

The Flightline

Volume 31, Issue 9

Newsletter of the Propstoppers RC Club

AMA 1042

September 2001

Propstoppers Electric Fun Fly, Another Grand Day

The weather was superb for flying: a light breeze with sun for visual contrast. Moore Field was highly praised. The field preparation was excellent, including the new all-natural toilet.

There was an all time high attendance from club and other AMA members, some from 2.5 hours away. Two vendors were selling planes and accessories.

Several contests were held.



Dave Harding placed #1 in the Elexaco and Elexaco Mass Launch.



Adam kraut was the only flyer to take out a piece of someone else's plane, and placed #1 in the Zagi Combat. Rusty Neithammer placed #2 in the Zagi Combat.

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Bill Groft and Dave DeGroot, from the Silent Knights Soaring Society club, demonstrated discus launching of gliders. Groft's plane had a Taboo fuselage, Logic wing, Grand Wing Servo gyro, 555 Hitec receiver, and 4 HS55 servos.

Continued on page 6.

Calendar of Events

Club Meeting

Note: We are back in Marple Library at 7:30

Tuesday 4th September 2001
Marple Newtown Library, 7:30 p.m.

Flying Events

- Pennsbury Land Trust Balloon Festival
Saturday 15th September
- NEAT Electric Fair
14 /15/ 16 September
Downsview NY

Regular Club Flying

At Moore and Sleighton Fields

Note: you must have a dashboard pass to enter Sleighton Field.
First in and last out will notify the office of our presence.

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

Propstoppers RC Club of Delaware County, Pennsylvania. Club Officers

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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

Dear Fellow Propstoppers,

Saturday August 18 was warm and muggy, but bearable. Dick Bates, Steve Boyajian, Bob and Charlie Crowell, Jess Davis, Al Gurewicz, Eric Hofberg, Herman Nade, and I picked up some rocks before Dick Seiwel arrived around lunchtime to cut the grass. We had a very enjoyable afternoon of flying. We were later joined by Charlie Storm. Herman Nade has returned to the field on a regular basis and is enjoying his Saturday afternoon flights. Eric Hofberg brought his new Zagi upgrade out and had a first flight of approximately 20 minutes. Those 1800 mAh battery packs have quite a bit of oomph.

Bud McClellan and I pumped out the last 25 gallons of fuel at 9AM. No one showed up to buy any fuel. It is my suspicion that there is a lot of fuel lying around in too many basements. I have four gallons that I will tote around to the field with me when I go out. Otherwise, you will have to call Bud in advance to see when he is going to be there to let you get fuel. I bought 2 more gallons and so did Bob Crowell. That means there are 21 gallons left.

We will probably skip buying fuel next season, unless we have firm commitments for the full 55 gallons. Bud wanted to complete the sale and get rid of the drum, because he will have another hip replacement surgery on September 13. He popped the current one out again about two weeks ago. Please remember him in September with a 'recover from your surgery' or 'hope you're on the mend' card.

Someone will have to jump in Bud's place for the Pennsbury Landtrust Balloon Festival. Bud was going to be the static display organizer and watchdog. Rusty will appreciate one or two volunteers. There is little or no physical labor involved, just a willingness to discuss the hobby and show off our members' planes.

Hope to see many of you at the field.

I must call everyone's attention to one sour note. That is the 20 members who have not paid their assessment. As of the August meeting their flying privileges are suspended until Al Gurewicz or Ray Wopatek receives payment. Their memberships will not be renewed in February until this year's assessment is paid. Ray will be contacting those who have not sent in their money. If you just let it slip your mind, please forward a check to Al Gurewicz as soon as you read this notice. No one wants to play hardball here. We just want to be fair to those 60 who paid up on time. Thank you in advance for your cooperation.

Mike Black

Meeting Minutes

Propstoppers Model Aeroplane Club

July 10, 2001 Meeting

The meeting was called to order at 7:30 PM at Sleighton Field by Secretary **Rusty Neithammer**. There were 15 members and 3 guests present. The minutes of the June 5, 2001 meeting, as published in the July 2001 newsletter, were approved by the membership. Treasurer **Al Gurewicz** gave the treasurer's report with income of \$360.00, expenses of \$592.63 and a new balance of \$3901.49 reported.

Old Business

Dues assessment to cover the increased costs associated with Sleighton Field were due as of the June 5, 2001 meeting. Any members who have not paid the assessment are denied flying privileges until the assessment is paid.

There are still a few hats available - \$6.00 – see **Al Gurewicz**.

Fuel purchase – 27 gallons have been pumped. As of this date there are 28 gallons left. A pick up date for the remaining fuel will be set for some time in August. The fuel is S&W, 15% nitro, 20% castor/synth. oil blend. Please save your empty jugs and have them available to pump the fuel into.

Dashboard placard passes for vehicle identification while parked at Sleighton Field were issued. Anyone who did not get one, please contact **Mike Black** or **Rusty Neithammer**. Use of the placards will help identify our vehicles to the new security service now in place at the Sleighton site.

Club Picnic – Was held on Saturday, June 23 at Sleighton Field. A big thank you to hosts **Monica** and **Bill Shellhase** for making it a great time in spite of the poor weather.

The Electric Fun Fly is scheduled for Saturday, August 25 (rain date, Sunday, August 26), reports chairman **Dave Harding**. Please see Dave for volunteer opportunities.

The Pennsbury Land Trust Balloon Festival will be held on Saturday, September 15. The organizers have asked the Propstoppers to present a flying demonstration as we did last year. Event Chairman **Rusty Neithammer** will coordinate with the event organizers. If there are enough members willing to participate, we may want to bring models for static display and have a display area. **Bud**

McClellan has volunteered to help with this. It may also help to have an announcer with a bullhorn (volunteer needed).

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

Newsletter editor **Dave Harding** asks members to provide him with reports of events they have attended. This can be done in any way that is convenient, including a simple phone call. Pictures are also most welcome.

New Business

There will be a work detail on Saturday, August 18, starting at 10:00 AM, to remove rocks from the runway at Sleighton Field. Tools to bring: Wheelbarrows, shovels, prybars, gloves, etc. This is important to prepare the field for the Electric Fun Fly, scheduled for the following weekend (Saturday, August 25).

The annual CCRC Fun Fly will have been re-scheduled for Sunday, July 15 at the CCRC Embreeville field on route 162, starting at 1:00PM (plan to arrive early to register). All Propstoppers are welcome to attend. As this is an AMA sanctioned event, proof of AMA membership is required.

The meeting was adjourned by Secretary **Rusty Neithammer** at 8:00 PM.

Propstoppers MAC Meeting

August 7, 2001

The meeting was called to order at Sleighton Field, at 7:02 PM, by Vice-President, Dick Seiwel. There were a total of fifteen members present.

Minutes were not available to be read at the meeting. Rusty will be asked to read them at the September meeting, or print them in the next *Flightline*.

Treasurer's Report - Al Gurewicz reported an income of \$240 and expenses of \$317 for the month with a cash on hand balance of \$29.85. The final balance of all accounts is \$3,824.49. The report was filed.

Old Business

- Field Report - Chris Catania - nothing new
- Dues Assessment Update - 56 members have paid the assessment. We made a list of those who have not chipped in and Mike Black will ask Ray Wopatek to give them a call. As of this date, if you have not paid your assessment, you may not fly until it is paid.
- Electric Fun Fly - The event will be held on Saturday,

August 25 at Moore Field from 10:00 AM till sunset. Dave and his volunteers have planned an Elaxaco Event, Zagi combat, and a Scale event. Superkraft Hobbies from N. Jersey will be there and has agreed to donate some prizes. There will be minimal food provided as there are several fast food restaurants, WAWA and other establishments within a five minute drive of the field.

- Pennsbury Land Trust - Rusty will inform us of the final arrangements at the September meeting. Mark your calendars for Saturday, September 15. FYI - There is an article mentioning Propstoppers in this weeks Town Talk announcing the event.
- Field Walk and Rock Pick Up - Please come out and help pick up rocks from Sleighton Field on Saturday morning August 18. We need to clear more rocks from the field and fill in the gully in the driveway.

New Business

- A Retrieval System Advertisement was passed around.
- Kutztown Aerodrome R/C Squadron is having their annual Fun Fly and swap meet. Please look for the ad later in the newsletter.
- Fuel Pick Up - Fuel will be sold from Bud McClellan's garage on Saturday August 18. The time has not been determined. Mike will e-mail and notify as many members as possible before the sale. Please save and give Mike Black or Bud your fuel containers.
- Sunglasses - Al Gurewicz and Mike purchased sunglasses from a vendor at Lum's Pond. Dave will print the name and address of the vendor and his website info in the next *Flightline*.
- NEAT Electric Fair - will be held on September 14, 15, and 16 in Downsview, NY. Please contact Dave Harding for details.
- Web Site Domain Name - Bob Kuhn will make a presentation at the September meeting about the benefits to the club of such a purchase. Please plan to attend.
- The next meeting will take place on Tuesday, September 4 in the Marple Library Meeting Room and will be called to order at 7:30 PM.

The meeting was adjourned at 7:18 PM.

Respectfully submitted,

Mike Black

A home brew hobby scale

By Richard Bartkowski

It is common wisdom that to get a plane to fly well you should build light. This is especially true for electric models where power is limited and batteries are heavy. A great help in building light is to have a readily available scale.

These days small and accurate digital scales are readily available for this purpose.

There is however another option. A simple homemade scale can fill a niche such as measuring very light components. A few years back before the era of digital scales, I built some scales to use in the hobby. One will easily measure components down to one 10th of a gram. The other easily measures in the ounce range.



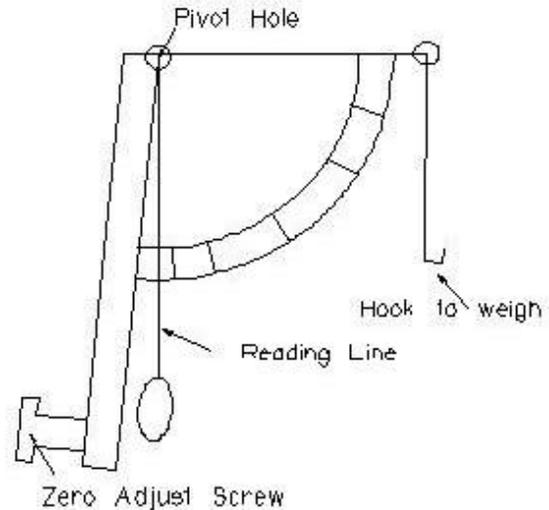
The scales are surprisingly accurate and durable. They don't work with a spring that can loosen with time. They basically compare the weight of your object to the scale itself and once calibrated work for a long time. The bulk of the scale is constructed from wood or plastic. Mine were made from heavy plastic leftover from the siding of my house. Light plywood would work just as well.

Start by cutting the basic shape of the scale from a piece of plastic or wood. The basic shape is shown on the drawing. Plastic can be cut with scissors. Then drilled two small holes, one for the support and one for the weighing hook. Then epoxy a bolt to support the zero adjusting screw. The weight of the bolts and screw along with the length from the support hole determines how much the scale moves for a given weight. The shorter the length and the lighter the bolt the more sensitive the scale will be. You will also need to hang a fine string or wire from the support hole with a small weight on the end to use as the reading pointer.



The last part is the most complicated. That is calibrating the scale and making the weight marks to put on the scale. Two points on the scale are fixed. The line from the support hook to the weighing hook holes is at infinite weight. Exactly 90 degrees from there, is the zero weight point. Mark the zero point and use the adjusting screw to have a pointer on top of the zero mark with zero weight on the scale. Now add an accurately known weight to the hook and mark the position of the pointer. This is your calibration. It is best if this calibration is somewhere in the middle of the range and not real close to one of the ends. I use quarters. A Quarter weighs 5.62 grams or 0.198 ounces. You can put several of them together to make a calibrating weight. For greater accuracy use 2

weights and average the result.



The basic formula for this type of scale is:

$$\text{Weight} = C * \text{Tan}(\text{angle})$$

You can see that when the angle is zero the weight is zero and at 90 degrees the weight is infinite. So all you have to do is calculate C and the rest follows. Use your mark to find the angle that the calibrating weight made from the zero degree line. Then:

$$C = \text{Calibrating Weight} / \text{Tan}(\text{angle})$$

which can be determined on a calculator. Lastly make a permanent scale that you will paste on the frame above that will read out the weight. This involves calculating the angle for each weight mark such as one, two ounces or grams. Calculate as many as you need and put them on the scale mark. This is done on a piece of paper that you paste on the bottom of the scale lining up the zero and end points. I used a spreadsheet and drawing program on my computer. The angles are calculated from:

$$\text{angle} = \text{InverseTan}(\text{weight}/C)$$

This can be an interesting winter project if you have time on your hands and nothing better to do. Once you make it, this scale will remain accurate forever. The photos show my 2 scales. I have them hanging on a stand for easy use and have used them for almost 10 years.

Dick

Next month Dick will present plans and a paste on calibration so you do not have to go through any calculation.

Electric Fun Fly, continued from page 1.



Pat Taggart placed #1 in the Scale contest with his Balsa USA Taube 90 size kit. The Taube has an Astro 40 with a 3:1 super box, 16x10 Master Airscrew prop, and 22 batteries 2000.



Pat Taggart flew his Beech V-tail Bonanza, a House of Balsa kit. The plane has a speed 400 motor with a Graupner 2.33:1 gearbox, Graupner Cam 9x5 prop, and Astro 215D controller.



An exciting plane to watch was Ed Berchtold's Surprise. With a current draw of 80 amps, the plane accelerated upward for only four seconds before leveling out at a high altitude. The F5B class airplane is designed for fast climb, soaring, and spot landing. It uses an Aveox F27L motor with a 15x13 prop and 25 batteries 1250 SCR.



Bill Groft performed aerobatic flights with his 1.25X Fast Freddie plane, from Anything-RC. The plane, able to fly vertical, uses a Hacker B2-15L brushless motor with a 4:1 gearbox, APC 10x4.7 prop, Jeti 18A speed controller, and 8 KR600AE batteries.

Tony Fiori flew several planes. Unfortunately the photographer was on break when Tony was flying.

Continued on page 7

Electric Fun Fly, continued from page 6.



Numerous canopies offered protection from the sun.



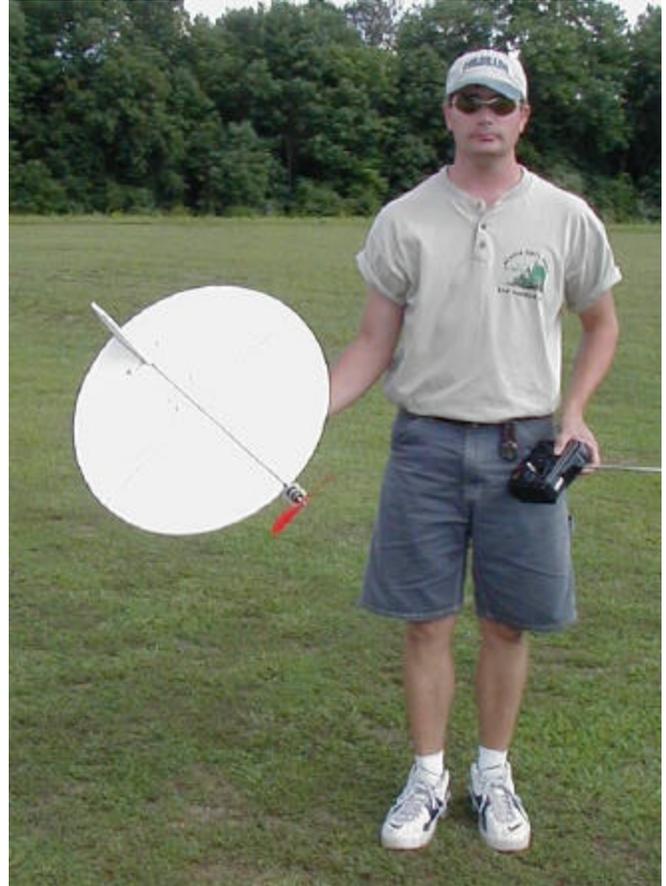
Moore Field offered a large parking area along with the pit and spectator areas. Thanks for the excellent site preparation.

Michael D. Price, Arborist, was able to retrieve three planes out of the clutches of the trees.

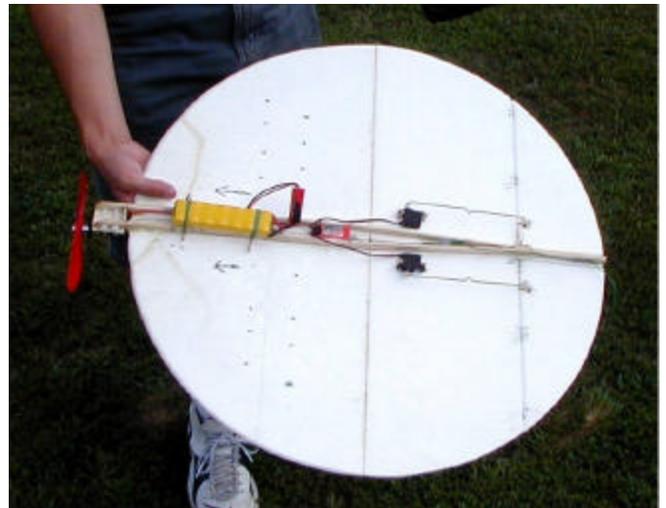
There were a number of unintentional touch-and-goes that enabled some planes to have more than one life.

Adam Kraut kept his red and white striped Zagi in the air much of the day. Adam must have had the most flights on the same plane.

The award for flying two planes at the same time goes to Rusty Neithammer. While flying his Zagi, his Lazy Bee was buzzing around the ground behind him, on the same channel as the Zagi. The Lazy Bee was netted before it stung anyone.



Rich Bourassa shows his plane with a wing made from a round piece of Styrofoam. The plane is powered by a Titanic Airlines 280 motor with a 3:1 gearbox, and uses a 7x6 prop and 7 batteries 500.



Bottom of Bourassa's Styrofoam plane.

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