



# The Flightline



Volume 48, Issue 15 Newsletter of the Propstoppers RC Club AMA 1042 June 2018



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## President's Message

Gentlemen, in this month's column I am going to answer some of the questions I've been asked.

Why changes in the Safety Rule Book? Simple really. Our book is 15 years out of date. We are trying to update our rules to be up to date with the latest AMA guidelines, which address the impact of new technology, equipment and flying styles.

Why are some of our rules different from field to field? Mostly due to differences in field shape and requirements dictated by the desires and concerns of the owners of the field and adjacent property owners

Change is always frustrating. But, the very best way for us to accomplish this is through the dialog between active members that takes place at our regular meetings. Please come to the meetings and join the discussion.

Chuck Kime, Vice President

## Agenda for June 12th Meeting At

***Gateway Church Meeting Room***

**7:00 pm till 8:30**

1. Call to Order and Roll Call
2. Approval of minutes
3. Treasurer's Report
4. Old Business  
By Laws Committee Report  
Picnic Planing
5. New Business
6. Show and Tell
7. Adjournment

## **Minutes of the Propstoppers Model Airplane Club**

Minutes of the Propstoppers Model Airplane Club  
May 8, 2018 at the Gateway Church meeting room.

Call to order took place at 7:10 PM by Vice-President  
Chuck Kime

The meeting was conducted by the Vice President in the  
absence of the President.

The minutes for the last meeting were approved and the  
Treasurer gave his report.

A request was made for the editor to post a notice in the  
Newsletter reminding members that the yearly dues are  
now overdue, and further delays in payment would result  
in suspension of flying privileges.

The revision of the club bylaws has been completed and  
ready for forwarding to AMA Headquarters. Some  
members commented on the fact that some critical  
safety issues had not been addressed - such as drone  
and FPV field restrictions and the coordination of the  
duties of multiple field safety officers - but it was  
explained that this was a separate issue to be resolved  
now that the bye laws are complete.

The dates for this year's club picnics are June 16th, July  
21st, August 18th, and September 15<sup>th</sup>. The June picnic  
will be BYOF. Members will bring their own food.

A request was made for the names of family members to  
be added to the club roster.

The meeting was adjourned at 8:00 pm.

Mick Harris for Dick Bartkowski

## **Propstoppers RC Club of Delaware County, Pennsylvania. Club Officers**

**President**  
Dick Seiwel  
(610) 566-2698  
**Vice President**  
Chuck Kime  
(610) 833-5256  
**Secretary**  
Richard Bartkowski  
(610) 566-3950  
**Treasurer**  
Pete Oetinger  
610 627-9564  
**Membership Chairman**  
Ray Wopatek  
610 259-4942  
**Safety Officers:**  
Eric Hofberg  
610 566-0408  
Ryan Schurman  
**Newsletter Co-Editors:**  
Dave Harding  
(610)-872-1457  
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610 891-7936

Propstoppers Web Site; [www.propstoppers.org](http://www.propstoppers.org)  
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## **FLYING PRIVILEGES ARE NOW SUSPENDED FOR ANY MEMBERS THAT HAVE NOT PAID 2018 DUES**

***Membership renewal for 2018 is now required. You can renew by mail or at  
the club meeting***

***Bring cash or check and your AMA card.***

***Dues are \$60.***

To renew by mail, please send a check made out to the ***Propstoppers*** to:

**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**

## Calendar of Events

### Club Meetings

Monthly Meetings

Second Tuesday of the month.

Gateway Community Church at the Christian Academy. Doors open at 7:00

### Gateway Church Meeting Room

Tuesday Breakfast Meeting

Tom Jones Restaurant on Edgemont Avenue in Brookhaven. 9 till 10 am. Just show up.

Flying after in the summer at CA or Elwyn Field 10 am. Weather permitting.

Indoors at the Brookhaven Gym in winter

10:00-11:00 (subject to availability of the gym).

### Regular Club Flying

**At Old Christian Academy Field; Electric Only**

Monday through Friday after school till dusk

Saturday 10 am till dusk

Sunday, after Church; 12 pm till dusk

**At Elwyn Field; Gas or Electric**

Monday through Saturday 8 am till dusk

Sunday 12 pm till dusk

INDOOR Flying, see attached dates.

### Special Club Flying

Saturday mornings 10 am

Wednesday Helicopter evening in summer

Thursday evenings in the summer

Tuesday mornings 10 am weather permitting after breakfast.

Check our Yahoo Group for announcements;

<http://groups.yahoo.com/group/propstoppers/>

### Beginners

Beginners using due caution and respecting club rules may fly Apprentice or similar models without instructors at Christian Academy Field.

The club also provides the AMA Introductory Pilot Program for beginners without AMA insurance.

## Editor's note:

Well, as I predicted last month, this month's newsletter is a little on the thin side.

My usual spring migration to Cape Cod was interrupted by a three week "visit" with my son in Austin to help him renovate a bathroom. There's not much opportunity there for newsletter material, unless you are interested in a build article feature on what NOT to do when installing ceramic tile.

In the meantime, I assume you have all been flying regularly and enjoying the camaraderie of club membership. But, I can't say for sure because nobody has sent me a single word or picture to report on the month's activities! So, other than news of Joe Paradine's exploits, you'll have to accept an item cribbed from the internet as sufficient copy.

I can't report what I don't have. Please take some photos when you are at the field and send me any "news that's fit to print."

Larry Woodward

Editor

Woodward.larry@gmail.com

# **Bylaw Revision: Process and Progress: Waiting for AMA Review**

by Larry Woodward

The bylaws revision presented for the May meeting has been sent to AMA for review. However, the person at AMA who does the reviews has been away for a couple weeks and will not be able to have comments to us in time for this issue. Hopefully, we will have their reply in time to report the results in the July Flightline.

Discussion at the May meeting expressed continued concern over the pending changes in Safety Rules and the role of Safety Officers.

The current proposals, with the exception of the change in procedures for operating with 72 Mhz transmitters, are all regarding the administrative structure of the Club and not Safety Rules. The Safety Rules will be addressed separately after the structural changes have been approved.

In this regard, and in response to the discussion at the May meeting, the structure now calls for all of the Safety Officers and the vice President to jointly constitute an official Safety Committee. All proposals for changes to Safety Rules and the disposition of Safety Grievances will now be conducted by the Safety Committee as a whole. Once these structural changes are approved, then the new Safety Committee will propose any rules changes to accommodate new AMA guidelines and new technologies.

# Joe Paradine: a Man For All Seasons

By Larry Woodward

Most of us feel pretty good when we have a good flight at the field or complete a build project good enough for the club Show and Tell. Recognition and praise from our peers is always nice and gives us well deserved pride. But, for most of us the idea of recognition in the wider circle is not something we expect. Well, not if you are fellow Propstopper Joe Paradine.

Joe is a man of many interests and great talent. Since his retirement, his exploits have taken him to some “new heights” and significant achievement. Here are a few of his latest accomplishments in 2018 alone.

**2018 Penn Relays  
Silver Medal  
100 Meter Race  
Masters Class 80 Years old  
and Above.**



**USA Track and Field  
Masters National Championships 2018  
Landover, MD**

**Pole Vault  
Second Place  
80 and Above**



**Since 2009 Joe has earned five medals in this National event, two Gold, two Silver and one Bronze.**

# 2018 RC Laser North American Championship – Regatta

## Third Place silver Fleet



**Last, but not least:**

**2018 RC Laser North American Championship – Regatta**

**“Dirtiest Sail” Award**



**Way to Go, Joe!!!!!!**

# JetSuite strikes a deal for hybrid electric planes with start-up Zunum Aero

By SAMANTHA MASUNAGA

MAY 21, 2018 | 3:50 PM

*Los Angeles times*

<http://www.latimes.com/business/la-fi-hybrid-planes-jetsuite-20180521-story.html>



Irvine charter jet operator JetSuite will add hybrid electric planes to its fleet starting in 2022. It is the first substantial commercial order of an aircraft technology that could cut fuel costs and emissions, and make flights quieter.

The planes, which will seat up to 12 passengers, are being developed by Bothell, Wash., electric aircraft start-up Zunum Aero. The company, which has 70 full- and part-time employees, has received backing from Boeing Co.'s venture capital arm, as well as JetBlue Technology Ventures. JetSuite expects to receive about one plane a month for the first year or two, with deliveries accelerating from there, said Chief Executive Alex Wilcox. The company said it would add as many as 100 Zunum aircraft to its fleet.

Over the years, a few electricity-powered planes have been developed as test vehicles, including a two-seater Airbus aircraft that flew over the English Channel in 2015 and a solar-powered plane that completed an around-the-world journey a year later.

But aviation experts have said battery technology is the major hurdle to developing a commercial electric plane, making a hybrid aircraft a more viable option.

In Zunum's plane, battery packs are located in each wing and will be relied upon first to power the aircraft. The plane's rear fuselage can be used to store either a third battery pack — to make the plane fully electric — or in the case of JetSuite, a range extender consisting of a traditional gas

turbine coupled with a generator that creates electricity to power the plane's electric motors, said Ashish Kumar, chief executive of Zunum.

The plane's computer system calculates ahead of time when the turbogenerator will need to turn on during flight, he said. The hybrid plane's range is 700 miles and it has a maximum cruise speed of 340 mph.

"This is very, very carefully optimized so as batteries improve, more and more of the flight becomes electric," Kumar said.

Though technology has improved, batteries' specific weight — or the amount of energy they can store for a given amount of weight — has not advanced enough to achieve significant range. That means an all-electric plane would need to carry a large number of batteries to get the same energy as jet fuel, said Alejandra Uranga, Gabilan assistant professor of aerospace and mechanical engineering at USC.

On planes, weight is a crucial factor. "It's very expensive to carry weight on an aircraft," she said. If battery technology continues to progress at its current rate, commercial aviation probably would be "much more prone to use of hybrid than fully electric," said Pat Anderson, director of Embry-Riddle Aeronautical University's flight research center and a professor of aerospace engineering. "The hybrid does afford you the capability of having range and endurance that is between electric and gas, yet it has less direct operating costs and fuel emissions, possibly, than the gas counterpart," he said.

However, hybrids could also run into a slight problem with weight, as they must incorporate both a fully electric system and a conventional engine, he said. Wilcox of JetSuite said Zunum's flexible design of the plane, which can later be converted into a fully electric aircraft, was a more "realistic approach."

The hybrid planes would be used first for JetSuite's private charter jet service, though the company plans to later use the aircraft for its JetSuiteX service, a public charter jet option that flies between several destinations in California and Nevada.

The company expects it will save 80% in fuel costs on the Zunum planes. "We spend way more on fuel than we do on airplanes today," Wilcox said. "The savings on gas will more than pay for the difference."

Wilcox has said JetSuite probably will look at incorporating the hybrid planes into routes that are 200 to 500 miles long, such as Los Angeles to Las Vegas, or Santa Monica to Mammoth Lakes. The plane's ability to take off on a runway of just 2,200 feet could also open up new markets, he said.

He mused that one option could be short, intra-state flights — say, from Ontario to San Diego — that could compete with the likes of Uber, which has unveiled plans for urban flying taxi services using vertical takeoff and landing craft.

Zunum plans to conduct flight tests of its electric propulsion system next year. The company is developing its own electric motor that will be added to an existing aircraft for test purposes, before later incorporating the turbogenerator.

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