under strict safety rules, [AMA membership](#) is required. Instructors are usually available to help the novice flyer or one who is upgrading or trying something different for the first time. Our senior members include some superb flyers, who are also very helpful.

Won't you join us at the field or a club meeting?