



The Flightline



Volume 32, Issue 6

Newsletter of the Propstoppers RC Club

AMA 1042

June 2002

Editorial. The Propstoppers Club Flying Season

Our popular club events have been set and now is the time to make your plans to participate and enjoy.

Summer Club Meetings at Sleighton Field.

First, our summer club meetings are at Sleighton Field on June 4th, July 2nd and August 6th. We hold the business meeting at 7 pm, which allows time for you to fly your latest model and dazzle the railbirds. Dick Bartkowski has suggested that you might bring out your Old Timer to the June meeting. Dick, Mick Harris and Ed Goretzka will bring out their electric Old Timers that we discussed last month. Perhaps you have a gas powered one to show us.

Propstoppers Picnic June 22nd

On June 22nd we will hold our annual Club Picnic. Monica and Bill Shellhase are again organizing this popular event. They still need some of you to sign up to bring one of the elements that make this an abundant feast as well as a flight fest. Won't you call them or approach them at the next meeting and offer to help? Of course this is the time you should plan to bring out that winter project that you have dreamed about flying in front of your "buds". Maybe you built it and dream about seeing it fly. This is the

Agenda for June 4th Meeting at Sleighton Field 7 pm

- Approval of May meeting minutes
- Finance report
- Membership report
- Field report
- Club Picnic Volunteer Sign-up
- New business
- Show and Tell - bring your Old Timers

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ideal time to bring it out and get Al Tamburro or Rusty Neithammer to fly it for you. It was a real thrill to have Rusty fly my electric Hanger 9 Cub at the picnic a few years ago. He is so smooth and the full slate of scale like maneuvers made it look like a real Cub at Dallett Field.

Electric Fun Fly August 24th

This year we will hold the Electric Fun Fly on Saturday 24th August at Moore Field. We open this event to all AMA electric flyers and the outside attendance has steadily increased. We even had some vendors bring out their wares. This is another meet to plan to bring out your best stuff as diversity rules. Last year we held three contests at this meet and we will do the same again this year. The contests are Scale, Elexaco and Zagi Combat.



Zagi competitors from last years Electric Fun Fly.

Night Fly TBD

Not yet scheduled but this formerly popular event has to be a blast this year as the new crop of park flyers and indoor models fly well outdoors in the evening calm conditions. Slow flight is a very important ingredient in a successful night flyer. This is also an area where innovation rules. Just how are you going to add the lights and what form should they take so you can see the orientation well enough to fly? In the past we have held this event in early October. We need a volunteer to host it. How about you? OK, you don't want to do it, well the only valid reason accepted here is that you plan to bring out a stunning model and blind us with its technical execution.

Pennsbury Land Trust Balloon Festival September 14th

For the last couple of years the Propstoppers have been the under card draw in this unique event held in Pennsbury Township near Chadds Ford. Our members put on a flying exhibition interspersed with the balloon flights. Rusty leads this activity and I am sure he would welcome your participation either to fly or just lend a hand.

Wildwood Beach Fly. June 16th

Al Tamburro leads a caravan to this unique meet where the local club has invited the Propstoppers to fly with them right on the Wildwood beach. Those that attend and fly at this meet consider is a very special experience. This year the event is on Sunday June 16th.

Dave Harding

Calendar of Events

Club Meetings

Regular Meeting
Tuesday 4th June at Sleighton Field
(Old Timer evening - bring one, flying or show and tell.)

Regular Meeting
Tuesday 2nd July at Sleighton Field

Flying Events

Club Picnic 22nd June, Sleighton Field; See Bill and Monica Shellhase to volunteer to bring something.

Wildwood Beach Fun Fly
Sunday 16th June. See Al Tamburro.

Warbirds over Delaware
Thursday 11th through Sunday 14th July, Lums Pond State Park.

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;
www.propstoppers.org

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

Fellow Propstoppers,

I hoped to have news about the scheduling of our proposal to Thornbury Township for the newsletter. However, Mr. Giacinto went out of town on business and my first opportunity to contact him will be Tuesday, May 27. If I am successful, I write a brief note to Dave and hopefully he will have time to include it.

June is a busy month for club activities as Dave has highlighted it. Unfortunately, I will be out of the area the entire first week, and will miss the picnic because my daughter is moving and needs the old man's help. Please make plans to come out participate, enjoy a picnic lunch, or just watch one of the events.

Dave Harding gave a very nice battery-soldering demo at last months meeting. His tips on tools, methods, and materials were very well received by those in attendance.

I'm sure many of you are proficient in various building techniques. Please plan to share your ideas and talents with the rest of the membership, by either writing an article for the newsletter or planning a demo for a meeting. We will try to assist you in whatever way we can.

Well, enjoy the remainder of May and get out there and enjoy those summer events.

See you at the field.

Mike

Mike and Charlie Crowell at Moore Field Fix Up Day in 2001



May 16th Meeting Minutes

Vice-president **Dick Seiwel** called the meeting to order at 7:35.

There were 17 members and one guest present. The guest was prospective new member **Micky Callahan**, who recently moved to the area from Virginia.

Minutes were approved as printed in the May 2002 newsletter.

Treasurer's Report – **Mike Black**, reported for treasurer **Al Gurewicz** reported an income of \$173.00 and expenses of \$1334.85. Our total available funds are \$4114.80.

Old Business

Field Committee – **Mike Black** has drafted a proposal to the Thornbury Township committee for re-establishment of flying activities on the Dallet/Squire Cheney property. A phased approach to runway development is included, details of which have been presented in the May 2002 newsletter. Also discussed was a possible limiting of times for engine-powered flight on Sundays. This proposal will be presented to the supervisors at their June 4, 2002 meeting.

Field Work – Thanks to all of those who participated. The grass seed that was planted appears to be doing well, even at Sleighton.



Moore Field Fix Up Group; Mike Black, Al Gurewicz, Dick Seiwel and Mick Harris.

By-law Committee Report – As reported last month, the by-laws appear to fit well with the AMA model by-laws. Some proposed adjustments will be presented in the coming months.

Club Picnic - **Bill and Monica Shellhase** have graciously volunteered to host this year's picnic at **Sleighton Field on Saturday, June 22, starting at noon**. Please mark your calendars. A sign up sheet was available for members to volunteer to bring food items. However, more volunteers are needed. Please call Monica or Bill at (610) 583-2919 to sign up, or plan to sign up at the June meeting.

Web Site- **Mike Black** had received some information from an outfit called RC Airport, appearing to be offering to host our website for free. **Dave Harding** and **Bob Kuhn** will check it out.

New Business

The **Wildwood, NJ fly-in on the beach** (17th and the boardwalk), hosted by the WASP's RC club, will be on Father's day, June 16, 10:00 to 3:00. Park at 15th and the Boardwalk.

The **Eagles All Electric Fly-IN** will be held in Hope, NJ on Saturday, May 18.

The **Pennsbury Land Trust Balloon Festival flying demonstration** will be on September 14, from 2:00 to 4:00 PM. Please mark your calendars and plan to fly there this year.

The **American Helicopter Museum's Rotorfest** will be held on October 19 and 20.

An issue was raised regarding helicopter flying and that there have been times where heli flying activities over the runway at Sleighton have precluded other flying activities for excessive amounts of time. The creation of an area off of the runway for heli hovering and 3D flying was discussed. **Regardless, the runway needs to be kept clear by all flyers to allow takeoff and landing by other flyers at the field.**

Break

The winner of the 50-50 was **Rusty Neithammer**, who donated the winnings to the club treasury.

Show and Tell

Dave Harding presented a demonstration of battery pack soldering techniques, including the use of braided straps and direct cell-to-cell connections. Dave had braided strap material he got from a surplus dealer, but de-soldering wick from Radio Shack works well also. Dave emphasized the importance of making durable, low resistance connections between cells. Dave had on hand the typical sub C Nicad cells, as well as some lightweight LiON cells.

Rusty Neithammer showed his Ultrapack memory module for Futaba 8U, 9C and 9Z radios. In the 8U, this module provides up to 66 additional model memories, in two banks of 33 models each. This module is available at a cost of \$60.00, from Don Edburg (<http://www.flash.net/~dynamic3/ultrapac.html>), the author of the 8U book.

The meeting was adjourned at 9:00 PM.

The next meeting is scheduled for June 4 at Sleighton Field.

Rusty Neithammer



Rusty shows his Fast Freddie to Membership Chairman Ray Wopatek and Treasurer Al Gurewicz.

So You Soloed—Now What?

By Walt Gerfen

Achieving the level of flying ability to go it alone and fly your RC model without the assistance of an instructor is a great feeling. You have learned a lot, made some mistakes, and put in the effort and time to master the basics of a fairly difficult sport. You have earned your wings. Where do you go from here?

Most pilots want to keep improving their skills. They want to step up to bigger, faster, more maneuverable airplanes. Buried in the depth of our minds are visions of performing flawless aerobatics like a TOC competitor, the only limits of our performance being that of the aircraft. Most of us know that isn't going to happen. We just don't have the time or the natural ability, but we still want to become better, and to keep improving.

How best then, to proceed?

One good way is to take the PET approach—Practice, Education, and Training. This is what most pilots do, even though they may not consciously give it much thought or planning. They continue to practice the basics with their trainer—improving landings, handling windy conditions, and striving for a more graceful, smoother flight. They learn from other pilots, ask questions, and read magazine articles to better understand flying. All well and good.

Further training, however, seems to take a backseat. It is not too often that pilots with newly earned wings are seen at the flightline with an instructor beside them, with or without a buddy cord. More likely, the new pilot relishes the opportunity to show his peers that he is competent and can manage quite well on his own. Nothing wrong with that. It builds confidence, but it may also slow the progress the new pilot desires. In the worst case, it may even allow some bad habits to develop that result in unexpected crunch testing. It may be impeding the learning process and preventing the growth of knowledge and skills.

Full-scale private pilots are required to take check rides with instructors every two years. These rides provide an opportunity for the pilot to see how well his abilities are being maintained, where improvement is needed, and what bad habits may be forming. Most pilots don't wait two years for this required event to take advantage of an instructor's experience and knowledge. They take frequent flights with instructors to learn and to sharpen their skills.

There is no reason it should be different with Radio Control (RC) models. Instructors are there to help, even after a pilot solos. Although there is no formal program in the club to advance to higher levels, there is no reason to not take advantage of what a more experienced pilot has to offer. There is nothing wrong with being back on a buddy-box if you need help in learning to fly new maneuvers, or with better handling crosswind landings. Don't be afraid to ask for help, but this type of training session would be better if scheduled other than on Tuesday Training Days.

Usually the new pilot is chomping at the bit to build a new airplane and get it in the air. It's a higher performance airplane than the old trainer. This is another place where the instructor or experienced pilot's help can be invaluable. You may think you are ready to step up to a new airplane, and this is good. But it is wise to get an unbiased opinion of whether you are actually ready, or if you may need to bolster your abilities in certain areas. There is nothing worse than taking a new airplane up on its first flight and find you can't handle it. Sweaty palms and weak knees are quick to show, panic sets in, and the result is predictable. This is not what you had planned.

The best approach with a new airplane is to hook up with

an instructor or other experienced pilot. Let him look it over for airworthiness. Let him take it up on the maiden flight. He can then offer whatever advice may be necessary to correct any problems, and make adjustments that will fit your capabilities. This may mean resetting control surface travel or balance to provide better stability, and easier handling.

Hook up on a buddy-box when you first take over. Now you have some back-up, and the pucker factor remains in check. You also have an opportunity to get an expert opinion about how the airplane performs or why you may be having difficulty with some aspect of its flight. It also allows you to let an experienced pilot demonstrate the airplane's capabilities and shortcomings, if any. This provides an opportunity to learn the best ways to fly this particular aircraft, and avoid learning the "hard" way.

Unfortunately, there is usually some point in the path to becoming a better pilot at which overconfidence grabs us. It just seems to be a natural thing for most of us. Some pilots are able to avoid it, but most will, at one time or another, fall prey to the feeling that they are better than they really are. The result is predictable. Most of us have experienced it.

Confidence is good. It is a necessary part of flying. It is part of the foundation from which we improve. But it should be confidence based upon knowledge, not hope. This is where the PET approach comes in. Practice the basics of flight until they are solidly formed into habit. Even straight and level flight—the most basic of all—needs continued practice.

Too simple, you say? Most maneuvers begin from straight and level flight. If not precise at the start, a maneuver can end up looking like something completely unplanned.

Add to your skills gradually, and practice each small part until you are confident of the outcome. As you attempt new things, ask others and listen. Read everything you can find. If you don't understand, keep asking. On a regular basis, hook up with an instructor to get feedback on how you are progressing. Let him demonstrate new things with your airplane, and give advice to help you improve your skills.

Not all pilots want to be top-notch aerobatic masters. Many are content to just build good looking, good flying airplanes, and spend some time at the field enjoying some relaxed easy flying along with the usual hangar talk and socializing. That's as it should be. Just use some PET along the way to make sure the "relaxed easy flying" part is truly that, and you are enjoying this great sport in the manner you desire.

From *Aero-Shaft*

Aero RC Club of Flint, Flint MI

Landing

by Walt Gerfen

- "Flying is the second most thrilling thing known to man—landing is the first!"
- "Takeoffs are optional—landings are mandatory."
- "Flying is hours of boredom punctuated by moments of pure terror."

These old clichés all have a basis in truth, but landings need not be that intimidating. I have noticed that some pilots land by forcing the airplane down to the runway with down-elevator stick, while the airplane still has too much airspeed. The airplane then bounces one or more times while it continues to

fly, before finally slowing down enough to stay on the runway. The optimum landing is achieved by running out of flying airspeed and touching the runway at the same time. To achieve good landings, the pilot must know his airplane. Each different airplane will have different flight characteristics that relate to the size of the airplane, the airfoil of the wing, the wing loading (i.e. the ounces of weight per square foot of wing area), the geometry of the flying surfaces, location of the center of gravity (CG), etc.

Most airplanes are power-trim sensitive—as power is increased, airspeed increase produces more lift. So in order to maintain level flight, elevator trim must be adjusted for each power setting. Higher power settings require down-trim, and conversely lower power settings require up-trim. Aerobatic airplanes with symmetrical airfoils and zero incidence settings are less sensitive to speed changes.

When you are done boring holes in the sky and it is time for landing, use a low power setting and enough up-trim to maintain level flight as you enter the landing pattern. The altitude of your downwind leg should be determined by the low speed glide ratio of your aircraft. The flatter the glide, the lower the downwind leg altitude should be.

Reduce power again as you make your base leg turn to start your descent. Be sure that the nose doesn't drop in the turns, as this will cause the speed to increase and your final approach will be too fast and too low at the threshold.

As you turn to final, reduce power to idle, keep the airplane level with just enough up-elevator to maintain a slow glide to the runway. When you are several feet above the runway, add a little more up-elevator to keep it off the ground as long as you can. It will then run out of flying speed and touch down at the same time.

To summarize—know your aircraft, learn how slow it will fly without stalling. Practice low speed stalls at altitude to learn what the stall speed is. When it stalls does it fall off on one wing (tip stall), or does it just mush straight ahead and drop the nose until flying speed is regained? Practice gliding with the engine at idle to learn the low speed characteristics and trim required to glide hands off. Set the engine to the lowest maintainable rpm.

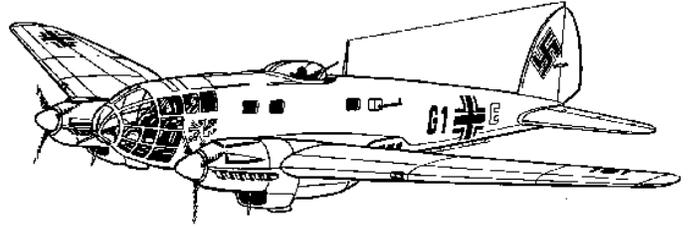
Fly a consistent landing pattern. This pattern altitude may vary for each different airplane you fly, but try to keep the rest of the pattern the same.

Practice touch-and-goes holding the airplane off the runway as long as you can. If it won't settle, then you are going too fast. Remember, airspeed is controlled with the elevator trim. You will probably be surprised how slowly your airplane will continue to fly without stalling.

This all sounds simple, but takes a lot of practice to do it right every time. Flying the landing pattern consistently the same way will result in good approaches and good landings. I like to burn a tankful at each flying session doing dozens of touch-and-goes to keep current on my landings.

From the newsletter of the Skagit R/C Club
Jerry Odell, editor
Burlington WA

Heinkels, Dorniers and Junkers.



We are standing by Canning Town tube station in East London waiting for a realtor who will show us some flats (apartments). Our Pasadena daughter and her husband have taken advantage of an opportunity for a temporary work assignment in London and we have arrived ahead of them to help out.

As I stand on the station entrance surveying the "A to Zed" London map I realize I have been here before. I grew up working with my dad in the London street markets selling various things. Here, in nearby Rathbone Street market in the early 1950's we sold cheap linoleum.

Although the map clearly showed Rathbone Street I could not actually see it. For a start the road no longer connected with the main road that we stood on. The map showed that it stopped short and I could see that a high wall separated the street from what was now a major thoroughfare. The second reason was the whole area was one vast sea of council flats (the projects). Post war Labor socialist Governments believed they should supply all goods and services to the people and built countless numbers of such dwellings (four million was the plan).

Once I realized where I was I wanted to visit the market, what a pity it doesn't seem to exist anymore. Then Jean says there is a sign saying the Rathbone Market is on the other side of the main road and sure enough we follow it, to not a street market but a purpose-built market area with small stores surrounding a market square marked out for stalls.

Then I see a store that is selling cockles, mussels and jellied eels in small cups ready for eating, exactly as they have done for 100 years (although the cups are now foam rather than paper).

"Snap"

I am transported to the market fifty years ago. We are opposite Tubby Isaac's stall, which sells cockles, mussels, whelks, shrimp and jellied eels ready to eat and live eels, which the housewives cook. The eels are kept in tubs, and when the customer makes a purchase the stall keeper scoops them up, weighs them in a wriggling mass then promptly chops them into small pieces before wrapping them to go. Jellied eels are the original Cockney sole food.



"So, what was Rathbone Street like when you worked there?"
Jean asks.

"Snap"

I am instantly transported to the market in the misty early morning when my father and I arrive to stake out "our" pitch. The whole area is a completely devastated bombsite. The only buildings standing are the pub and a small café that supplied us with hot buttered toast and tea on the cold-wet days. We get there early because we must get "our" pitch to stand the heavy unstable rolls of linoleum. Our pitch was probably once a butcher's shop but all that now remains is a black and white tiled floor. All the other stalls off the street itself stand on uneven rubble, the remains of countless houses and shops.

As the main port for the essential lifeblood of material flowing from the Americas, East London's docklands were the prime target of the Germans throughout the World War II. The Blitz of London started with a day raid on 7th September 1940 by 350 bombers. After a short break a night raid commenced and continued till four am.



Docklands burning during the daylight raid on September 7th 1940 as seen from the Pool of London, the reach between London and Tower bridges, looking east.



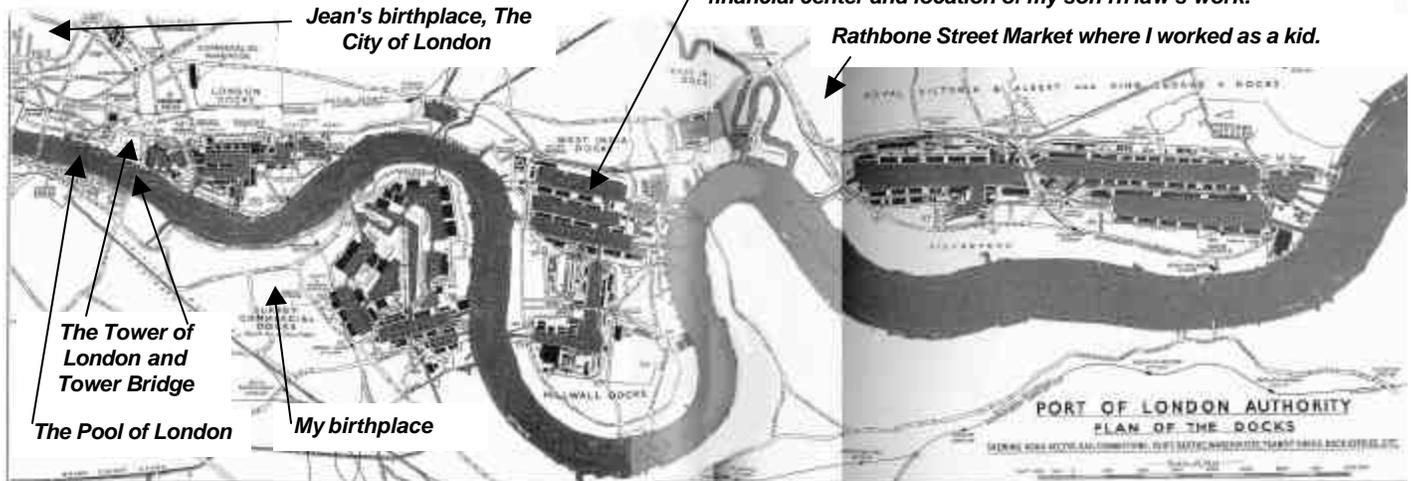
A Heinkel 111 over the Isle of Dogs in the London Docklands during the initial day raid on September 7th 1940



Dorniers over the Victoria and Albert Docks on September 7th 1940. The lines you see in these pictures are the workers row houses, which were built right adjacent to the docks. They took heavy damage and great numbers of civilian casualties. Rathbone Street was here.

The docklands were then more or less continuously bombed for three months. Over 12,000 civilians were killed during this period.

Canary Wharf on The Isle of Dogs, current site of London's new financial center and location of my son-in-law's work.



I was born in London's docklands. We were forced to move to London's northern suburbs in the "blitz".

Jean was born in the City of London, the 1000-year-old walled city within Greater London, which was the financial center of Britain. At the beginning of the "blitz" she was evacuated to the North of England. The government had a program to move school age children from high-risk areas to the safer regions beyond the reach of the Nazi bombers. The children were apportioned among the population based on space available. The hosts were not volunteers and not all of these children had a happy experience.



Evacuees with their kit, gas masks and labels waiting to leave for parts unknown.

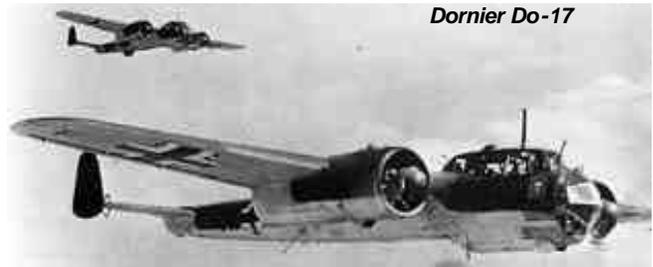
Jean's mother continued to live in the City until the fateful night in 1940 when the Luftwaffe flooded it with incendiary bombs. The conflagration was so fierce that the water supply failed and the firemen could only stand and watch as the City burned for days. Jean's mum survived with only the cloths on her back and might not have even accomplished that as she returned to her burning building in a vane search for her cat.



The City of London Burning on the night of December 30th 1940 as seen from Saint Paul's Cathedral.

"Snap"

Then it occurs to me, incredibly for the first time; German airplanes caused all this destruction and misery!



Dornier Do-17

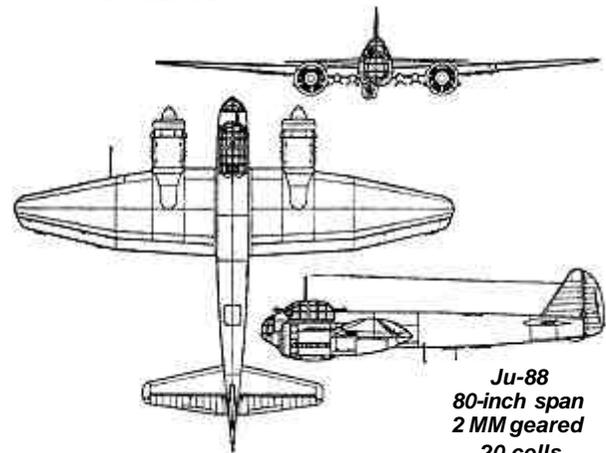


Heinkel He-111



Junkers Ju-88

Then why have I conducted so much research and spent so much time in designing an RC model of a JU-88 Warbird?
I am stunned!



**Ju-88
80-inch span
2 MM geared
20 cells**

How can I have avoided making the connection between these essential forces that have so thoroughly shaped my early life? How can I so readily separate the evil of the former from the pleasure of the latter? I can't explain it. Neither can I explain why I will probably continue with the project!

What is it about this aviation gene?

Dave Harding

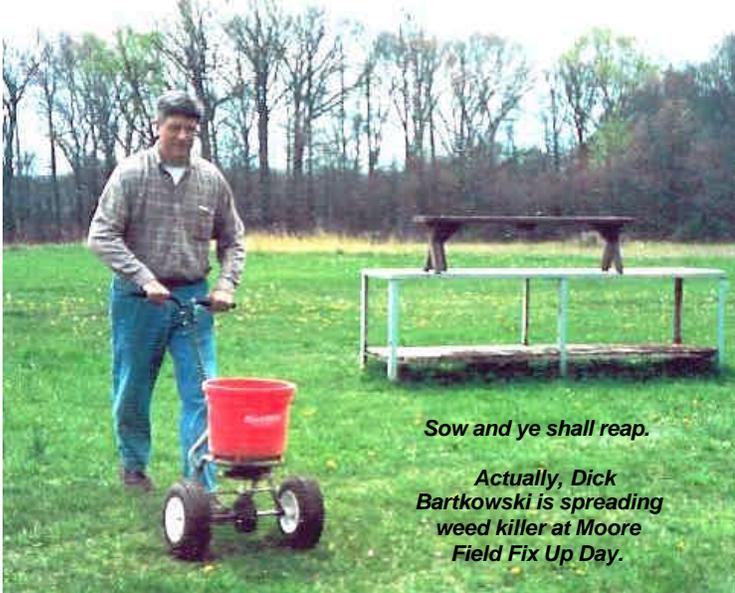
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Propstoppers R.C. M.A.C



*I was wrong, its not a
Microhenry, its our
Bob Crowell at
Sleighton*

Note; the Meeting this month is at Sleighton Field at 7 pm. Come early and bring a model to fly or an Old Timer to show / fly.



*Sow and ye shall reap.
Actually, Dick
Bartkowski is spreading
weed killer at Moore
Field Fix Up Day.*

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