



The Flightline



Volume 38, Issue 11

Newsletter of the Propstoppers RC Club

AMA 1042 November 2008

President's Message

Well club elections are over for next year's officers, and we would like to thank you all. All of the officers will remain the same for 2009. We will do our best to keep things moving in the right direction. .

It seems the weather is holding up well this year, Christian Academy seems to be drawing a nice group of flyers.

Don't forget, indoor flying starts Nov. 7 th 6:30 till 9:30_ Hope to see you there.

Well Elwyn has come up with a new field for us to use. We will go over it at the next meeting. The paper work may be signed by then (I hope), and then we can start to get it ready; it will need a lot of work but I think it will be worth it. It is a little tight, but I think it will work, and by the way it will be a **FUEL FIELD; no houses** any where near.

Don't forget Nov. 7 is the indoor flying and Nov. 11 is the Meeting. Don't forget a show-and-tell for the meeting.

Hope to see you at both.

Dick Seiwell

*Agenda for November 11th Meeting
At the Middletown Library;
Doors open 7pm, Meeting 7:30pm.*

1. Approval of October Meeting Minutes
2. Membership Report
3. Finance Report
4. Flying Field Situation
5. Show and Tell

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Minutes of the Monthly Meeting

October 14th, 2008 at the Middletown library

The meeting was called to order at 7:30 p.m. by Vice President Dave Bevan

Roll-call by membership chair Ray Wopatek showed 18 members and 3 guests present

Minutes of the September meeting as published were approved by the membership

Treasurer's report was given by Pete Oetinger and approved

Old Business:

Dave Bevan gave a report on his discussions with Middletown officials on the status of Sleighton field. He discussed with them the possibility of our flying while construction activities were proceeding on the far side of the field.

A representative from Chester County R.C. spoke to us about sharing activities. We invited them to our winter indoor flying and they said they would welcome us to some weekend flying at their field. Their field allows all powered types including fuel.

New Business:

Indoor flying has again been arranged for us through the good work of member Mike Black. He has arranged for our Friday night flying at the Tincum Elementary school. The dates are posted in the newsletter.

Chuck Kime gave a report on club members' activities at the recent SAM champs in Muncie Indiana. The report can be found in the newsletter.

Chuck also reported on the vintage flying last week at Oxford where he placed second in 1/2 A Texaco.

Pete Oetinger polled the club to see about interest in a Club T-shirt. 12 people showed interest so he plans to investigate further.

Nominations were opened for club officers. Nominated were:

- Dick Seiwell-President
- Dave Bevan-Vice-President
- Dick Bartkowski-Secretary

As only one person was nominated for each position, all were elected unanimously by the membership in accordance with the bylaws.

The board also re-appointed; Ray Wopatek as membership chair and Jess Davis as field marshal.

Dave Bevan gave a report on the Widener college payload model airplane contest for student engineers. He is working with them to design and fly a plane as he has in the past.

President Dick Seiwell proposed a budget for 2009 that leaves club dues at \$60. He budgeted for three picnics sponsored by the club. The budget was approved by the membership.

Three new members and guests were introduced to the club.

Calendar of Events

Club Meetings

Monthly Meetings at the Middletown Library (behind Weather's Dodge on Rt. 452)

Second Tuesday of the month.
Doors open 7 pm, Meeting 7:30

11th November
9th December

Tuesday Breakfast Meeting
The Country Deli, Rt. 352 Glenn Mills
9 till 10 am. Just show up.
Flying after at Sleighton Field 10 am.

Indoor Flying

Friday evenings at Tinicum School
6:30 till 9:30 pm

7th November
5th December
9th January
6th February
6th March

Regular Club Flying

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
Tuesday mornings 10 am
weather permitting after breakfast.

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

Propstoppers RC Club of
Delaware County, Pennsylvania.
Club Officers

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Propstoppers Web Site; www.propstoppers.org
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Show and Tell:

Chuck Kime showed a burned up lithium battery that fried while on automatic charge. He doesn't know why it burned but he had taken the wise precaution of charging it inside a concrete block, so no harm no foul, except to the battery. (see the following article).

Chuck also showed Dave Harding's test flying foam canard model that Dave has been trimming at the field.



Mick Harris showed a completed 1952 Tomboy vintage English model set up for speed 400 flying. He gave a history of the model and told how it came back to popularity because it is an easily built plane that flies very well.



Adjournment took place at 8:50 p.m.

Richard Bartkowski, Secretary

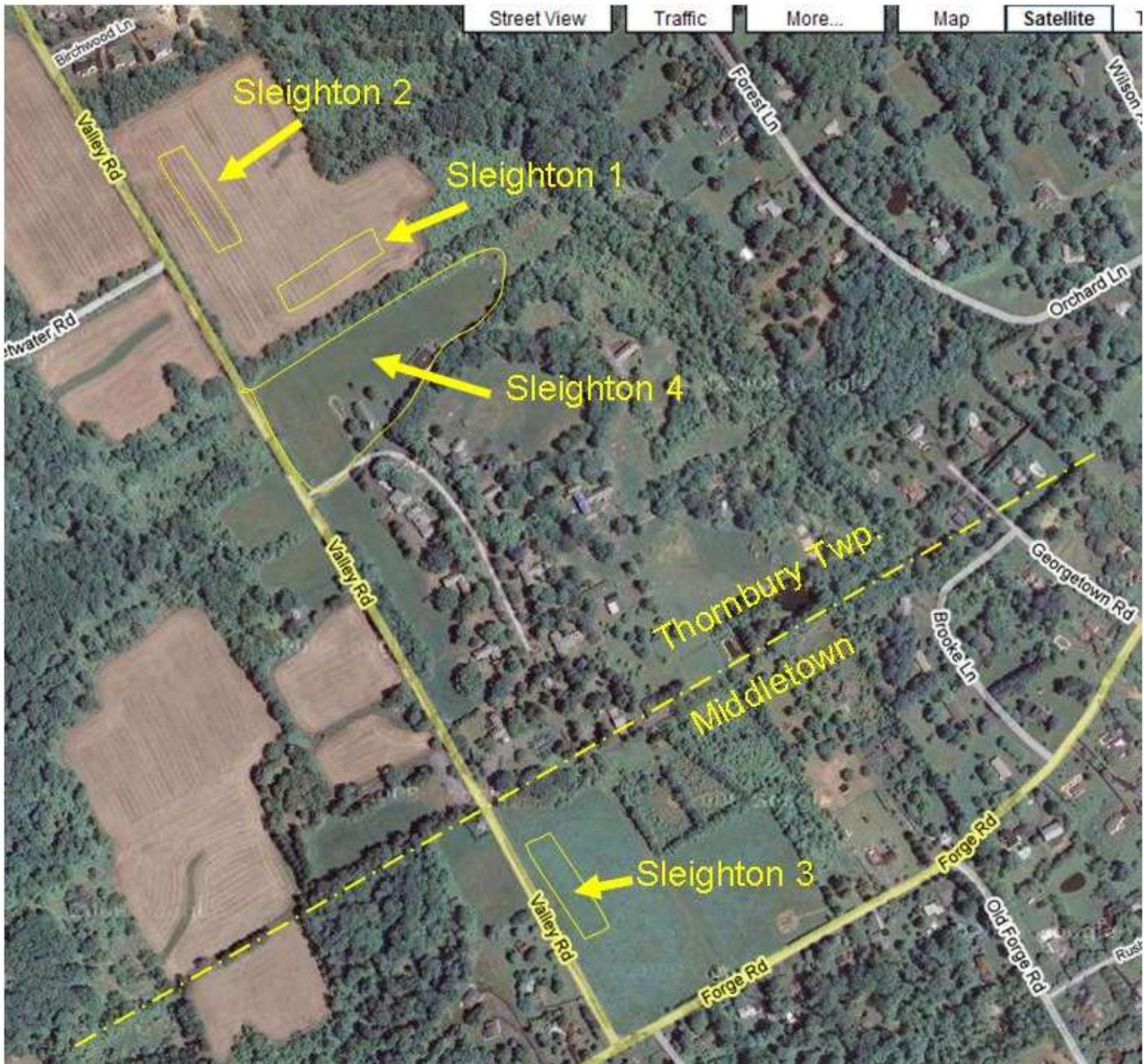
A New Sleighton Field; for Glow Planes Yet?

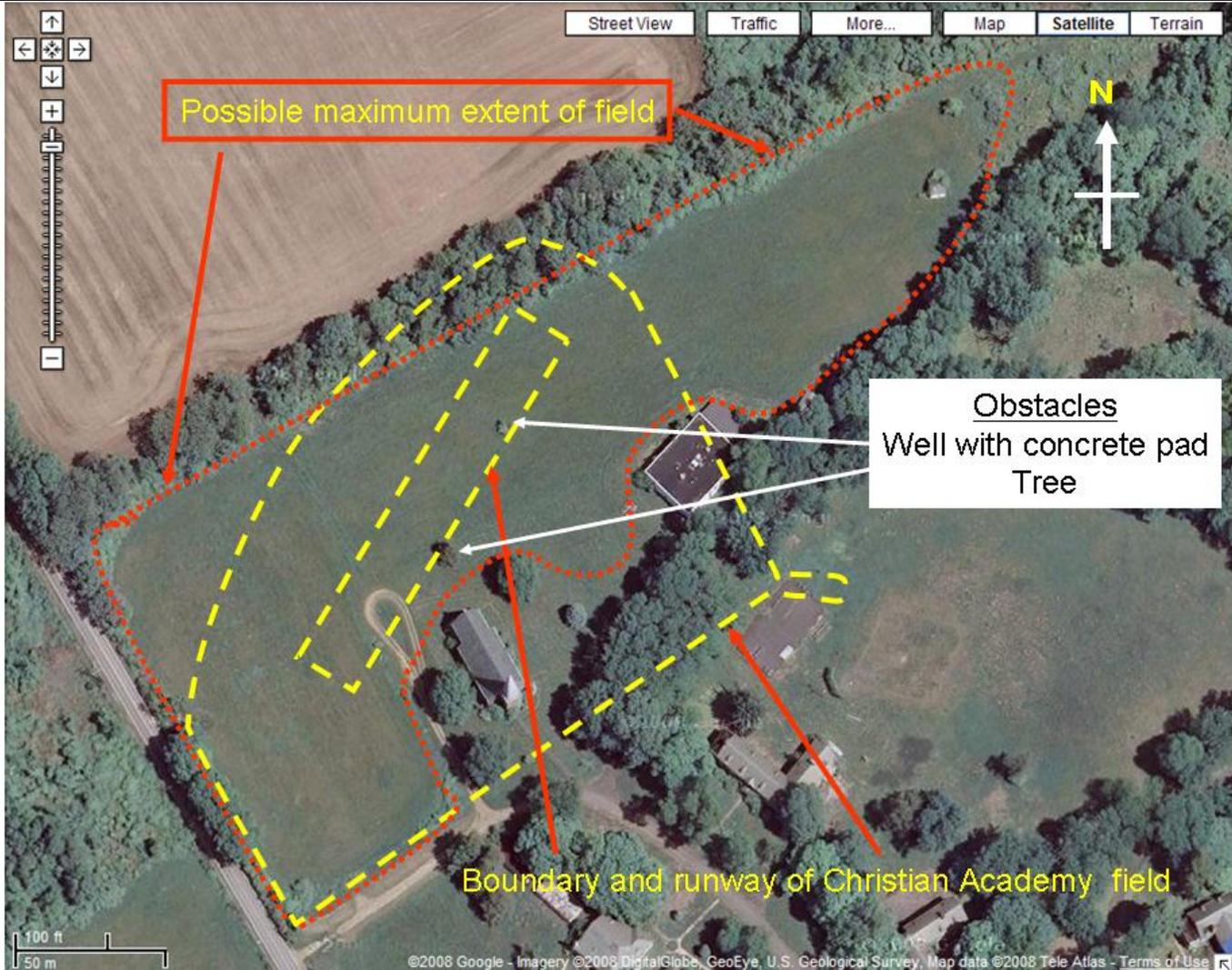
President Dick Seiwell has done it again; he has found another potential field for us. By pursuing the alternatives with the Elwyn management of the Sleighton Property, Dick and the owners have identified a piece of the property that is not being used for agricultural purposes and could be used by the Propstoppers. Just so you understand, we have been flying, at what I will call Sleighton 3, on the Middletown side of the property; the piece Middletown bought from Elwyn for recreational purposes (yeh, right!). The balance of the property, although offered for sale and occasionally "purchased" by various developers, is still owned by Elwyn.

Dick and Dave Bevan met with the Elwyn properties manager at Sleighton and explored the possible fields. The location identified and satisfactory to Elwyn is the portion adjacent to the Church. Apparently they

are satisfied with us as "tenants" on their land and they will be forwarding their "pro forma" agreement for us to execute. We don't foresee any hiccup here but until it is done and dusted we shouldn't get too far ahead of ourselves.

Here is the satellite view of the whole property with our three prior fields identified together with the potential site 4. Compared with our last few Sleighton fields it is narrower but longer. It also had a number of obstacles generally in the field or close around the edges. It is not obvious just how we would site our runway and from which side we should fly but if all goes well it will be fun to sort it out. Perhaps the best part about this field is it is well away from any known housing, so we will go into it with the intention of allowing gas models that meet our noise requirements. On the next page we show a close up view with the current Christian Academy field superimposed.





A few points to consider are the prevailing wind, from the bottom left and the sun, starting on the right in the morning, the bottom at noon and from the left in the evening. Further considerations are the overflight area to the far side of the runway wherever we place it. If we wish to look generally north so the sun is no problem we would fly over the northern tree line and the field beyond. On the other hand, if we site it such that we are looking south we might have a sun problem and would fly over the church and other Sleighton buildings. Access is another issue as we would probably use the old gate at the bottom left of the picture but we must consider the path we would drive to the pit area and whether it would involve driving in the flying area.

These are all great things to contemplate but we won't proceed far until we get the papers signed. At that time we will schedule a field work and inspection day so the members may survey the property and make suggestions on potential plans. Meanwhile, you may make your own survey by going to www.maps.google.com and looking at the satellite maps, but don't go there as the Sleighton property is off limits.

Dick Seiwel and Dave Bevan

LiPo Battery Troubles

I have been using LiPo batteries for about four years. Having read articles and seen pictures about the dangers involved I've always, or so I thought, tried to follow all the safety, and proper use rules'. But, as I found out on two occasions, one minute of distraction can lead to problems.

I've had two incidents of LiPo problems. The first cost me two batteries, the second could have cost me a whole lot more.

I use a Hobbico Quick Field Charger Mk.II, Pro Series. This charger is capable of charging two batteries at once. It is ALMOST totally automatic (nothing can go wrong, go wrong, go wrong....). You hook up the battery, turn it on, then push a button.

- One push – NiCad – Red Light
- Two push – NiMH - Yellow Light
- Three push - LiPo – Green light

In the first incident, as I pushed the button for the first time, I got a phone call.....DISTRACTION. I went back outside about ten minutes later and saw two LiPos that looked like silver sausages.



I immediately unhooked the battery and disconnected the LiPos. I placed them in a metal can and covered them with sand. The next day I poked a hole in the wrappers and put them in some salt water. A week later trashed them.

I should add at this time, my usual charging location is an outside cellar stairway; all concrete. While charging I place my batteries in a metal container, or a half of a cinder block. This prevented a possible "LiPo Disaster". I followed my usual procedure of sitting right inside the cellar doorway and working on a model. My wife called me upstairs for a moment, a minute at most. My charging is typical in that it beeps a few times when it's done charging. Not this time. It just continued beeping. I flew out the door in time to see the smoke stop.



The reason for the flare up; Not definite but a theory; I was charging a two cell LiPo that showed about 7.9 volts, and I wanted to top it off. I think it is possible that the automatic cell count read the battery as a low voltage three cell, overcharged and toast. (Not unusual problem with the early automatic LiPo chargers causing quite a few re-calls Ed.)

But But But.....when out at the field I, like most, charge the battery sitting on the front of my car. If this had happened there it could easily have cost me my car.

My next project is putting long leads on my chargers and keeping my old ammo can handy.

Sooo, the moral of this trail: When charging LiPos stand where you can see them, charge them in a fire-safe container and exercise caution

Chuck Kime

More Safety Concerns

Chuck's safety problems together with some stimulus from other sources led me to start looking at my workshop.

Probably the worst possible safety problem we could have in our workshop is a fire. The leading source is probably electrical and the exacerbating factor; flammables. In many cases our workshops are built over time in unused space like a basement or garage. This is the case for my workshops and a consequence is an electrical network that has slowly expanded from a simple circuit or two to a whole forest of circuits, or rather branches from the basic circuits. I think all this was done pretty much to code with adequate grounded outlets etc. Recent expansions have taken the form of power strips fastened at multiple locations. The good news about this is each strip is protected. The bad news is forests of power leads to populations of power tools, soldering irons and covering irons. This rats nest of small-gauge power leads is probably the Achilles heal of my shop.

I once knew a fellow who had worked for a fairly high level aircraft rework company in the Phoenix area, they did re-engine type work. One of their employees asked if he could work on his car in the hanger over the weekend, which he did. On Monday morning, in the center of the hanger, they found the burned out remains of the boss's Ferrari. It seems the employee pulled an extension chord around the car, where it snagged under one of the tires. Damage occurred in the extension cord which allowed a slight short. The short caused the insulation to melt whereupon the short became more direct and the cord and tire started to burn, and so forth.

I have noticed I have a population of extension cords that occasionally get trodden on or tangle under the wheels of my bench stool.

Oh, and where is the fire extinguisher? Hmmm.... Red face here!

How about having a critical look at your workshop? And go get that LiPo fire-safe charging container; a cement block, a flower pot with earthenware lid, a box made from fireproof tiles, an ammo container or similar steel box.

Dave Harding

Even More Safety Issues

While flying his magnificent new Parkzone T-28, (see the following article), Eric Hofman had a complete radio failure. Fortunately, although the model impacted at the top of one of the boundary trees, it fell to earth undamaged. Further examination showed the model to be in perfect shape. The cause of the crash; one of the AA transmitter batteries came lose. **WARNING; check the batteries in your transmitter and maybe tighten the contacts and add some masking tape. This message applies to the RTF transmitters with lose AA cells.**

Outdoor Sport Models and Indoor Marvels

Most flying at our fields in recent times has been Old Timer contest models and park flyers, with the occasional helicopter. Recently we have several new members and they have brought a different model selection to the field. We have seen several of the excellent Parkzone WWII airplanes including the Spitfire and Mustang. These planes fly beautifully and they are amazing value.



For my own part, having spent most of the summer building and flying my SAM contest models I have now cleared the building benches and considered what to tackle next and these sport models are enticing.

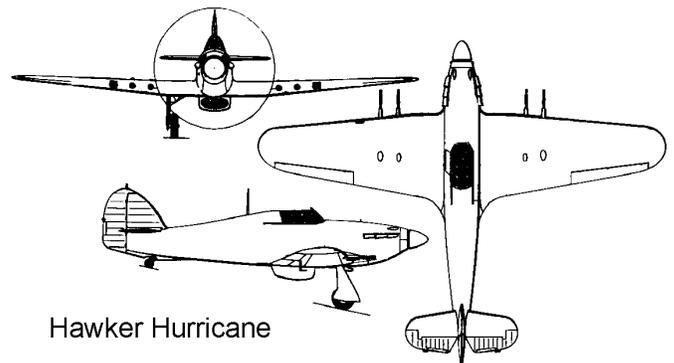
The first model that came to hand was my venerable Hanger 9 Cub that had succumbed to a radio problem leading to loss of control and an "arrival" at Sleighton. The damage was only modest and the fixes only took a few days and I was assisted by HobbylandUSA Steve in acquiring some spare parts for the Robart scale Cub landing gear. Eric Hofberg came through with a replacement cowl as he has a glow powered one and has suffered similar problems. While waiting for the Cub parts I cast around for the next patient and saw the Ace Tiger Kitten Mick Harris had given me about five years ago. I had put an Aveox motor in it and managed to cartwheel it on the first take off from Sleighton One. The structural design has a weakness in the form of a complete discontinuity between the center box section and the tail structure. I also destroyed the sheet metal motor mount. But on careful examination the fix did not seem too bad and with a huge battery compartment under an upper cowl leading back to the cockpit I could see one of my big LiPos in there. Better yet, I would fit the whole propulsion system from my overpowered Trenton Terror, which sees sterling duty as a club trainer nowadays and doesn't need all that power. So I made the fixes and installed the propulsion system. I even had some matching orange covering.



After one flight I was in love; easy loops, inside and out, rolls, inverted flight and smooth takeoffs and landings; magic.

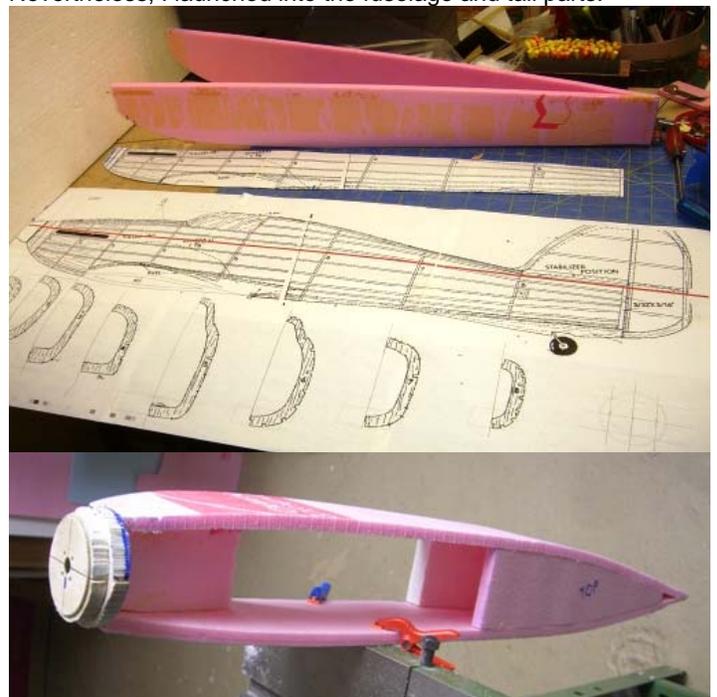
It is a rather fragile model though and aerobatic trainers can suffer from dumb thumbs so I had been thinking about building a "trainer" like Mike Myers Mountain Models Magpie I had been flying on the west coast. I had taken the measurements and began to lay it out but realized there was no reason I couldn't make it into something else with the same proportions. As a Hawker Aircraft apprentice I have to build one of each aircraft they made and I am behind in the schedule, so why not build a Hurricane?

One of my most useful design resources is a fine website with hundreds of aircraft 3-views; Eduardo's Pages; <http://www.fortunecity.com/marina/manatee/272/>



Hawker Hurricane

So I scaled the plan to 40 inch span and began to look around for other material. I found the Stahl Hurricane small rubber model plan from the model I was building a few years ago. This gave me the fuselage cross sections so I could build a fairly accurate model. I planned to build it in foam like my B-24. The sticking point was the wing as I didn't want to make a fragile built-up balsa one and I haven't wire cut a foam wing in years, and when I did it took about twenty to get a good pair. Nevertheless, I launched into the fuselage and tail parts.



Our RTF buying value specialist, Eric Hofberg has just bought a Parkzone T-28 and he showed it to me recently.



It is beautifully engineered with steerable nose wheel, a brushless motor and LiPo battery. Eric has been clever at buying the Parkzone models from eBay, including two of the new indoor planes. If you look carefully and are persistent, you can buy these models with slight damage for a fraction of the retail price. Last Saturday, on a perfect flying day, Eric flew it. What a magnificent machine; all the maneuvers and gorgeous appearance. It even has a steerable nose wheel to taxi back to the pits. Then it survived an inadvertent abrupt tree incident. (See the previous page).

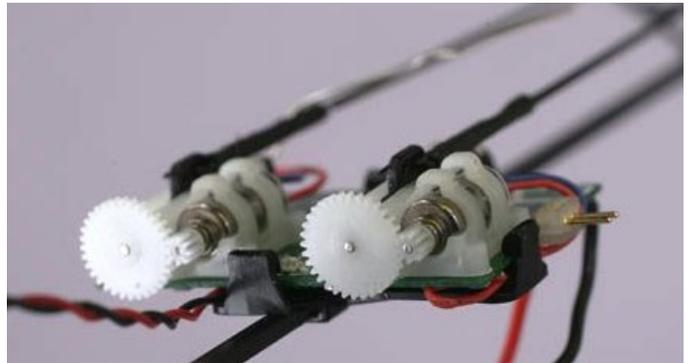
Another great feature of some of the recent Parkzone models is the use of Spektrum 2.4 GHz radios. You can even bind the provided receivers to the higher end Spektrum radios.

Wait, if you can buy such beautiful models that fly so well for so little money why am I getting covered with foam dust in the shop? There must be a reason.

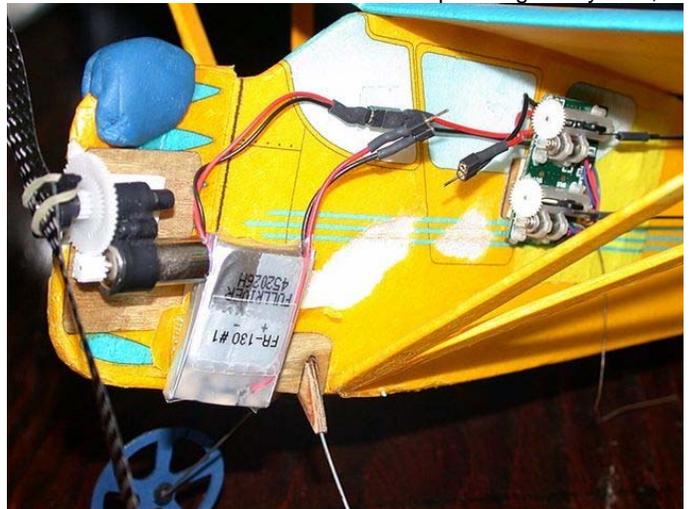
One of Eric's purchases is Parkzone's outstanding indoor model, the new Vapor. The Vapor has moved the bar for indoor models in terms of innovation, size, performance, price and versatility.



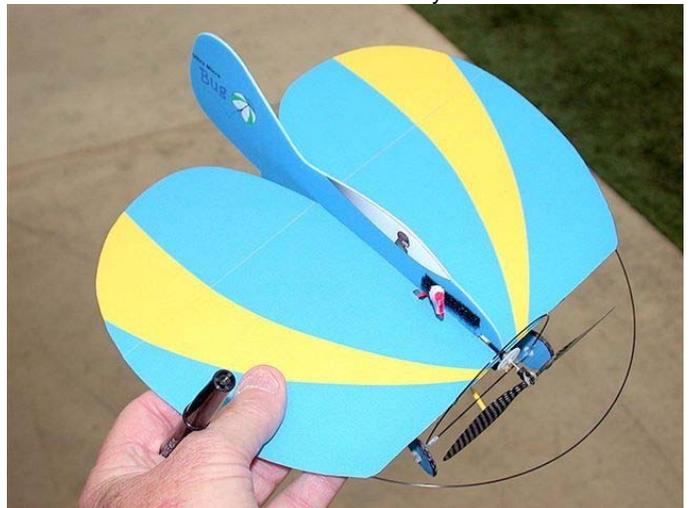
At only 15 grams, about half an ounce, including three channel 2.4 GHz RC unit this is a marvel. And, as I mentioned in the prior discussion of Parkzone's outdoor models, all their new 2.4GHz radio systems are compatible with the Spektrum radios.



This opens up all kinds of capabilities. Indeed, people must be buying these Vapors in droves, not only to enjoy their performance but to harvest the RC guts for use in other models. Here is a scratch built Monocoupe using the system;



And here is a micro IFO with the same system.



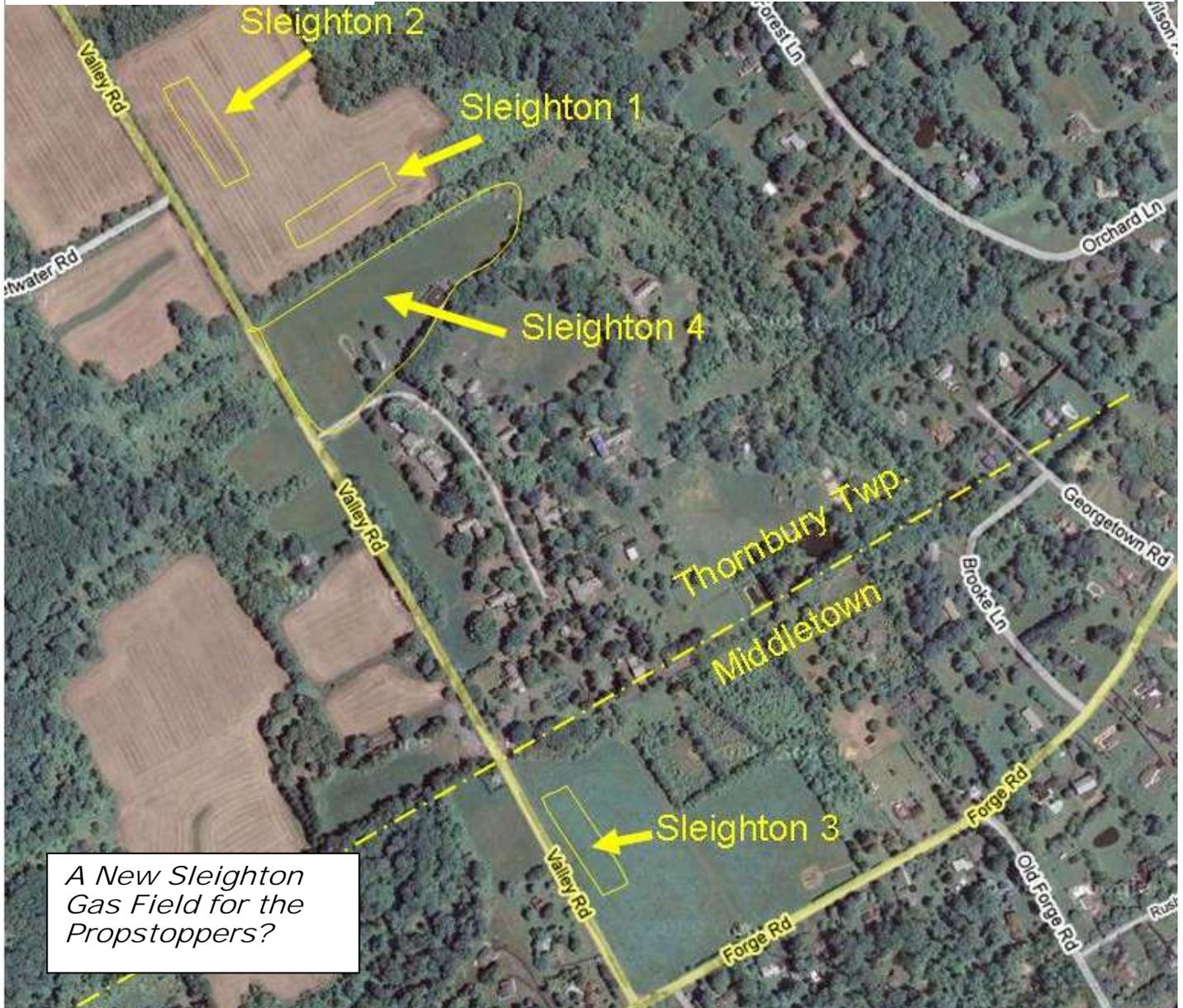
You can see more of from the report on the Keystone Indoor at: <http://www.cloud9rc.com/va.asp?ID=245> and click on Printable Version.

This is surely the Golden Age of aeromodeling. Let the games begin. See you at the indoor.

Dave Harding

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Propstoppers R.C. M.A.C



A New Sleighton Gas Field for the Propstoppers?

HobbyTown USA

150 Baltimore Pike
Springfield, PA 19064
(610) 544-7007

Come on in and see the owner and new Propstoppers member Steve Mercaldo. If he doesn't have what you want he can probably get it. and quickly too.

Up and Coming Activities
Indoor Flying Friday 7th November
6:30 - 9:30 pm at Tinicum School

Monthly Meeting Tue 11th November.
The club meeting will be at the Middletown Library. (Behind Weather's Dodge on 452)
Doors open at 7 meeting at 7:30