



Flightline



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Newsletter of the Propstoppers RC Club

AMA 1042

August 2010

President's Message



Well here we are into Aug. already and only one outdoor meeting so far. Hopefully we will make this one outdoors.

Thanks to Mike Williams and Bill Tomasco for picking up the food and drink for the July's Picnic. We could use a little help with the last Picnic of the year so if you could help it would be great, just let me know.

There have been a few members talking about forming a heli team or group within the Propstoppers similar to the SAM group formed by Dave, Dick and Mick while ago. This could be discussed at the next meeting to gage how the members feel.

By the way, a few years ago Thursday was declared Fly Night for a club get together. Recently the heli guys decided to meet on Wednesday nights too. This is a great idea as it provides a focus for the growing group who fly helicopters. Note that this does not mean planes and helicopters can't fly together; this is just a helicopter focus evening. I hope this is clear.

Hope to see you at the meeting and bring your planes and helicopters.

Dick Seiwell

*Agenda for August 10th Meeting
At the Christian Academy Field;
Fly at 5 pm meeting at 6:30*

1. Membership Report
2. Finance Report
3. Picnic Plans
4. Helicopter Section Discussion
5. Show and Tell and Fly

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Club Notes

July Monthly Meeting

Once again the summer weather took control of our scheduled outdoor July Monthly Meeting with thunder storms threatened for the afternoon and evening. Fortunately we had a quorum of club officers at the morning breakfast who decided to cancel the meeting or move it indoors if the library room was available. Vice President Dave Bevan checked with the library and found we could use the room from 6 till 8 pm. So having counseled with President Dick Seiwell the decision was made and announcements floated to the members.

As it turned out only eight members were present so an informal meeting was held with no real club business transacted.

Mick Harris brought another in his long line of Old Timer models and Dave Harding showed the model box he took to the Euros for transportation of the Boehle Giant and one other model which were still tightly packed inside. (see the Euros report in this issue)

Dave Harding



July Picnic

The forecast 97 degree weather and light winds did not deter a good turnout of members who enjoyed a fairly relaxed day of conversation with a modest amount of flying. It was good to see Sam Nevins at the field with his usual collection of interesting airplanes. Bill Tomasco again brought the drinks and Mike Williams's wife did the honors fetching the lunchtime hoagies from the Wawa. This process is far easier than the traditional hot dogs and hamburgers, especially on such a hot day. Furthermore it is healthy eating, the members may order from the menu and it doesn't take any prior work or commitment.

It is possible that the turnout was more than otherwise may have been due to the advertised raffle of the RTF Corsair generously donated by HobbyTown's Steve Mercaldo. Indeed a bunch more tickets were sold in the morning prior to the scheduled one o'clock drawing.

In the event and absent Jeff Frazier was the lucky winner. Later Pete Marchese was flying his Corsair with too much gusto eventually putting into the top of the trees. Fortunately he quickly found the wreckage and saw that it can be fixed. As few were flying but many chewing the fat and that potent brew brought up an evil plan. Why not present Jeff with the wreckage explaining that we thought we should try it before awarding the prize!

July Newsletter

I just want to thank Mike Williams for editing the July edition. Thanks Mike, Dave

continued

Calendar of Events

Club Meetings

Summer Monthly Meetings
 Second Tuesday of the month.
 Christian Academy Field
 Fly at 5:00, meeting at 6:30 pm.
10th August

Tuesday Breakfast Meeting
 Tom Jones Restaurant on Edgemont
 Avenue in Brookhaven.
 9 till 10 am. Just show up.
 Flying after at 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

Special Club Flying

Saturday mornings 10 am
 Wednesday evening helicopter in the
 summer
 Thursday evenings in the Summer
 Tuesday mornings 10 am weather permitting
 after breakfast at Chester Park.

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.

Going To Meets and Contests

Even in my earliest days in model airplanes I was a contest guy. In those days, the early 1950s, I mostly flew U/C Team Race but also flew free flight A-2 gliders and sport planes. Most competitions involved traveling to other club's fields or various RAF or company airfields. What immediately struck me then and now is the amazing variety of models and performance. Think about it, at any one club there are people who try different things and occasionally wow us. But when expand the opportunities you would expect to be wowed more often and the kind of people who want to share their new stuff go to meets.

Over my lifetime in modeling I must have seen hundreds of such models and to some extent that is what has kept the hobby fresh for me. Recently Jeff Frazier and Brian Williams went to a Delaware Heli meet and came back wowed (see the accompanying article). Here are a few such models that come to mind from the digital camera era.



Aerovironment's Matt Keennon with his P-38 at the NEAT fair in 2003. Flies at a scale speed of 900 mph



120 mph EDF Mig 15s on NiCads in San Diego 2001

So when you hear about a meet within striking distance put a car pool together and see what is out there.

Dave Harding



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7TH EURO SAM RC CHAMPS IN JESENİK, CZECH REPUBLIC



US SAM President elect Ed Hamler launches Propstopper and club secretary Dick Bartkowski's Record Hound Old Timer for a contest flight.

As many of you know Dick Bartkowski and I have been travelling to Europe each year to compete in the Euro SAM RC Champs. These meets have been held in Czech, Slovakia, Italy and Germany and are a wonderful way to see those countries and mingle with their citizens off the beaten path. Indeed we have made good friends with flyers from each of these countries.

This year the meet was held in the far north eastern part of the Czech Republic, way out in the country in a mountainous region popular in Europe for both summer and winter outdoor sports. The meet was held in a tiny town spitting distance from the Polish border. Indeed, there are no big towns in this region so making our arrangements for lodging etc was a bit fraught, especially since the Czech language is so, well, foreign to us. That is opposed to those countries which have variations of the Romance languages. You can figure what is being said in France, Italy, Spain and Germany just by catching every third word which sounds like one in English. But not in Czech although Dick has been polishing his Slavic languages which have similar roots to Russian and Polish. He helps us get by. Indeed, he saved us in Slovakia where we found ourselves booked into the "castle" the sad shell of what was the most beautiful mansion in all of Slovakia in the 18th century. Beethoven lived there for two years (he had the hots for the daughter). We were informed that we must be locked in and the dogs let loose at 8pm, and no, there was no food or drink. But Dick managed to explain that we needed refreshment and didn't they have some "wodka?" But I digress.

It has been the practice of the US group, usually a few flyers plus friends, to expand the trip to take in other tourist pursuits and this year some of us took a cruise of the Baltic Capitals; Copenhagen, Stockholm, Helsinki, St. Petersburg, Tallinn, Estonia, and Gothenburg, Sweden. Jean and I planned to spend ten days in England catching up with relatives and getting our home town London fix before the cruise and Czech. However, about six weeks before departure Jean came down with shingles; something very painful and new to us. Her recovery was slow but after putting our departure back a week she was game enough to launch. Meanwhile I had been working on preparing the Boehle Giant for the meet including modifying it and making a custom shipping box to get it there.

The reason I was taking the Giant is the Europeans love to fly what is known as a Texaco event. Named after the Texaco Oil Company who sponsored the first such events in the 1930s it involves staying up as long as possible on a given amount of fuel (or battery for the electric events). The US SAM rules allow 4cc of fuel per pound of model weight and this allows engine runs up to twelve minutes for a well tuned engine. In Europe they allow about half this amount and fly large models powered by diesel engines. I have a considerable background in diesel engines stemming

from my youth in England where we flew U/C Team Race and event that also limits fuel but rewards speed too. The most popular engine for the Euro Texaco event is the Czech MVVS 61diesel so I bought one for the Giant and began to plan for entering the event this year.

Now as an electric flyer for the last 15 years I am not well prepared for the noise and oily mess but nonetheless I did considerable running in the back yard.



I will defer the long story here till someone requests a full disclosure but suffice to say I engaged in a program of engine development with three different engines.

Meanwhile I arranged to borrow a sorted out MVVS from an Italian friend who competes at these meets. So in the end I packed the MVVS and Irvine 40 for Texaco.

But I began to look at the other events and concluded it would be fun if not competitive to fly the Giant in the Limited Motor Run electric event as I planned to do in the US SAM Champs last year. The Euro rules are different allow unlimited power from a two-cell LiPo so the question was what prop should I use to pull the necessary power and would the gearbox take the torque?

Having modified the model to fit in the box (more in a mo) I thought I would make one test flight at CA field. This much proved successful.



I then built / modified a suitable HUGE prop necessary to pull the 130 amps required for suitable flight performance and made a successful ground run.



Note the clamp-on ammeter necessary to measure these high currents. If you put a wattmeter in series with the battery you introduce connector resistances that significantly reduce the performance.

So this propulsion system was deemed adequate and made it into the box. Then I looked again at the other events on the schedule and decided to borrow a pre-war Anderson Spitfire 61 ignition engine so I could fly in the Limited Engine Run event. This mostly involved making a suitable mount and modifying the cowl to fit. So in the end I took three engines and one motor. This picture also includes the MDS 61 I didn't take although was part of the development program.



Over the last ten years I have made probably dozens of airline trips taking models along to meets or just to the west coast for play reasons. I have carried them onto the flights in cardboard boxes placed in the overhead as I did for Czech in 2005. Or I used a wooden box Mick Harris made many years ago and checked as luggage. But more recently I have been using hard sided golf bag containers. These cost \$50 to \$70, they are rugged and best of all the airlines love them, well until they scan them and realize those are not golf clubs but electrical things etc. Anyway they have been really successful containers for transportation and storage. Yes, on occasion our Transportation Security Agency holds them for further inspection and it is wise to stay at the arriving airport city for a day or two after the scheduled arrival as they will get there eventually.

But the Giant is a different story and although I found a double golf bag container it would take two of them and that would be both expensive and a real handful in

terms of number of bags / cases to handle on arrival. I would even need a bigger more expensive car.

So I decided to try to fit the model into a box that met the airline's size criteria. In this I was successful.



This box which weighed about 35 pounds with the Giant, another small Speed 400 model, tools and chargers was shipped as regular checked luggage and made it without delay both ways; to and from Europe.

However on our return from the Baltic cruise my wife was still not well and with uncertain travel, accommodations and field comfort issues we decided not to continue to Czech and the Euros, but instead stayed with my brother for a few days before returning to the US. So the models remained in the box un-flown. But it should work again next year in San Marino if we are healthy.

Meanwhile Dick Bartkowski, who did not make the cruise but planned to tour Poland after the meet, arrived in Czech in fine shape and proceeded to sort out his models at the field together with Ed Hamler our US "team" leader.

Dick and Ed reported that the weather was excellent although the organization left something to be desired, but this is a multi cultural event where you expect considerably different interpretation of the rules written in another language.

Dick did well with his trusty Record Hound in the LMR event making the flyoff where he finished seventh. In the Speed 400 event he was far surpassed by Euro models which clearly had twice the power. How can that be for an event where the power system is defined and the Graupner Speed 400 6 volt motor can take only so much current. Well, it seems that some competitors didn't read the rules and used the much more powerful Speed 400 4.8 volt motor! Oh well, he had fun anyway.

Ed Hamler, a top competitor in all he flies, checked out his models on the first day but then came down with an eye infection. It was bad enough to close one eye completely, so medical attention was necessary. This is something we have thought about in terms of being in the far reaches of a poor country but it turned out they found excellent medical attention and Ed was well by the last day, but had missed out on all the competitive events he planned to fly.

He had another interesting occurrence at the end. A group of Czech flyers asked him who it was that gave them a bunch of Cox 049 engines for ½ A Texaco two years ago. Here is a picture of them with some of their Cox powered models.



The story is three years ago one of the Slovak flyers asked me if I could find some Cox engines for them as they were hard to find in Europe. Chuck Kime had been flying this event too and so I asked him if he could come up with some engines, sort them out and provide them to the Europeans the following year. This he did and I took about eight or so of them to Italy. I sold two of them but it seems they had found sufficient locally to satisfy their needs.

I decided not to bring the remaining engines home and sought some group worthy of them. There was a gang of young Czech flyers mostly with gliders, the most popular event in the Euros, and they seemed likely candidates. So I asked them if they flew glow powered models. Fortunately one of them spoke passable English (I speak zero Czech, well except pivo and slivovitz) and he said they couldn't afford them. So I asked if they would like the Cox engines. They seemed stunned and didn't know what to say but they took the engines and later gave me one of their distinctive T shirts. I explained the only thing I wanted was pivo (beer) when I came to Czech two years hence. Here is the picture of me with the group three years ago. This year they were looking for me to provide pivo.



Dave Harding



The Propstoppers Heli Team; A proposal.

By Jeff Frazier



Jeff Frazier with an array of his helicopters

Some of the Propstopper members formed a "sub-group" to participate in SAM: ("Society of Antique Modelers" SAM 76 Chapter - <http://www.antiquemodeler.org/>). I propose that we organize a similar group for the helicopter folks with the IRCHA ("International Radio Controlled Helicopter Association" - <http://www.ircha.org/>).

Since we have the board's blessing for Wednesdays to be the "heli flying day" (planes welcomed too of course), perhaps we could use that time to fly helicopters and coordinate on IRCHA specifics, meetings and other items.

We could do a lot with this sub group. We could have "heli-setup clinics", flight training sessions, competitions, guest speakers, special games, etc. (*and regular newsletter articles! Ed.*) The list is endless. I think the helicopters are intimidating to new-comers, but they don't have to be if you have support and someone to help you. We already have a bunch of guys who fly helicopters and some of us have other friends that fly heli's who would be candidates to join the Propstoppers and this group as well.

This group is not intended in any capacity to separate the helicopter folks from the core Propstoppers club. The spirit of this offering would be to widen the focus of the club to include helicopters. I am willing to help lead this activity and do the necessary leg work once approved. So come on out to next Tuesday's meeting and let's discuss it. Meanwhile, I hope some more of you in the club who have always wanted to try helicopters come out and join us in this activity.



Thursday Night Propstopper Helicopter Group



Tom Schurman's MD 500



Brian Williams with a big bird

Jeff Frazier



<http://www.delawarerc.org/hod.htm>

I just wanted to say a little bit about "Heli's over Delaware" at Lums Pond. WOW! End of report.

I saw things that burned my eyes into their sockets – now my eyes look like raisins! Seriously, I saw a couple guys that I recognized from Heli Magazine. I have decided I really suck with heli's and have thrown all of mine in the garbage after watching them. Just kidding... As Brian said, it seriously motivates you to fly more and try new stuff – I did not even know heli's could do such maneuvers. It was great to see.

Brian and I went to HoD Friday late afternoon and actually we were allowed to fly for free, as it was about 6pm when we went to register – it was cool to save the pilot fees of \$30. We both did about 4 or 5 flights, as the Lums Pond folks have BOTH the plane and heli areas with pilot stations – usually there are only three heli stations for pilots. It was a BLAST. Brian flew his Raptor 30 and HUGE 60 – I only brought my big Trex600E.

Jeff Frazier



Wow, a realistic looking Chinook, 50 years after the real one first flew.



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Propstoppers R.C. M.A.C



The "Tuesday Breakfast Club" one morning in June at Tom Jones in Brookhaven prior to some relaxed flying in Chester Park. Mick Harris does the math for shares, Mike Williams checks his numbers.



Final Club Picnic of the Year **Saturday August 14th**

11 till 3:30

Bring your models, chairs, canopies, significant other, friends and relations and good cheer. The club will provide the drinks and order hoagies for lunch. Bring some tasty extras if you will.