

The Flightline

Volume 30, Issue 12

Newsletter of the Propstoppers RC Club

AMA 1042 December 2000

Thornbury Township Day 4th November, 2000, Our Dallett Field Swan Song



Airplane display, computer flight simulators and a free lunch at Dallett Field; America the Beautiful!

Editorial

It was the best of times and the worst of times...Do we know how to put on an event, or what! Shame on the Thornbury Township Council members who issued an eviction notice while soliciting our club to support their community event!

Their behavior was so despicable; they did not even have the decency to notify their own Recreation Committee, who were running the event.

But that is all behind us now. As you will read in this edition, we no longer have a lease to Dallett Field.

In the mean time we had another very well supported Propstopper Grand Event at which both the Propstoppers and the Township residents had a

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Chris Catania brought a whole fleet of airplanes

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Monica Shellhase in her usual lunch preparation role.

Calendar of Events

Club Meeting

Tuesday December 5th 2000
Marple Newtown Library 7:30 p.m.

Bucks County RC auction

Friday, December 1st 2000
See your AMA Magazine for directions

Flying Event

Saturday 30th December
Final Dallett Field Fun Fly
10am till they throw us out!

Regular Club Flying

At Dallett Field till 30th Dec.
At Moore Field

Every Saturday and Sunday weather permitting

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

http://www.geocities.com/propstoppers_rc/
Webmaster Bob Kuhn kuhnrl1@home.com

President Mike Black
(610) 521-4692 MikeB10027@aol.com

Vice President Dick Seiwel (610) 566-2698

Secretary Russell Neithammer
(610) 565-9549 neithammer@aol.com

Treasurer Al Gurewicz (610)-494-8759

Membership Chairman Ray Wopatek
(610) 626-0732 kathyandray@hotmail.com

Field Marshall Al Tamburro (610) 449-4102

Newsletter Editor Dave Harding
(610)-872-1457 davejean1@home.com
4948 Jefferson Drive, Brookhaven, PA, 19015

The President's Message

Mike Black

Dear Fellow Propstoppers

Another flying season is behind us.

I just came home from Dallett field. Dick Bartkowski, Ray Kiker and I were the only three at the field. It was damp, cold and miserable, but the two other diehards and I enjoyed the afternoon.

I'm going to suggest a closing Dallett Field fun fly on Saturday, Dec. 30. in place of the New Years fun fly held last year. Hopefully, the weather will cooperate the way it did last year. We can discuss the details at the Dec. Meeting.

With the loss of Dallett field, we must look forward to securing a new site and making sure that we keep Moore Field.

Chris Catania has volunteered to be the new Site Selection Committee Chair. He has done quite a bit of legwork already. He has approached Randy Bates of Arasafa Farm and Delaware County Council regarding a site on the Glen Mills School grounds.

Randy Bates wanted to contact and touch base with the state because of his farm and legal considerations. Chris will keep in touch with him.

Dick Seiwel and I went out and discussed plans to make some changes to Moore Field.

We want to turn the runway slightly making it more southeast/northwest oriented. The old turn around tree will become a don't fly boundary. This will help keep planes away from the housing development and also widen the runway significantly, but not effect its length.

Dick spoke to the Moore women and they are open to the changes.

We have a lot of hard work ahead of us. Please pitch in any way that you can. It will be appreciated.

I will make committee appointments at the next meeting.

Make sure you start leaving those catalogues open to the appropriate pages with the right equipment circled. I'm sure someone will take notice and come through for the holidays.

Hope to see you at the fields.

Mike 

November 9th, 2000

Meeting Minutes

Russell Neithammer

The meeting was called to order at 7:30 PM at Marple Library by vice president **Dick Siewell**.

Membership Chairman **Ray Wopatek** read the roll call - there were 28 members and 3 guests present. The minutes of the October 2000 meeting were approved as published in the November newsletter, by the membership.

Treasurer **Al Gurewicz** gave the treasurer's report with income of \$92.00, expenses of \$376.36 and a new balance of \$1531.27 reported.

A letter from Thornbury Township was read by Secretary Rusty Neithammer. The letter advises the club that the Township is exercising it's option to not to renew the lease agreement for Dallet/Squire Cheyney Field for the year 2001, and requests that all of our improvements be removed by January 31, 2001.

Old Business

Budget: The proposal from last month's meeting to increase the dues from \$55.00 to \$60.00 was approved, thus approving the proposed year 2001 budget. A discount of \$5.00 will be given to members who renew at or prior to the January 2001 meeting. New member dues would be \$60.00.

Elections: There were no nominations for any elected officers from the floor. The nomination of the incumbent board was approved by the membership. Therefore, the year 2001 board is as follows:

President:	Mike Black
Vice President:	Dick Seiwell
Treasurer:	Al Gurewicz
Secretary:	Rusty Neithammer

Thornbury Township Autumn Day: This occurred Saturday, November 4, starting at 10:00 AM at Squire Cheyney (Dallet field) and ran to about 3:00 PM. It was well received by all that attended, as well as the township Parks and Recreation board and the supervisors in attendance. **Dave Harding** is to be commended for pulling out all the stops in an effort to appeal to township residents for our continued use of the field. Dave brought signs, extra newsletter copies, letters and a petition for people to sign, his RV, and computers, in addition to his planes. Also to be thanked are **Monica Shellhase** and **Mrs. Heiter** for cooking hundreds of hot dogs, **Marty Zeller** for the candy drop plane, **Del Glennon** and **Ray Wopatek** for the hot dog rolls, **Ed Schumacher** for

organizing our part of the event, **Chris Catania** for issuing press releases to various local newspapers, and all that brought planes for flying and static display, helped assemble gliders, etc. The club also extends its thanks to the township Parks and Recreation board members, namely, **Jean Berlin**, **DJ Tindel**, **George Woods** and **Keith Sherman**.

Shirt Orders: There were not enough orders for shirts to meet the minimum quantity of 15 needed to enable a purchase. Money collected was returned to those who did order.

Hats, same style as before (orange and white) are available for purchase by the membership at \$6.00 each.

New Business

The eviction letter was discussed with Thornbury officials on Saturday, November 4, at the township's Autumn Day festival, and, at the time, the club's insurance coverage appeared to be the primary issue.

An e-mail from President **Mike Black** to the AMA's solicitor, Carl Maroney, requesting clarification of the club's insurance coverage, was also read to the membership. A letter of explanation from the AMA's insurance carrier was received the following day. The explanation addressed all of the township's concerns over insurance coverage.

At the regular public meeting of the township supervisors on November 8th, President **Mike Black** and several club officers and members appealed to the supervisors to reconsider their decision. After being presented with the letter explaining the insurance coverage, photos of the Autumn day festivities, the supervisors, in a divided vote, did not reconsider their previous decision. Other issues besides insurance coverage cited by the supervisors as contributing to this decision were; objections from neighbors to the field over finding airplanes in their trees, noise, fear of planes crashing, motorists reporting pane crashes, and ear on the part of the supervisors of lawsuits exceeding the AMA policy's coverage limit.

At this point, the club must focus their energy on finding a new field. **Chris Catania** has already taken action on this, and has had positive discussions with **Randy Bates** at Arasapha Farms, and with personnel connected with the Broad Meadows prison and the Glenn Mills school.

A work day was scheduled for Friday, November 24; 10:00 AM, to take down the structure and other improvements at Dallet Field. **Mike DiDomenico** has offered temporary storage of these items on his property, until they can be re-erected on a new site.

Continued on page 4

Mike Black and **Dick Seiwell** proposed revisions to the runway layout at Moore Field, to move the flight pattern away from adjacent housing and help lessen the possibility of noise and other complaints.

Announcements:

Bucks County RC auction is being held Friday, December 1. See **Mike Black** for details.

The Model Aircraft Recreation Society, Mars PA. (Near Pittsburgh) is holding a swap meet on January 14, 2001. . See **Mike Black** for details.

Send classified ads for sale items or items wanted, to newsletter editor **Dave Harding**, for free publication in the newsletter.

Break

The 50-50 winner was **Diamond Xenos**.

Show and Tell

Rusty Neithammer showed his new Zagi 400 flying wing, from trick RC. This was constructed from the complete kit, using the supplied speed 400 motor and ESC. The wing is constructed of composite EPS and EPP foam cores, covered with colored packing tape. Although the instructions called for the use of filament tape for structural reinforcement of the foam, Rusty opted instead to reinforce with inlaid pieces of basswood, resulting in a stiffer wing at the same or possibly less weight. Onboard radio equipment consists of an FMA receiver and two micro servos, and elevon mixing at the transmitter is required. Flight performance is outstanding and flight times average 5 minutes or more.



The meeting was adjourned by Vice President **Dick Siwell** at 9:00 PM.

Rusty 

New Field Search Progress

Following is the letter drafted by Chris Catania, Chairman of the Field Site Selection Committee, to Delaware County Council.

November 19, 2000
The Honorable John J. McFadden
Vice Chairman
Delaware County Council
201 W. Front Street
Media, PA 19063

Dear Councilman McFadden:

I am writing to you to request that County Council and the Prison Board of Delaware County consider leasing the Propstoppers Model Aeroplane Club a small piece of land on the Prison grounds.

Propstoppers is a club whose membership is open to the public. We have approximately seventy members most of whom reside in Delaware County. Our sole purpose is to participate in and propagate the model aviation hobby.

We have received grants for educational programs, held special events for the Boy Scouts, and entertained school students on field trips. Our club is committed to working with youth groups to promote our hobby.

We have received National recognition in Model Aviation Magazine for our efforts in this area. We are a club that takes pride in it's flying sites and has always maintained and improved areas where we have flown.

I am enclosing a simple site map, which shows the area that we are interested in. The area of ground on the Eastern side of Cheyney road on either the North or South side of Springlawn Road would be ideal for us. We would require an area large enough to accommodate a 60' x 800' runway and parking for approximately 20 vehicles.

I would sincerely appreciate your consideration of this request. If you have any questions or concerns please feel free to contact me at 610-521-4692 or our Site Selection Committee Chairman, Chris Catania at 610-358-2107.

Thank you.

Sincerely,

Michael R. Black, President Chris Catania, Chairman
Site Selection Committee

Both Mike and Chris signed the letter and Chris delivered it personally.

Thanks Chris for taking on this responsibility for the club.

Mike 

Thornbury Township Festival *continued from page 1.*



The usual glider toss was popular with the kids as was Marty Zeller's candy drop from his Telemaster.



. The kids loved it, big ones as well as small!



So that is how Rusty flies so smoothly, he puts the "fluence" on the "pilot" before starting the motor!



An awesome demonstration of helicopter flight was made as usual by Chuck Kluzynski.



When you fly "silently" you really have to concentrate! Dick Bartkowski spotting for and coaching your editor.

Continued overleaf

Thornbury Township Festival

- continued

The Thornbury Township Recreation Committee did an outstanding job of organizing their Festival. In addition to the Propstoppers there was a display of antique automobiles and a Dixieland Band entertained us.

An attempt to provide tethered rides in a hot air balloon were thwarted by winds which were too high to allow inflation of the monster. Never mind, it was not too high for us to continue to have fun. Indeed, the Propstoppers turn out was probably a record but we were all too busy flying, cooking, organizing and collecting ballots in a petition to appeal our eviction by our landlords to count attendance.

Well, we have proven that we know how to run a fun event. Now we must turn our attention and energy to improving Moore Field and acquiring another one.

Pictures by Bob Kuhn.

Dave Harding ✍️



Moore Field

Access from Moore Road off Rt. 352, Edgemont Avenue, in Middletown Township. You will need a key for access. See Mike at the next meeting

About Crosswind Flying

By Gary Chudzinski

Over the past year, I've heard a number of comments regarding taking off and landing in crosswinds. Many of these pilots ground themselves if the wind is blowing across the runway. This is unfortunate because this difficulty can be overcome with understanding and practice of cross wind operations.

The first ingredient for successful operations is adequate rudder. Your rudder can't be too large, but it can be too small. Usually kits have an adequate amount, but you should be looking at 40-50% of the total vertical flying surface for excellent response. This should handle crosswinds in the 12-15 mph range. The other, and most important element, is pilot input. In full-scale flight, pilots are taught three distinctive techniques; crab, cross-controls, and a combination of both. These techniques apply to models as well.

CRAB: This is the most simple to perform. You turn the aircraft into the wind maintain a straight-line track coincident to the runway centerline. This is accomplished immediately after rollout approach on final for landing. This track is maintained with small corrections until landing. At touchdown, rudder is used to straighten the ground path and (most important) aileron is applied as if to bank into the wind and held until rollout is complete.

CROSS CONTROL: This is definitely more difficult, but more professional and personally rewarding. After rolling out on final approach, apply and hold aileron into the crosswind with sufficient opposite rudder to maintain aircraft heading aligned with the runway heading. Standing on the ground, not in the cockpit, makes estimating the amount of control more difficult.

So, start out with 1/8 to 1/4 application of each stick (again, aileron into the crosswind, rudder opposite, and you are cross-controlling). Apply enough aileron to maintain track to the runway and continue to hold it, gradually increasing the amount if necessary, until landing is complete.

As with crabbing, rudder control is used for steering after all wheels have touched down. For touchdown in a crosswind, do not flare as much. Fly the model onto the ground while retarding the throttle.

Remember; do not stop flying the aircraft until it comes to a complete stop.

COMBINATION: Uses both techniques with less amounts of each.

There are two more areas of crosswind

operations that I would like to comment on, These are taxiing and takeoff. In many ways, the same considerations are given for wind direction and velocity.

TAXIING: Those of you who have flown full-scale. Light aircraft are instructed to know the direction and intensity of the winds before taxiing. This not only confirms the runway in use, but also provides you with information for safe ground taxi. Control input while taxiing in a light aircraft is extremely important for control, and in extreme cases of wind, keeping the wheels on the ground.

The same considerations apply to our models, especially the light, high-wing types. The whole idea is to apply control input to keep all wheels planted firmly on the ground. For example, if you are taxiing into the wind with a tail dragger, apply aft stick to keep positive pressure on the tailwheel.

The reverse applies to a tricycle gear. In a tail wind, use forward stick, for the conventional and aft stick for trike. For crosswinds apply aileron into the wind.

From an aerodynamic standpoint, you are shaping the control surfaces to give you a lift advantage, however slight it may be.

TAKEOFF: Like it or not, cross-controlling is the only way to make a safe, straight, good-looking takeoff. You have done it many times but may not have thought of it in those terms.

A good technique is to taxi to (using the techniques above) and lineup on the runway centerline. Before increasing the throttle, think about using the ailerons to keep the wings level and the rudder to track straight through the takeoff. Initially, apply about one-half aileron stick into the crosswind.

As you increase throttle, the aircraft picks up speed which means the controls are generating more and more lift. With the increase in lift, less and less aileron is needed. Meanwhile, continue to track straight with rudder. As the aircraft cleanly breaks ground, keep the wings level, and use enough elevator for a consistent rate a climb. Slowly take out all rudder and continue your flight.

Congratulations, you looked great!

Although somewhat confusing and thought provoking at first, talk yourself through these techniques, then give it a fair chance with practice.

Remember that the two most important maneuvers of flight are takeoff and landing Good luck!

Copied from the KRCS Newsletter, Harry Capper editor



Dave Harding – Editor
 4948 Jefferson Drive
 Brookhaven, Pa. 19015
 610-872-1457

Propstoppers R.C. M.A.C



You must make your 2001 dues payment before the February meeting to get the \$55 rate. After that time membership will be \$60.

If you have an item for sale please call or e-mail me so I can include it in the newsletter.

Dave Harding
 610-872-1457
Davejean1@home.com

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