



The Flightline



Volume 38, Issue 2

Newsletter of the Propstoppers RC Club

AMA 1042

February 2008

President's Message

Here we are in Feb. and the indoor flying has been great . We have had good turn outs for all the indoor events and I think every one who came out has had a great time. We had a great airplane rescue by a small helicopter you had to be there. **Thank you**

Mike Black

The two fields are in good shape just waiting for spring. Mike has been flying at Sleighton all most every weekend if you want to Fly give him a call I'm sure he would like the company.

If anyone has something new please bring to the next meeting. If someone wants to speak on batteries and motors this would be a good meeting for it.

Hope to see you at the meeting

Dick Seiwel

*Agenda for February 12th Meeting
At The Middletown Library;
Doors open 7pm, Meeting 7:30pm.*

1. Approval of January Meeting Minutes
2. Membership Report
3. Finance Report
4. Plan for Central Penn Flea Market car pool
5. Plan for WRAMS show car pool.
6. Discussion of 2008 event plans
7. Show and Tell

Minutes of the Monthly Club Meeting January 8th, 2008 at the Middletown library

The meeting was called to order at 7:30 p.m. by Vice President Dave Bevan who ran the meeting in the absence of President Dick Seiwel

Roll-call by membership chairman Ray Wopatek found 15 members present

Minutes of the December meeting were approved as printed in the newsletter

Treasurer's report by Phil Ottinger was presented and accepted

Old Business:

Dave Bevan presented the results of his weighing of the indoor helicopters at the January 4th Friday evening indoor fun fly at the Tinicum Elementary school. They ranged from 18 to 826 g. Safety officer Jess Davis recommended that a weight limit be placed on indoor models as a safety measure. After discussion, the Club recommended a 250 g limit all models for routine indoor flying.

Models outside this range may be flown as a demonstration if planned with the Safety officer while other models are off the floor.

New Business:

The Lebanon Central Penn modelers are having their annual swap meet on March 8th. Members often car pool to this event, so if you wish to join, plans will be made at the next meeting.

Show and Tell:

Chuck Kime showed a large spark plug looking for a good engine.

Mick Harris showed a Keil Kraft Ajax model originally designed for light weight rubber. He converted it to electric for the Spirit of Sam event, deliberately making it smaller than the usual. He used a smaller motor than most other models and made it with a wing span of 24 in. instead of 30. It is covered with Solite and weighs about four and one-half ounces flying weight.



Mick Harris's Keil Kraft Ajax Spirit of SAM contest model

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Richard Bartkowski, Secretary

Calendar of Events

Club Meetings

Monthly Meeting Tuesday 12th February
2008 at the Middletown Library Doors open
at 7:00 pm Meeting at 7:30

Tuesday Breakfast Meeting
The Country Deli, Rt. 352 Glenn Mills
9 till 10 am. Just show up.

Indoor Flying

At the Tinicum School Gym 6:30 till 9 pm
Friday March 7, 2008

Regular Club Flying

At Middletown / Sleighton Field

Monday - Friday;

10 am until dusk - Electric Only

Saturday

10 - 3pm-for FUEL PLANES and

10 - Dusk for Electric

Sunday - 12 - Dusk - Electric Only

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 Sleighton Field

Tuesday mornings 10 am Sleighton Field

weather permitting after breakfast.

Beginners using due caution and
respecting club rules may fly GWS Slow Stick
without instructors.

The 2008 AMA Show and Symposium

The AMA Show in California, previously Bill Northrop's IMS Show, was again held in the Ontario Convention Center. The show was traditionally held in Pasadena, very convenient for me, but was moved by the AMA to its present home four years ago, apparently to provide more space. Ontario is about thirty miles east of Pasadena on I-10, one of the busiest highways in all of Los Angeles. So, whereas I could just wander back and forth from my daughter's home to the show all weekend it now requires some planning and commitment. Also, for the last three years it has been held on the same weekend as the Southwest Regionals contest in Eloy Arizona; my favorite winter outdoor flying site. (well, one of them!)

This year the show was held a week before Eloy so I was able to attend both. SAM have traditionally maintained a booth at the show so I volunteered to help out. SAM President, Mike Myers and I drove out early Friday to set up the booth during vendor-only time. This gave me the opportunity to cruise those booths that were already set-up. Later I made the rounds several times more but the crowds made it difficult to study all the stuff on offer, much less take pictures.

When you attend a show like this you build an impression over the time you spend surfing. I had to think about the impressions this year. First there is the vast diversity offered by the various vendors. Our hobby is going in so many directions. Most stuff was high dollar, and very professional in appearance. LiPo batteries were everywhere as were outrunner electric motors of all different qualities. Dymond had some at \$10 and others at \$20 and up. I snared a \$20 one to fit my Magpie aerobatic trainer. Better to bust a cheap motor than an expensive one. Efficiency is not a issue in this application. Mike Myers observed that my buy may have been poorly chosen as his experience in this area is that it is more important to be able to get spare shafts than to save on initial costs. We will see!

The other impression that seeped out of my consciousness when I thought about it for a while is Electric Ducted Fans. EDF powered models and EDF units were everywhere, from the wide variety of GWS offerings to the specialty vendors.

GWS EDF Warbirds.

A Propstopper Warbird Day 2008?



There is a jet in your future, but probably not like this one. A twin Dynajet powered Me-262. Shown here with flying friend's and SAM Western Vice President, Dick Griswold's Dynajet test bed. He tells me he has actually run it in his subdivision on the occasion of one too many local garage rock band's late evening jam sessions.

Wretched excess; a twin-Dynajet Me-262



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But continuing with the EDF jet theme how about this Airbus 380?



In their usual way GWS seemed to have a new one of everything including Warbirds in medium and tiny sizes.



Of course foamy 3Ds were everywhere, but you expected that. However this one seemed rather high tech. It was one of

those flown by the experts at the various professional indoor demos.

There is an extensive display of models shown by individuals. One that took my attention is similar to one being developed by my friend Dale Tower. This one is 14 ft span with the wing covered in solar cells. Like Dale they are planning to break some endurance records. Dale is still waiting for the next batch of high efficiency cells. Here is Dale with his model and yours truly.



All in all these shows are fun but it is so hard to take in everything and you find before long you have glazed over and can't remember just where that \$10 outrunner was. Or even if there was one!

Dave Harding

Salad Days in the Rose Bowl

We have had just a couple of days at the Rose Bowl so far this year. The weather has been rather cool and wet for SoCal. And I think there was a football game there on New Year..... The other day Dale Tower called to say he had two models to test; the record ship and his out-sized Lanzo Bomber SAM model, now with electric power for Texaco and Limited Motor Run.



Dale Tower with his 10 foot span Lanzo Bomber electric Texaco SAM competition model at the Rose Bowl in Pasadena.

This model is much bigger than the normal full-sized Bomber. It has about 1700 sq inches wing area and a span of nearly ten feet. Dale has set it up with twenty of the Sanyo N 1000 SCR NiCad cells from a batch of 100 I bought on eBay. He had to chase down a special ESC to operate at this voltage. Apparently the Chinese are making these and many other ESCs at this time and Dale has found a source through which he can get them at really low prices.

In Texaco form he uses a Medusa motor with 5.2:1 gearbox turning a 23 x 12 prop. It had an outstanding climb-out and floated like a butterfly. He is going to be a real threat at the Champs in Muncie this year. I had better get the Boehle Giant finished on my return to Pennsylvania.

The other model he brought out was the record machine aimed at setting World Records for electric powered airplanes. It uses the same power plant as the Bomber Texaco but with different batteries and also solar cells for certain record attempts.



It floated out of my hands into the modest breeze but control was initially a handful as the fuselage was very soft in torsion. When Dale put rudder control input the fuselage would twist and take out much of the control force. It took a little while for him to sort it out following which it floated around with practically no power input. Watch this space to follow his progress.

Dave

Deeds in the Desert; Eloy Arizona

Once again I made my annual trek to the Arizona desert to enjoy the January weather, the company of good friends and model flying. This year the weather was excellent, cool but excellent. Mornings started near freezing but the days were cloudless and the sun hot. Mid day temperatures reached the mid 60's and for the most part the wind was modest or non-existent. Of course this must be close to model field nirvana with miles of flat featureless terrain almost devoid of vegetation. Trees? Our friendly tree surgeon would go broke in a week out here.

Unlike previous years I was already in the west before the meet so rather than fly into Phoenix and rent a car I drove out from LA with Mike Myers. It is about seven hours of mostly easy driving over the great western desert.

My friend Colin from Seattle again joined us in his winter refuge from the rain and snow of the great Northwest. He brought two models to fly, Mick's old KK Ajax and a new Lanzo Airborne.

The electric events for the Southwest Regionals are the same as the Champs; Limited Motor Run, Electric Texaco, Wakefield, Unlimited Rubber, Spirit of SAM and the new event; Speed 400. There are new battery rules for most of these events so this was the first chance for people to try out their models under contest conditions. Attendance was down this year but for the most part those absent had valid excuses! And the key competitors were well represented.

I have fitted my big Stardust Special with two packs of 6 x N1000 SCR NiCads in parallel, and use this for both LMR and Texaco classes. This worked very well as my first Texaco flight was a winner at 38+ minutes and I didn't have to re-fly.



Dave Harding and Colin Widdison prepare for takeoff in Electric Texaco with the big SS.

Wakefield allowed LiPo batteries this year and I chose to use a two-cell 1800 mah pack which happened to weigh the same as the 7 x 350 NiCad pack I have used for the last five years. I had "improved" this model for the Champs with disastrous results; I could never get it trimmed to climb properly. I figured the prime problem was too much side thrust so I made some changes with only modest improvements. Still I got it to fly well enough to qualify for the Wakefield flyoff eventually finishing third.



The Electric Wakefield Flyoff group. From the left, Jack Hiner, Dave and Phil Pearce

Sunday started calm but by mid morning the wind came up and blew hard so we elected to delay the Spirit of SAM event till Monday morning. Meanwhile I attempted to fly my Speed 400 model in the wind by adding 3 ounces of lead ballast. It climbed fine but slowly drifted downwind in the glide until I couldn't see the attitude to bring it back. It landed well downwind but in the clear desert air and lack of vegetation we easily found the model way down wind. Fortunately it suffered no damage, but the score was zero for landing off field. A muffed launch resulted in the second flight score of zero and in the third attempt I discovered that I had fried the motor in the first one so the performance was poor and I ended way down the field. I am snake bitten in this event as I did much the same in Europe last year and screwed up the Champs too.

By early afternoon the wind miraculously died to a breath so we elected to fly SoS at two pm and I charged up the Wakefield again to fly the Unlimited Rubber event.

The Wakefield was still a handful and the one good flight just short of a max was washed out by two other poor flights so I finished third in that too.

SoS had the usual gang of competitors, maybe eight or nine, and we flew it as a mass launch.

Meanwhile, here are a few pictures of a harrowing moment on the Flightline. Eut Tileston, one of the most experienced and successful SAM competitors was attempting to fly his Brown Jr. powered V Tailed Swallow. It had been giving him difficulties in starting but eventually it seemed to succumb and he took it out to the Flightline. Mike Myers and I were standing by waiting to fly Mike's speed 400 model.



Eut Tileston prepares his Brown Jr. powered V Tail Swallow

Eut was using a Spektrum 2.4 GHz radio .



It fired up and he released it into a fine takeoff. But it didn't stop there, it completed the loop as I continued to take pictures. It was a tight loop and I didn't see it come around behind us for the second pass; a close one! On the second turn it hit the ground quite close to us. A real scare that causes you to shake after it is over and you think about what happened and what might have been.



Over the top and headed down; uncontrolled

This is the shot of it going over the top! See, I was pretty well aligned with it. Eut says he had no control but didn't understand why. Still doesn't. It is common practice with some ignition and glow flyers to set their ignition off switch or fuel cutoff to on but leave the radio off while starting the engine. Some have conjectured that he didn't wait long enough for the Tx and Rx to handshake before launching the model. I have noticed that it does take several seconds for the Futaba 2.4 GHz radio to make this handshake.

Meanwhile I was setting up for the SoS event. I was flying the model that I lost from Christian Academy field a few days before departing for the Champs. This was the model that I tested on and off all summer trying different motors, props and ESCs. I was getting about half an hour flights in the still mornings. The model was recovered after a week outdoors in the rain and, well, recovered (with Solite). I had tried several outrunners and different ESCs to get one that would operate on 4 volts. In the end I used a Fiaggio brushless motor in a GWS gearbox with an old Castle Creations Phoenix 10 ESC. It really didn't do much better than the original GWS brushed setup, but I used it anyway. Trouble was, I couldn't remember which prop was best! (perhaps now is the time to start writing this stuff down)! I remembered that I started with a GWS 7 x 6 and progressed from there all the way up to a ten inch one at some point. I even tried one-bladed props but they were hard to balance, heavy and no better than the two-bladed ones.

I had made one test flight with a re-twisted 8 x 8 GWS but it seemed to have too much pitch. It was sluggish at high throttle but better in cruise. So I just elected to use an 8 x 6.

At the launch it took full throttle just to fly so I thought I was in trouble, but as I cleared the modest ground turbulence it seemed to climb on somewhat reduced throttle. Then I hit "the bump", one that others had not seen and I rode it to high altitude and stayed with it for quite a while. But it eventually diminished and I drifted down and placed the model where I could land in the defined area. Then, at about twenty feet directly over the takeoff mats I hit another. It was weak at first but good enough to slowly climb and pretty much stay in one spot. It rose to modest altitude whereupon I ran out of power, but it still maintained altitude. I asked my timer how many remained in the air and she told me that only Jack Hiner was up and he was preparing to land. I drifted down and squeezed the last few seconds from the flight, landing just after Jack. I had beaten him by eleven seconds; most rewarding!

Sunday was the evening BBQ and this year the warm afternoon weather made it comfortable sitting around the fire, eating fine steak and beans and drinking Lanzo Boomers and decent wine. No cowboy songs this year but fine company.

Monday left only the LMR event and I had not flown the model with this battery combination and the Neu motor, but Motocalc said it would deliver the goods. At 80 amps the resistance of all the wires and connectors can significantly reduce the operating voltage and power delivered. I found this when I tried to use a 7 x 2400 pack previously although the Neu Energy LiPos I used in Europe worked great. I thought the N 1000 SCR NiCads would work well especially as I operated them in parallel so each pack and its attendant connectors was only working at 40 amps.

However, fitting the four square NiCad pack with all the wires and connectors and the 125 amp Castle Creations ESC was a chore. Not the least of which was mounting the battery so as to balance the model. This I did with a paint stirrer over the battery held at each end by a tie wrap. But it was still difficult to put it all together as the ESC had to sit between the L/G legs and the connectors had to be assembled with the lower cowl almost in its final place. Much pushing and shoving was required and there was not much slack in the throttle wire between ESC and the receiver.



Not much room for all these wires and components in the big SS LMR

The performance proved outstanding. The model climbed till it was essentially out of sight straight up in the clear desert air. The glide was superb and I made the ten minute maximum while still way high. A re-charge and a second flight went the same way. I was in the flyoff with three others.

We held the flyoff at two pm in good air. Once again I took off with gusto but within a short while my model suddenly nosed over to vertically down and stalled violently. What had happened? I didn't know but eventually I got it calmed down and glided back to an early arrival. Surprisingly one of the competitors failed to return to the field so I ended up in third. Subsequent evaluation showed the ESC connector to the Rx pulled out resulting in a throttle shut-down.

So my medal count was two firsts, three thirds and a zero. Not bad, but wait till next time.....

Colin had a good time and eventually flew both models in competition with modest scores but bountiful fun as he is still very much a beginner at RC flying. He made huge advances in flying these models.

Mike Myers had some good flights with his LMR and speed 400 so all in all we had a good meet and the drive home was accomplished in comfort and the warm glow of another fun time.

Dave Harding



The Eloy BBQ under the desert sky. A unique experience, not to be missed

February Indoor Fun Fly

Friday started as a lousy, windy day. It finally cleared around dinner time. I wasn't expecting a large turn out, but I was pleasantly surprised.

It seems choppers are becoming the big thing. Probably half the flyers had a chopper, along with airplanes. While there were several large choppers, there were quite a few of the smaller co-axial jobs.

Lots of beginners, and resulting crashes, but by the end of the night, some were getting in nice flights.

Bill Tomasco and I flew mainly rubber, along with Bill's grandson, Alex. I brought my 12 year old nephew with his chopper, and his new AMA card; So another new recruit.

There has been a gentleman with his sons at the last couple indoors, flying Air Hogs, or variations. He and his sons will probably be joining the AMA also.

And the usual gatherings of Air Hogs, with several of the new series that look like jets.



Al Basualdo's 3D Foamy

Propstopper Activity Calendar

This time last year I proposed a calendar of club activities. For the most part these were held with some successes and a few drop outs or failures. Seems to me the approach of defining a program of activities was beneficial and so I suggest we do so again this year. Here is the list of last year's events and my opinion on their success. I suggest this serve as a catalyst from which the actual program may be developed starting with the February meeting.

Event	Held	Successful?	Do it or try again?
Build and old Timer	Yes	Yes	?
Middletown Pride Day	Yes	Yes	Yes
Aerobat Day	No	No	?
Cox Warbird Day	Yes	Yes	?
Club Picnic	Yes	Yes	Yes
Walt Bryan Fun Fly	Yes	Yes	Yes
Helicopter Day	No		Yes
Night Fly	No		?
Scale Day	No		?
Electric Texaco Postal	Yes,	Yes	Yes
Other?			

Dave Hardina

This stuck Air Hog was the recipient of a daring helicopter rescue by Mike Black.

Join us on Friday March 7th for the final indoor fun fly of the season.

Chuck Kime



Propstoppers at the February indoor fun fly. One more to go in March folks, get ready for a grand finale.

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Propstoppers R.C. M.A.C



Dave Harding with launcher, Seattle friend Colin, at the Southwest Regionals in Eloy Arizona. #1 competitor Jack Hiner assumes his usual stance for a long flight. He brings his pillow to all the events.



Bill Tomasco's grandson "good hands" Alex launches at the indoor

Event Calendar

Last Indoor Flying Meet

Friday March 7, 2008

Tinicum School Gymnasium

6:30 till 9 pm

**AMA membership required to fly.
Guest flyers and spectators welcome.**

Non Flying

WRAMS Show 22-24 February

Central Penn Flea Market 8th March

Membership Renewal For 2008

Membership renewal for 2008 is now available. You can renew by mail or at the club meeting in February

**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