



The Flightline



Volume 41, Issue 5

Newsletter of the Propstoppers RC Club AMA 1042

May 2011

President's Message



This has been a very wet start this year but I'm glad to say the field is ready and waiting. the grass is cut and the path to the left will safely take you to the pits so lets go flying. If you missed the last meeting the next four will be at the field 530

till dusk May 10, June 14, July 12, and Aug 9 . We will have three picnics this year starting June 18, July 16 and Aug. 20. Please try and set these days aside.

This is the Big One again this year Please try and help out.

This is Middletown Community Day May 7 th. It is at a new site this year Penn State Brandywine it's right on RT. 352 on the left passed Fairacres. Set up time is 9:00 till 10:00 it will be on the soccer field . This field should be good for Helicopters gas and elec. also fixed wing . We would like experience flyers to do the flying because of the new field. Static displays are more then welcome This has come up Fast so please come out the club needs you . Come to the next meeting and we can talk about the new field for both gas and elect WE HAVE THIS FIELD it just needs to be cut and dried out.

Hope to see you at Community Day!

Dick Seiwel

Details on Elwyn Field

We once again have acquired a new field, this one is within the Elwyn Institute property off Rt. 352. This new field will allow gas flying, of course within the club's long established noise limits.

At this time Dick is working out the field arrangement, limited by swampy ground in the middle and a mat of brambles growing in the grass. He has cut it three times but it will take more work to get it like CA field.

We are not encouraging members to use this new field at this time because we must ensure everybody knows the rules for this field. The field is accessed from the Elwyn property gaining entrance on Elywn Road. Please note we are within the Elwyn property and need to respect that fact. Also, parking is in the designated area only. You will not be allowed to drive onto the field even though the pit area will be some small distance from the parking. Also note that although the field is not tiny it is surrounded by many "obstacles to good neighborhood". The Elwyn properties are extensive as are dwellings on two other areas. Then of course there are the surrounding major roads; both Rt 352 and Rt 1 bound the property on two sides. Consequently this field will be used primarily by experienced flyers. We may allow less experienced flyers but only on a buddy box with and experienced flyer. Helicopters may be the ideal models for this field.

a great deal of the work in acquiring this new field, particularly talking with Elwyn lawyers and other administrators, was performed by our ever energetic Vice President Dave Bevan. This process has taken them years to bring fruit. It started with requests to fly on the Elwyn half of the Sleighton school fields and eventually progressed to the point of Elwyn offering their campus field.

So when you see Dick and Dave give them both a hearty cheer of thanks.

Dave Harding

Agenda for May 10th Meeting At the Middletown Library:

Doors open at 6 pm meeting at 6:30

1. Membership Report
2. Finance Report
3. Show and Tell

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Calendar of Events

Club Meetings

Monthly Meetings
Second Tuesday of the month.
Christian Academy Field
Next Meeting:

May 6th

Tuesday Breakfast Meeting
Tom Jones Restaurant on Edgemont Avenue in Brookhaven.
9 till 10 am. Just show up.
Flying after at Chester Park 10 am.

Regular Club Flying

At Christian Academy; Electric Only
Monday through Friday 10 am till dusk
Saturday 10 am till dusk
Sunday, after Church; 12 pm till dusk

Special Club Flying

Saturday mornings 10 am
Thursday evenings in the Summer
Tuesday mornings 10 am weather permitting after breakfast
at Chester Park.

Check our Yahoo Group for announcements;
<http://groups.yahoo.com/group/propstoppers/>

Club Picnics

June 18,
July 16
August 20

Beginners

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

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

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F-22 Foamy ~ A Club Project?

I returned from California only to find nobody had taken me up and built the F-22 foamy I proposed for a club project. So I took the parts back from Chuck Kime who had been holding them in case someone volunteered and I built it myself. Actually I had the opportunity to fly my buddy's smaller model in California and had the hots to get my own.

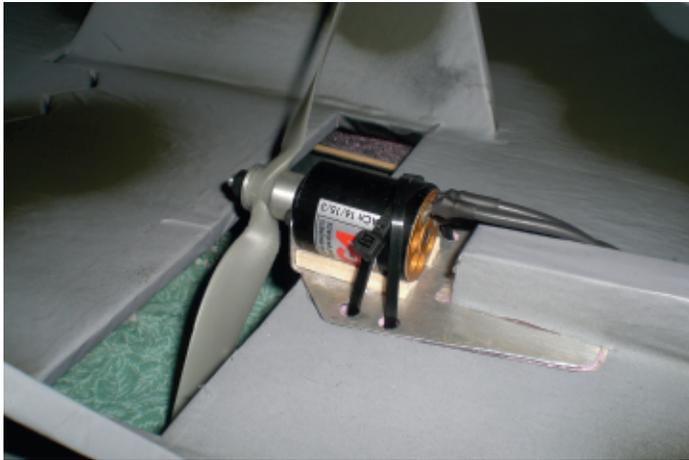
Now this model is bigger than the west coast version at 28 inch span and it is made from pink FanFold foam at about 1/3 inches thick. The picture shows the parts laid out on a single sheet. These sheets are not completely flat and the surface finish is different on each side, so although most of the parts fit on a single sheet you still need to make some opposite hand parts on a second sheet so both wings have the same upper surface and whatever non-flatness exists is symmetrical!



I glued a carbon tube spanwise across the wing at the widest point but making two spanwise cuts partly through the thickness then gouged out the material in the trench so as to bury the tube. I glued it in place with Gorilla glue and masking tape to keep the glue in. I weighed it down to a flat surface with a long bar and waited patiently till it was thoroughly dry.

I also used Gorilla glue for the other fuselage parts and the tail being relatively careful to clean out the foam excess as it set. Since I wanted to paint the model with regular spray paint I covered the whole thing with thin





This Mega 15/16/3 produces 280 watts for a great thrust/weight ratio of 186 watts per pound

inexpensive clear packing tape, making relatively sure to overlap and cover everything. Hint, you can heat shrink this tape to make a fairly smooth final finish, but if you overdo it you will burn right through in an instant! Now after making this decision John Moloko told me there are suitable water based paints available but that will have to wait till the next foamy. I have read another way to do this is to spray or brush the whole model with water based polyurethane ~ two coats, then hit it with regular rattle can spray.

At this point it was getting heavy and I was beginning to get worried about a) sufficient power and b)CG ~ it was looking to be aft and needed lead "tail lightener".

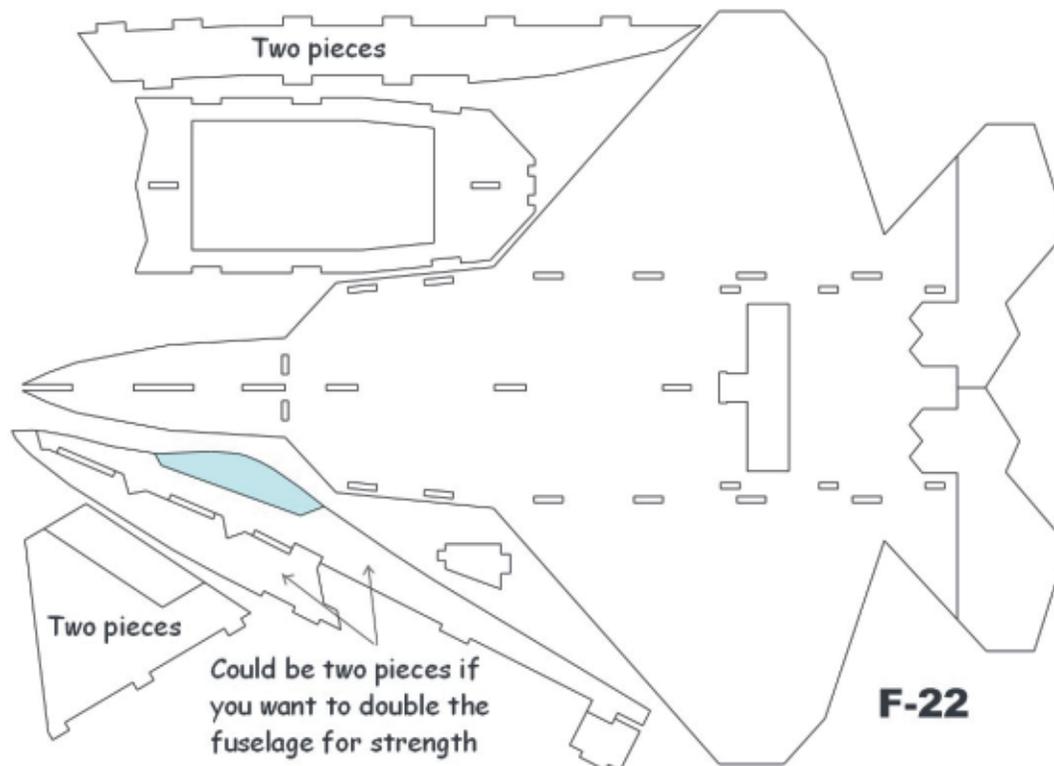
So raking through my old motor stash I came across a really good Mega 15/16/3 inrunner with a planetary gearbox installed. This was to make an excellent SAM competition powerplant and minus the gearbox this 3000 Kv motor would do the trick for the F-22 on two cells with a 7 x 6 APC prop. Sure enough, it pulls 40 amps so about 280 watts for a 24 ounce airplane is pretty good.

I solved the CG problem by using a bigger battery, a Polyquest 4000 mah two cell 10C pack.

After breakfast on a rather rainy Tuesday a few of us tripped down to Chester Park for just one flight. It really does fly well, fast, slow, good loops modest rolls with low rates, not nerve enough to try high rates on the first flight. The big model flies like the smaller west coast version but responds just a bit slower like a bigger model would. Hands off stable too, and a pussy cat to land. And you know what? It looks like an F-22 jet too; magic!

Get the idea that I like it? This one is a keeper. Ready for yours? I have the templates and the pink foam.

Dave Harding



A larger version of these plans can be downloaded from <http://www.propstoppers.org/Pictures/F22Plans/F-22PartsPlan.jpg>
You can also see Dave for templates that you can use to cut-out the foam pieces.

Highlights From the Mailing List: A Lesson Learn

Jeff Frazier shared a recent experience on the mailing list, and I thought it was an experience that we could all learn from.

Here's what Jeff had to say:

So, let me set the stage. I get my wife to come to the field (CA) with me yesterday to "kick off" the plane season – I only fly helicopters in the winter. We get to the field – it's really dried out (from how wet it previously was that I heard from others) and looks great (thanks for cutting so nicely Dick Siewell). We set up in the pits, she is on my portable chair reading a book. I eagerly, but carefully execute the checklist to start my first plane flight of 2011.

I am going over my yellow Pulse XT, as over the winter, while handing me a snow shovel, my wife had knocked it from its resting place on a shelf in the garage. The fuselage fell to the concrete floor and did sustain some minor / very fixable damage. I have to laugh, as when I told her "be more careful around my planes next time!", she shook her head and sincerely told me, "you would eventually crash it anyway – I just accelerated the process". I had to laugh – that was pretty funny to me.

So... back to the field yesterday. I complete my checking of the craft and put the first battery in and proceed to a controls check. All good – ailerons going in correct deflection directions, rudder looks good and elevator climb / descend – perfect! Now to check the motor – running up nicely – ready to go. My wife asked why I was taking so much care to go through the model so much and I explained that I seem to have gremlins that do little "mods" for me to my planes over the winters. I really am not sure what the heck it is with me, but I do always seem to find issues on my first flights after a long winter break. Maybe bad luck – or, my wife could be the gremlin too I guess! ;)

I put the plane on the field – I AM READY! Woot! It is go time! I fire up the motor expecting the high pitched and powerful hum of the Eflite 32E to fill the air, but no... It putters down the runway like a three legged goat. Not what I was expecting or hoping for.

Okay – okay, I said to myself, just bring it back and figure this out. First things first – disconnect the battery. So I do so and then I put my battery tester on balance lead. Cell number two is reporting VERY low voltage – huge variance to the other 3 cells (4S 4000 40C battery).

Funny though, as I JUST finished balancing it at the house – need to figure that out later I tell myself. So I grab another battery and test that one. Great! 1680 read on the tester, low variance read out across the cells – looks good. Phew, was just the dumb battery before.

Get the plane back on the runway and slowly push in the throttle – okay, NOW I am cooking with gas, I hear that fun / familiar hum of sick POWER - I am MOVING. I roll out only about 25 feet, ease a bit of back pressure on the elevator and she lifts off nicely. I climb up about 40 feet and bank left on the crosswind leg of our "left traffic" pattern. So far, so good. I make my turn onto the downwind – my nerves are starting to settle a bit, as I am in the air, all seems okay but nope! I am beaming mid-field on the downwind leg and the vertical stabilizer wing FALLS OFF! I could not tell if the rudder fell off or the wing, but the let's say this much – they put that wing there for a reason! :0

I fought the planes controls to keep her airborne, but to my chagrin I watched it just roll into a "death dive" for the sticker bushes on the base leg of our pattern. THWACK - BOOM! That sickening sound of defeat... She's down. I said, "oh no... What the hell?". I take my transmitter off and just hang my head a minute as I have not "crashed" a plane in a LONG time. My wife turns to me and says, "if I were you, I would not do stunts so soon after you take off – see what happens!" referring to the erratic flight behavior. Apparently, she did not see A WING FALL OFF. I laughed at her comment and explained the situation to Mrs. Air Martial Frazier – not sure she believed me until I showed her the vertical wing laying in the mid field!

I am not exaggerating – I literally DOVE from 25 feet ABOVE the tree line and expected toothpicks. See the pic below (broken prop and have to reattach the vertical stabilizer only – PLUS check over profusely) – I now LOVE sticker bushes and endorse as all flying fields!

Hope to see some more folks out there – see the



Jeff was lucky -- his plane came down in good condition, and he was able to find the piece that flew off during flight. Don't count on this kind of luck! Thoroughly inspect your plane whenever it encounters a bump or drop.

excitement you miss by not coming out? ;)

Jeff's experience reminded me of an experience that I had last year when my apprentice crashed after the vertical stabilizer fell off mid-flight due to hangar rash.

While in the back of the car, a large piece of foam fell on the top of the stabilizer. Even though I thought I inspected it, it clearly had sustained enough damage to cause a crash.

Chuck Kime had some good ideas to follow when your plane has sustained some trauma: When a model has a traumatic experience, you should go back to your full-scale (real) plane training. When your model, uh, fell off the shelf, you should give it a real going over. Shake the heck out of it, and check all your attachment joints. Wing, tail, gear, etc.

WACO UPF-7

A former Propstopper has been kind enough to share some details on his latest project:

The project is underway again since I have completed work on several sailplanes. All of the rough framing is done and CG is right on without batteries. I expect it to be around 35 lbs when finished which will give me a very reasonable wing loading.

The ship started out as a Byron Originals however as I reviewed the kit, I found that much of the aircraft was not to scale. The wings and fuselage were not correct and as a scale ship, it just had to be covered in fabric. I discarded everything except the fiberglass nose of the all glass fuselage, and landing gear which are perfect. I added an aluminum tubular frame (to scale) with the help of a beautiful 1/4 scale compilation drawing done by John



Eney's father years ago. It was great scale documentation. The other major source are drawings by Nicholas Karstens.

I'm using the Stits system which is already on the tail feathers. I still haven't settled on a color scheme. Of course it will be taped and stitched.

The engine is a beautiful Robart which looks much like the original "Jake". The engine has been bench run and performs great. It will be much more powerful than I need



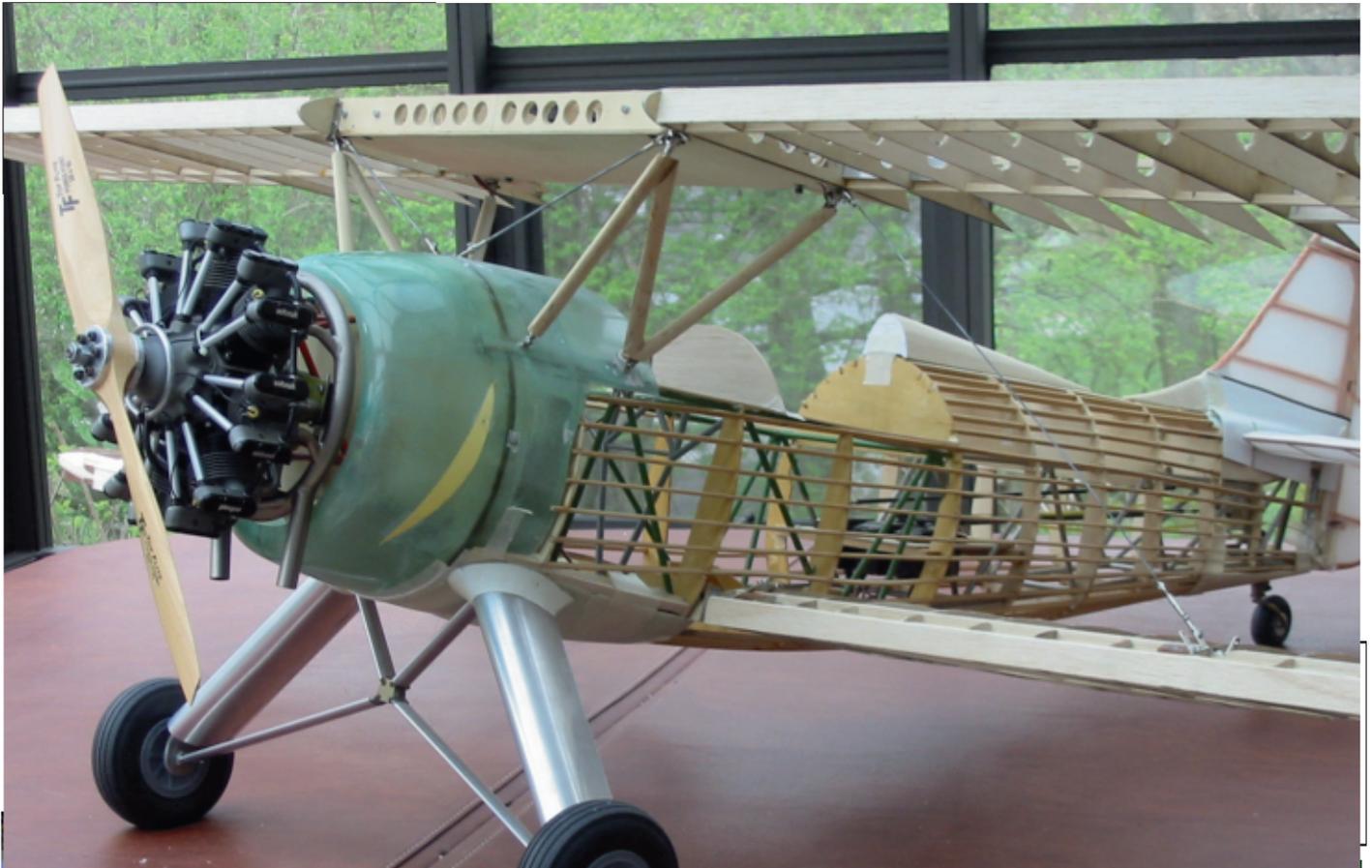
so I will be able to run at low throttle for a realistic sound and speed. The engine weight is perfect for the CG. <http://www.youtube.com/watch?v=Vs0U3Q1R2Xc>

The features will include a Ram lighting system and a Aerotow release hidden in the center handhold in the upper wing center section. I want to use it to tow my 1/4 scale TG-3A which will make a perfect historic vintage pair in 1/4 scale. Power will not be an issue.

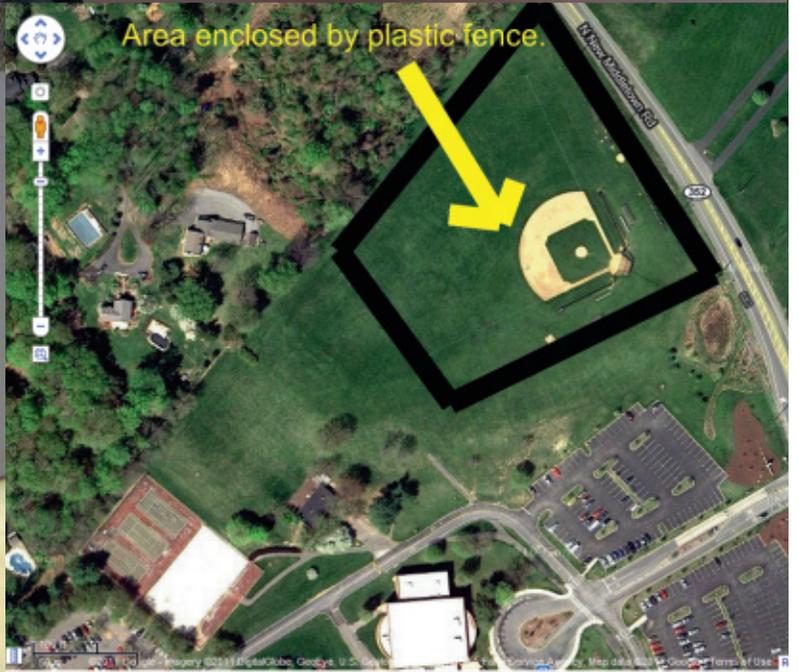
There is still a lot of rigging to be fabricated. These will be structural since the wing panels will be removable. I also need to build a vacuum form tool for the corrugated ailerons. The cockpit will be .020 aluminum skin and the other metal covers will be vacuum formed like the lower fin fairing. One more item which is a beautiful aesthetic feature of the WACO, along with the graceful wing tips is the lower wing fuselage fillets.

Martin C. Zeller

Video of Martins WACO towing a glider can be seen at <http://www.youtube.com/watch?v=AFQCikZyZsM>.



Dave Bevan treated the group to a tour of the American Helicopter Museum on April 11. A good time was had by all.



Don't forget about Middletown Pride Day on May 7th! Setup is from 9:00 - 11:00. We will be flying on the soccer/baseball field indicated on the map.