

The Flightline

Volume 31, Issue 6

Newsletter of the Propstoppers RC Club

AMA 1042

June 2001

Editorial - More Field Matters

It is the best of times and it is the worst of times, who said that? Was it Mike Black or Chris Catania? Could have been as the saga of the fields continues.

No sooner has Chris and Mike consummated the acquisition of Sleighton Field than the next hazard faces us. We knew that our final lease was for only one year because that is the term for the farmer's lease. What we didn't know was that the owners, Elwyn Institute, was planning to sell the entire property.

Is that bad news? Well, it's certainly not good news. However, if we look for good news it seems that the agricultural land surrounding Sleighton School, 120 acres on either side of Valley Road, in are restricted by an agricultural easement and allocated for farm use.

This helps our interests but on the other hand when people do real estate deals they much prefer to hold the property unencumbered by such lease commitments as we now hold.

On the other hand, maybe the sale will go through during the tenure of our lease and we will get to renegotiate with the new owners having a year of good relations under our belts. Is the glass half full or half empty?

As I write this the following article from the Delaware County Times summarizes the situation;

TIMOTHY LOGUE, Of The Times Staff May 16, 2001

MIDDLETOWN -- The dean of Villanova University School of Law squashed speculation that a satellite campus would spring up at the Sleighton School site. "It was one of the many properties we looked at all over the area," said Mark A. Sargent. "We looked at it - thought about it, and came to the conclusion that it was just too far away from the city."

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The school for troubled adolescents is set to close at the end of August following a 10-week summer school program, according to teachers. An attorney for Elwyn Inc., the contracted manager of the property, said negotiations were continuing with another buyer, which he would not name.

"We are negotiating right now and hope to make a joint announcement with the buyer within the next few weeks," said Elwyn Inc. attorney William Lincke. "It's still early in the process."

There are 250 students at Sleighton, all of whom live on campus. Approximately 280 employees, including 43 union teachers, teaching assistants and nurses, are also affected.

Lincke said the potential buyer would continue to use the property for institutional purposes. If preliminary discussions are any indication, he said traffic in the area would not be substantially altered should the sale go through.

Sleighton faculty and staff said they were caught off-guard when the announcement of the closing came down Friday.

Sleighton Director Rochelle Caplan made the announcement along with human resources Director Matthew Lewandowski. The subject of compensation was broached, but no specifics were laid out, according to those present.

Elwyn Inc. sank more than \$1 million into the school when it came on board as co-owner with Sleighton Inc., in 1998.

Founded in 1826 as a Quaker House of Refuge, Sleighton is the second oldest institution of its kind. The school moved from Philadelphia to its current location in 1910 and became known as the Glen Mills School.

In 1931, it separated from Glen Mills and became incorporated as the Sleighton Farm School for Girls. In 1975, the school began accepting delinquent boys and took its current name. In 1985, the school began serving dependent students.

Nearly two-thirds of the Sleighton property sits in Edgemont. A little more than 100 acres is located in Middletown. Of the 303 acres, 120 acres on either side of Valley Road in Edgemont are restricted by an agricultural easement and allocated for farm use.

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Watch this space for the next episode of the perils of club fields.

Dave Hardina



Calendar of Events

Club Meeting

Tuesday 5th June 2001
Sleighton Field, 7 p.m.

Flying Events

Club Picnic,
Saturday 23rd June
Sleighton Field

Saturday 2nd June
Warbirds Over South Jersey
Wall Township, NJ

Saturday / Sunday 9/10 June
Lehigh Valley Electric Fun Fly
Easton, PA. See Dave Harding
For Propstoppers caravan

Wildwood Beach Fly-In
Saturday 16th June See Al Tamburro for
Propstoppers caravan

Club Electric Fun Fly
Saturday 25th August, Sleighton Field

Regular Club Flying

At Moore and Sleighton Fields

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

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Propstopper's Web Site;

http://www.geocities.com/propstoppers_rc/

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

Mike Black

Dear Fellow Propstoppers,

What has been happening since the May meeting???

In a word, LOTS!

After months of being on the edge of our seats the new field is open, two posts, the wind sock and box are in place and members are having a great time flying at Sleighton Field.

In addition, improvements have been made to Moore Field. Chris Catania delivered three yards of topsoil and Bob Crowell and Rusty Neithammer spread it into the three furrows at one end of the expanded runway. Ray Wopatek, Charlie Crowell, Mark Berkmeier a prospective member and I arrived after most of the shoveling, hoeing and raking were completed. With the trees removed and runway widened Moore Field is shaping up to be a very good field. The protection of the trees makes it a great field for park fliers.

Chris Catania will be talking to Rick Schlossberg, the farmer, to see if it's OK to erect our lean-to at Sleighton. John Zebuski, Chris Catania, Bob Crowell, Charlie Crowell, Lee Russell and I placed the two posts, box and rule board on Sun. May 6. Charlie removed the worn parts from the grill and volunteered to acquire new ones and repair it prior to the picnic.

Bud McClellan and I took delivery of a 55-gallon drum of S&W fuel (15% nitro, 20% blended oil) over the weekend. We found out that S&W has other quality products for sale. Check out their web site at; www.s-whobby.com for glues, titanium mufflers, spinners, fuel line connections, etc.

Chris has arranged for both fields to be rolled within the week.

I hope all of you are planning to attend the picnic on Saturday, June 23rd at Sleighton Field. If you can't make the meeting to sign up for the picnic, please give Bill and Monica Shellhase a call. They still need volunteers to bring certain items to the picnic.

We have a healthy club. We survived the loss of a field, a lengthy negotiation to acquire a new one, changes at the existing field, and a great deal of physical labor. Through it all there was no grumbling, just optimism and work. A new member has told me how accepted he feels by our membership. He expressed that many of you have gone out of their way to assist his entry to the hobby. That speaks volumes about our club. Pride, commitment, hard work, dedication and determination are all qualities that come to mind. Thanks to all of you for your participation and help.

See you at the fields.

Mike



Meeting Minutes

May 1, 2001

Vice President Dick Seiwel called the meeting to order at 7:30 PM at Marple Library.

Membership Chairman **Ray Wopatek** read the roll call - there were 31 members and 3 guests present.

The minutes of the April 3, 2001 meeting, as published in the May 2001 newsletter, were approved by the membership.

Treasurer **Al Gurewicz** gave the treasurer's report with income of \$942.00, expenses of \$816.00 and a new balance of \$4315.07 reported.

Old Business

New field selection chairman **Chris Catania** reported that the lease for Sleighton Field has been signed. Thanks to Chris for his initiative and perseverance. **Dick Seiwel** will cut the grass tomorrow (Wednesday, May 2), after which time the field will be available for flying. Flying hours are the same as at Moore field and previously at Dallet field; that is, Weekdays and Saturdays - 10:00AM to dusk, Sundays and holidays - 12:00 Noon to dusk.

Thanks to all who participated in the rock picking at Sleighton Field. It was great to have so many members participate

The \$20.00 dues assessment, to cover increased field costs, is due at the next (June) meeting. As of this meeting, 42 members have paid. The assessment is needed to cover increased costs for the Sleighton field rent and necessary improvements.

Chris Catania will arrange to rent a roller to use at both Moore and Sleighton, and also a load of fill will be needed at Moore to level some furrows that are in the newly cut runaway area.

Members are encouraged to bring lopping shears when flying at Moore, to cut out the many small tree roots that are in the newly cut runaway area.

When flying at Moore, members are reminded that the runway has been relocated, and is now oriented about 30 degrees clockwise from the old location.

The club picnic will be held Saturday, June 23, at Sleighton Field. **Monica** and **Bill Shellhase** are this year's hosts. Monica has a sign up sheet for members to arrange to bring food contributions for the picnic meal. Folding picnic tables and shade canopies are also needed.

The date for the Electric Fun Fly will be determined by **Dave Harding** in the very near future,

and most likely will be published in the next newsletter.

Summer meeting schedule:

June 5 - Tuesday 7 p.m.

July 10 - Tuesday 7 p.m.

August 7 - Tuesday 7 p.m.

All summer meetings will be held at Sleighton, starting at 7:00 PM. Rain date will be the following Wednesday.

The Eagles Electric Fly-in will be held May 12 in Hope NJ. This location is about 5 miles into NJ after passing through the Delaware Water Gap. Contact **Mike Black** or **Dave Harding** for Details.

The Wildwood Beach Fly-in will be held June 16. Contact **Al Tamburro** for details.

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

New Business

Liability issues: There was some concern as to personal liability on the part of club officers for club activities. **Mike Black** called AMA legal counsel Carl Maroney, who advised that this is not the case and it is clearly spelled out in the charter document -i.e., the charter absolves officers from any personal responsibility for club activities. However, for the provisions of the charter to be in effect, all AMA safety regulations must be followed.

The creation of a protected website to allow members to access club only data was discussed. The projected cost is \$68.00 per year for hosting and domain name. Non-public information, such as the membership list, could be posted there.

It was noted that **Adam Kraut** has contributed a great deal to the existing club website.

Fuel Purchase: A show of hands indicated that members desire to purchase approximately 25 gallons of fuel. **Mike Black** will check with Sig and S&W for case pricing, as there is not enough demand to justify the purchase of a 55-gallon drum. It was noted that Sig is providing coupons worth \$0.50 per gallon of fuel purchased, which are redeemable by the club for use in helping with field expenses.

Ray Wopatek brought a copy of a recent issue of the Daily Local News, which contained an article about the Spring City RC Club.

Ken Merlino (former Propstoppers member) is now in the printing business, and provided samples of his work.

Continued on page 4

Break

The 50-50 winner was **Doug Lack** (guest and president of the Chester County RC Club).

Show and Tell

Sam Nevins showed his Viking old timer, Astoflight geared motor, which he intends to fly with 6 or 8 cell NiMH packs. Sam noted that Radio Shack is selling 6 cell 3000 mah NiMH packs. Sam used a razor blade shear tool to cut the many balsa sticks used in constructing this model.

Mick Harris showed his Scorpion old timer, a design from the late 30's, which originally featured spar-less Murray/Ritz wing construction (strength was in the LE & TE). Mick's model used an Astroflight 02 brushless on 7 cells, and is covered in Litespan.

Marty Bakalorz showed modifications to Ray Kiker's Teddy. The model was having tip stall problems, which led to a tendency to spin at very inopportune times. Adding stall strips to the inboard wing leading edges largely eliminated the tip stall. The stall strips force the center of the wing to stall before the tips.

Lou Yadevia showed his Ace Littlest Stick, Cox Pee Wee 020 power, FMA S80 servos and FMA micro receiver, covered in Monokote. Lou built this plane to toss in the car and fly during lunch hours and after work. Lou also built a charger to charge the control batteries from his car's cigarette lighter socket.

Vice President Dick Seiwel adjourned the meeting at 8:45 PM.

Rusty



Propstoppers at the Old Eagles Electric Fun Fly

The Old Eagles Electric Fun Fly was held at their usual field in Hope NJ near the Delaware Water Gap. This is really pretty country with wooded rolling hills climbing up from the Delaware River where it cuts through Blue Mountain. The weather was initially sunny with a light breeze but the forecast was for a front to blow through sometime during the day, and this it did.

Five Propstoppers made the trip in Dave

Harding's motor home, Dick Bartkowski, Ed Goretzka, Adam Kraut, Dave and his grandson Matthew Everett.

About seventy-five pilots registered for the meet. Six registered for the Elexaco contest but more on that in a later. There were about five vendors displaying their wares.

The field has a grass and crushed stone runway parallel to and about 100 yards away from a significant tree line. Beyond the pit area at one end of the runway was a small grassy open area with another tree line away from the runway. This is where the Elexaco event was held, between the two tree lines

The wind, which increased in strength all day was ninety degrees to the runway coming from the directions over the pits, spectator and parking areas. This made flying difficult for several reasons. First, lightly loaded models had to be launched into the wind in the direction of the pits and spectators. They also ran the hazard of being blown back into the tree line. Heavier ROG models had to take off cross wind.

There were twelve flying stations and they were occupied in the early morning. However as the morning wore on the wind strength increased steadily such that fewer and fewer people flew. Towards the end I flew my full sized Skimmer with speed 600 direct drive and it was not fun. It was windy and gusty. I had my hands full launching and climbing-out into the wind, staying away from the spectator area. Even at altitude the gusts were significant. I chose not to fly my new Jerry Hotliner.

There is a very obvious trend to small lightly loaded airplanes and the Eagles meet was populated this way too. There was one F5B style "Hotliner", Tom Hunt flew a 1.20 sized 12 pound CAP with an Aveox and 32 cells and I flew my Kadet LT-40. I think this was the whole population of larger models (there were a few larger gliders).

One consequence of the smaller model population was that the wind essentially shut the meet down by one o'clock when a squall passed through. It was strong enough to upset some of the vendor's stands and send everyone for cover.

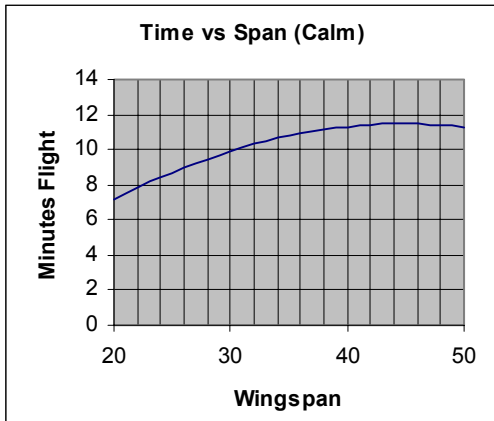
Most people departed at this point although on driving away we quickly passed through the front and experienced dry sunny weather for the rest of the drive back to Philadelphia. Tom Hunt said that the best flying of the day was after the squall.

The Old Eagles Electric Fun Fly hosted an Elexaco contest. This was open to all models meeting the requirements; spec motor, prop and battery in any airplane with an aspect ratio less than eight. The spec power system is basically a 7.2-volt speed 400 turning a Günter 125mm x 110mm prop with a BEC switch. Separate awards were available for Old Timer models meeting the specification.

There must have been some prior research because on arrival the rules were changed to allow any battery 350 mah or less and the flight rules included a

maximum motor run of 2 minutes. The spec power system would run 2:30 till cutoff on the earlier spec 270 mah cells.

Fellow Propstopper Dick Bartkowski and I had been engaged in an analysis and development activity for a few weeks prior to the event. Analysis indicated that about ten minutes should be possible in still air and wingspans up to 50 increased still air performance.



We agreed that a smaller wing would be preferable in windy conditions. Dick built a 36 inch span version of the 1937 "Miss Trenton" and I built a more modern "Pla-Stick", all plastic stick with two different wings; 48 x 6 calm flyer and 36 x 6 windy version. Both our models weighed 10 oz all up with the specified power system.

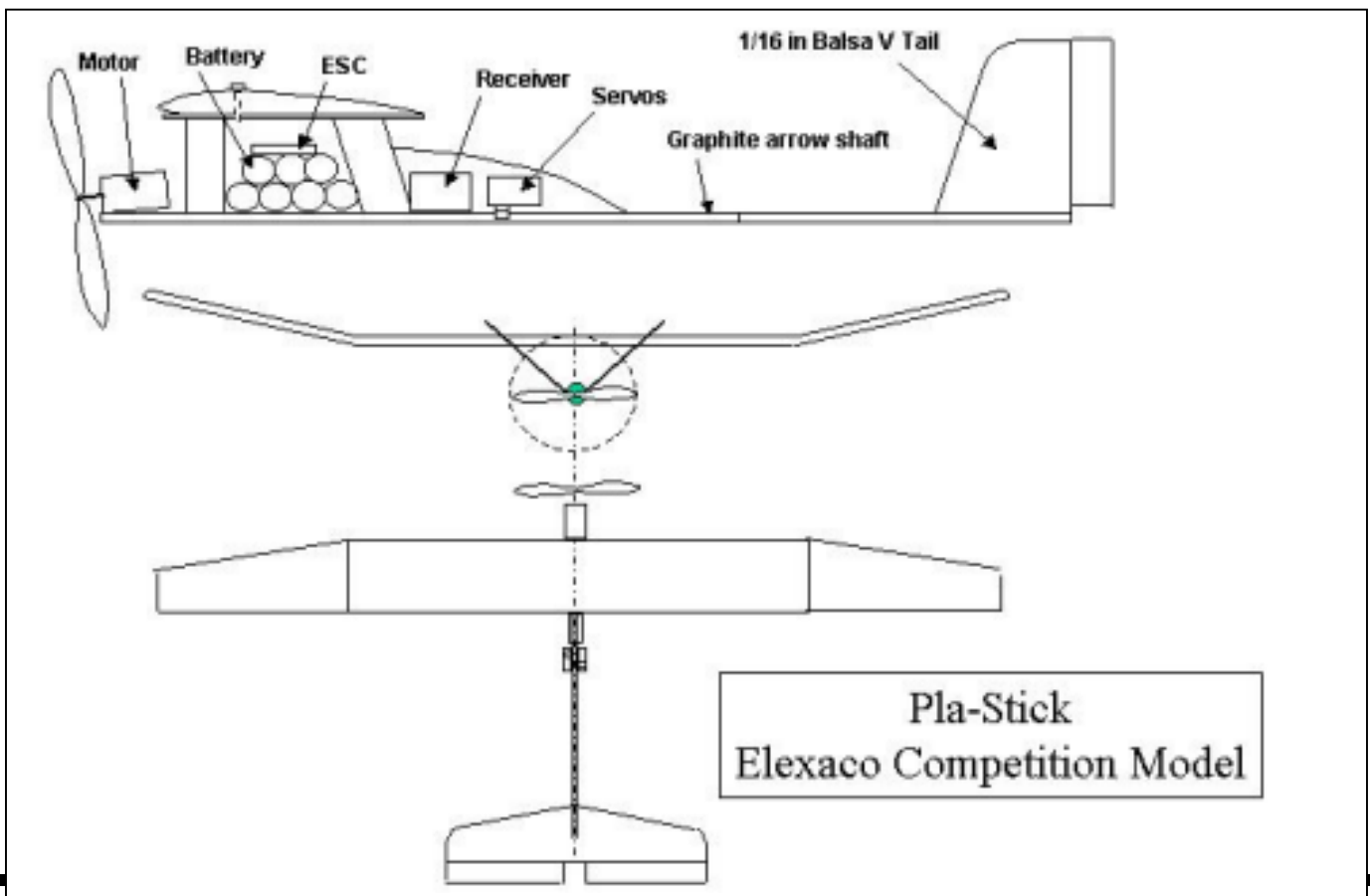
At Moore field in calm conditions it was apparent that both models would speck out in less than 2:30 motor run. My Pla-Stick would climb at a steady brisk 30 degrees or greater with the small wing. It would speck out at about one minute! We agreed that the strategy should be to climb to altitude then "cruise" there until power depleted. The rules do not allow you to cycle the motor and there is no throttle. Shut it off and you are done.

Weather forecast for the Eagles meet was for a front to come through sometime during the day with predicted winds of 10 to 15 mph. We left with the intent of making early flights however by the time we processed the winds were already more than modest and from a direction over the pits and a line of large trees.

Six contestants entered the event, four old timers, 1 T-tail glider and my newbie. We were told that the rules had been changed for a limited motor run of two minutes and a ten-minute max.

Dick flew as soon as he was able to get through the entry and frequency allocation process. He proceeded to put in an 8:24 flight with the end being stretched by sloping in the lift over the upwind tree line.

I first flew with the large wing despite the increasing wind. It almost specked out in one minute



whereupon I maneuvered until the 2 minute point. The model was difficult to control at the altitude in the wind because it was hard to see and I had not practiced with it in windy conditions. It was much less stable than Dick's model. The result was a 4:15 in generally unstable flight.

I replaced the wing with the smaller one and took one brief test flight to trim the glide. The wind had picked up significantly. The official flight was, to me, spectacular as the model pointed up at about 40 degrees and flew essentially hands off into the wind until it was very hard to see in a mostly blue sky. Again I maneuvered against a white cloud until the two-minute cutoff. This time the model held a heading steadily into the wind just holding position while descending. Wind was so strong that there was a chance that the model might have been blown downwind beyond another tree line. In this configuration the descent was surprisingly swift and the time was about the same as the first at 4:20.

Other flights were comparable in duration to mine and one Old Timer did blow downwind over the tree line. Fortunately the pilot recovered the model, which had only minor damage.

The weather finally deteriorated to a minor squall with rain and high gusts basically ending the meet for most despite the time being only one o'clock. Some vendors had difficulty with their stalls in the wind.

Dick never had to make a second flight, as nobody was even close. He took first in Elexaco, and first in Old Timer for which he won a big trophy and a \$100 gift certificate from Supercraftmodels of NJ.

It is a fun event with simple easy to build and easy to fly models. Maybe we can include this in our fun fly this summer.

This is a very enjoyable meet and I will certainly continue to attend. Thanks Joe Beshar and your crew of volunteers.



Dick Bartkowski with his 1937 Miss Trenton Elexaco

This year was the first outing for my motor home and five of the Propstoppers traveled in style with their models, holding "seminars" for the duration of the trip each way. Definitely the way to travel.

Dave Harding



Moore Field Happenings, left, Mick Harris with his Kiel Kraft Junior 60 Old Timer with Astro electric power, really moves out.

Above, Marty Baklorz takes it easy as he follows Ray Kiker's Teddy as it "specks out" over the gun club.

PREFLIGHT CHECKLIST

Think of the "Preflight Checklist" as a walk-around check as done with real aircraft!

- Propeller:
 - Nicks or cracks
 - Tight prop-nut, spinner or hub
- Engine:
 - Engine mount tight
 - Muffler mount tight
 - Secure throttle hookup
 - Fuel Tank:
 - Check fuel line for splits, holes Foam used around the tank dry
- Landing Gear
 - Nose wheel, main gear secure
 - Axles & wheel collars secure
 - Nose wheel steering hookup
- Fuselage:
 - Cracks & breaks
 - Tail section secure to fuselage
 - Wing dowels or bolts secure
 - Firewall integrity
- Vertical Fin/Rudder:
 - Cracks or breaks
 - Hinges, devises & horns
 - Pushrod sloop/keepers Horizontal
- Stabilizer/Elevator:
 - Cracks or breaks
 - Hinges, devises & horns
 - Pushrod sloop/keepers
- Wing:
 - Cracks or breaks especially center section
 - Hinges
 - Aileron & servo hookup secure
 - Aileron servo tight
- Radio Check:
 - No loose servo/battery wires Plugs tight Battery pack secure Servos & servo rail secure to fuselage
 - Clevises & servo wheels/arms secure
- Engine Running/Radio Operation:
 - Bubbles around glow plug, head bolts, muffler, needle valve Bubbles in fuel line
 - Control surfaces move smoothly at full throttle...glitches?

Courtesy of Flyingtime newsletter,
Chester County RC Club

Black Wire Disease - What's the Cause?

The black wire syndrome is an occurrence in battery packs (ni-cads) where the negative wire becomes corroded (turns from shiny copper to blue-black).

The condition can progress to the point that the wire either becomes so resistive that it fails to conduct sufficient current, or it can fail completely.

Black wire syndrome is the result of either a shorted cell in the pack, the normal wear-out failure mode of Ni-Cads, or cell reversal when a pack is left under load for an extended period.

The sealing mechanism of a Ni-Cad cell depends to some degree on maintaining a potential across the seal interface. Once this potential goes to zero the cell undergoes what is called creep leakage.

With other cells in a pack at some potential above zero the leakage (electrolyte) is "driven" along the negative lead. It can travel for some distance making the wire impossible to solder and at the same time greatly reducing its ability to carry current and even worse, makes the wire somewhat brittle.

A switch left on in a plane or transmitter for several months can cause this creepage to go all the way to the switch itself, destroying the battery lead as well as the switch harness.

There is no cure. The effected lead, connector, switch harness must be replaced.

This leakage creep takes time so periodic inspection of the packs, making sure that there are no shorted cells insures against the problem. The cells should also be inspected for any evidence of white powder (electrolyte mixed with carbon dioxide in the air to form potassium carbonate).

In humid conditions this can revert back to mobile electrolyte free to creep along the negative lead.

Some "salting" as this white powder is referred to, does not necessarily mean that the cell has leaked. There may have been some slight amount of residual electrolyte left on the cell during the manufacturing process. This can be removed with simple household vinegar and then washed with water after which it is dried by applying a little warmth from your heat gun.

"Red" Schoenfield 8/29/96

Editor's note; Red is an expert on Ni-cad batteries. He freely provides battery technology and usage advice via various web sources.

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Propstoppers R.C. M.A.C



For Sale

Global Tornado ARF, no cowl with Futaba 7AU radio no engine \$150
 Great Planes NIB UltraSport Kit \$35
 Ugly Stick complete, Piper Cub 3/4 finished, and much additional stuff
 Call Bill Ross on 610-399-6882

To list a For Sale item call or e-mail
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