



The Flightline



Volume 33, Issue 9

Newsletter of the Propstoppers RC Club

AMA 1042

September 2003

Editorial: A Busy Summer

Our summer flying season is in full swing with Propstopper activities and "away meets". The annual Walt Bryan Electric Fun Fly at Moore field held it's usual promise of variety in people and models in this rapidly maturing part of our hobby. And so it was, with prior week's weather forecasts for a fine day following weeks of oppressive weather. But the fine weather was not to be and the late forecasts for afternoon thundershowers proved to be earlier rather than later.

The field looked magnificent and the early visitors cemented the meet's expectation for enthusiastic electric fliers with a good variety of models. By mid morning over half of the fliers, registered by junior member Matthew Everett and his mother Pauline Harding, were visitors. Canopies spanned most of the flight line.



The legendary Leon Shulman chats with Karl Benson early in the Electric Fun Fly. Leon now flies electric powered versions of his 1930's free flight designs. A number of visitors were attracted by our SAM 76 activities including Karl Benson shown here with his Buccaneer. These old time freeflight models make fine conversions to electric powered RC models.

Agenda for September 2nd Meeting at Marple Newtown Library 7:30 pm

- Approval of August meeting minutes
- Finance report
- Membership report
- Field report
- New business
- Indoor Flying Plans
- Show and Tell



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Dave's grandson Tony on the Flightline with Dick Bartkowski and guest SAM flier from Throop Pennsylvania. **Continued on page 3**

Calendar of Events

Club Meetings

Regular meeting 7:30 pm
Tuesday 2nd September
Marple Newtown Library

Note: we are back inside!

Flying Events

12, 13, 14 September
NEAT Fair
Downsville New York

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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Propstoppers 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
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The President's Message



Dear fellow Propstoppers:

The Propstopper's summer flying season is coming to a close. I wish to thank once again, all of you who were involved with running these club events and also those who had participated in our summer activities. Great job by all! Thank You!

Fall will be here soon and it will be time for election of club officers for 2004. Club nominations will be held during the October meeting. Please give some thought to the possibility of running for office. I believe that we have a healthy and active club. In order for this to continue, I feel it is necessary to have input from a large group of our membership. Take a moment and consider taking an active roll in the direction our club will take. Candidates will be invited to print a statement in the newsletter.

One last thing, September's meeting will be at the Marple Library at 7:30 pm on September 2, 2003.

John Zebuski

Minutes of the Meeting, August 5th, 2003 at Sleighton Field

The meeting was called to order at 7:00 p.m. by Vice President Dick Seiwel who also ran the meeting in the president's absence.

The treasurer's report was presented by Al Gurewicz and accepted by the membership.

Minutes of the July meeting as published in the newsletter were accepted by the membership.

Old Business:

The VP and board thanked Mickey Callahan and Mark Burkmeyer for organizing and running a successful picnic. They were particularly thanked for the novel events that were enjoyed by all.

New Business:

Dave Harding reminded us that Saturday August 16th [rain date Sunday August 17th] will be the Walt Bryan Memorial electric fly.

Dick Seiwel reminded the membership to check for frequency conflicts before turning on a transmitter at the field. The frequency board should be used whenever a group is flying.

Members were also reminded to lock the gate after leaving the field.

Adjournment: The meeting was adjourned at 7:15 p.m. and members were encouraged to fly.

Richard Bartkowski, Secretary

Editorial, continued from page 1.

This new DeHavilland Beaver from GWS was a fine flier. Our guest from Landsdale, kept this model stock but with custom paint.

Half of the fliers entered the Litestick pylon race and the Duration contests. The pylon race was a hoot. We set up a short course at the tree-lined end of the runway. Contestants were allowed three qualifying attempts and the plan was for a flyoff of the top four. These models fly so slowly that it is possible to fly from pylon #1 with only a caller sited at pylon #2 to call turns and cuts. Clearly, flying skill is all-important in getting a good time as over controlling slows the model and increases the flight path length. This Litestick is climbing too steeply on approach to the pylon.



Litestick approaches turn 1 in the Litestick Pylon Race.

We have stored the pylons at Moore so we can practice this event, as we like. This would be a fun event to schedule for a club activity. By late morning rumbles of distant thunder signaled the approach of the unwanted weather change and by noon rain began to fall. By one o'clock the rain was steady and in for the day so we reluctantly called the meet which had held such promise.

The Tuesday Breakfast Club

One of the most successful developments of the summer has been the establishment of the Tuesday Breakfast Club. Propstoppers who are able to attend this mid week event meet for breakfast at the Country Deli on Route

352 in Glenn Mills, sort of behind Sleighton Field. After breakfast we fly at Sleighton. We must be doing something right because despite the lousy weekend weather all summer, Tuesdays have seen excellent flying conditions. Usually, about a dozen Propstoppers turn out for this relaxed event. It seems that although they say there are no weekends in retirement, this is not true as our families work around their weekends and this affects our activities too. So the consequence is that we see people on Tuesdays who don't often fly on weekends. This relaxed atmosphere is also more conducive to thoughtful discussion of club activities and needs. Join us won't you?

The Competition Front.

Dick Bartkowski, grandson Matthew Everett and I competed in the Electric Nationals events at the AMA National Aeromodeling center in Muncie Indiana. The site was magnificent as ever and the weather superb.

The primary events in which we competed were for Old Timer powered gliders of various sizes. The event is flown in a number of rounds, or flights, where you are allowed a certain motor run time to climb to altitude, then you glide for duration. A maximum time is established to limit particularly long flights, typically ten minutes. Flight over that time is deducted from your score, so you must try to land exactly on time. Furthermore, landing accuracy is also scored. Landing within a twenty-foot circle is worth ten points and within a ten foot is twenty.

During the last year, as we have competed in these types of competitions we have refined our models and flying to be competitive with the top guys in finding thermals and making the duration targets but landing precision is another matter. The top competitors have special models that have the strength and particular landing gear to allow abrupt arrivals! This landing accuracy requirement is peculiar to all glider events and the AMA Old Timer classes. It is not required in SAM competition, so our models are not well suited to it. Both Dick and I were competitive in overall time but we suffered loss of points and model damage in repeated attempts at precision landings. We finished outside of the trophies in all three of these events.

We both had higher hopes in the Texaco event that is flown for maximum time without landing requirements. We both made the flyoff of seven models. I found my own "boomer" of a thermal and soared to great altitude and downwind in what was going to be a very competitive flight. Unfortunately, I realized too late that although I could still see my model, I could not see in which direction it was flying. As a consequence I spiraled down in a hope of saving a flyaway. Fortunately, it landed within Muncie's vast flying area, so I got it back, but the flight was a bust and I was seventh. Dick did somewhat better and he came in fifth, but the "glider guider" experts put on a magnificent demonstration of seeking the faintest thermal to wining flights of over forty minutes.

Matthew put in three great flights in B Old Timer to take Top Junior honors and received a great trophy which was bigger than the Grand Champion's. AMA really wants to encourage juniors.

The final event was Scale where I flew my NE-1 version of the classic Cub, to second place. In this I was aided by the vast expanse of control line macadam surface from which to fly. The event was scored on a sport scale level where flight score could dominate. I was fortunate enough to make a most scale-like flight which consisted of just a taxi out,

takeoff, touch and go and landing! It seems that the fact that I kept the prop turning throughout was a factor in my win as the standout competitor, doing aerobatics with a magnificent Toccourno (sp?), allowed him to stop on a number of occasions!



Dave's electric powered Hanger 9 Cub in NE-1 Navy trainer colors

Perhaps the best part of the meet for us, was that Dick took a fifth place overall, just outside of the trophy awards.

SAM Champs.

I am writing this on my laptop as we speed down the Oklahoma Turnpike, Dick driving, on our way to Claremore Oklahoma for the SAM Champs. The van is full of models and we are ready. The weather is forecast to be light winds and no rain; however, the temperature is forecast for 100 degrees all week! Here is my 87% scale 1939 Jack North Wakefield together with last year's full-scale version ready for the "electric rubber model" events.



I will also fly a full-scale 96-inch span Lanzo Bomber in several events. Yes, it's a "slimmer" as we electric flyers say. It is fitted with a British Irvine 40 diesel for the "Ignition" Texaco event and I bought an Ohlsson 60 spark ignition engine for the Classic Texaco, Ohlsson Sideport and Pure Antique events.



Dave's new Lanzo Bomber ready for various SAM events. Recently flown at the Club meeting, this one is a floater.

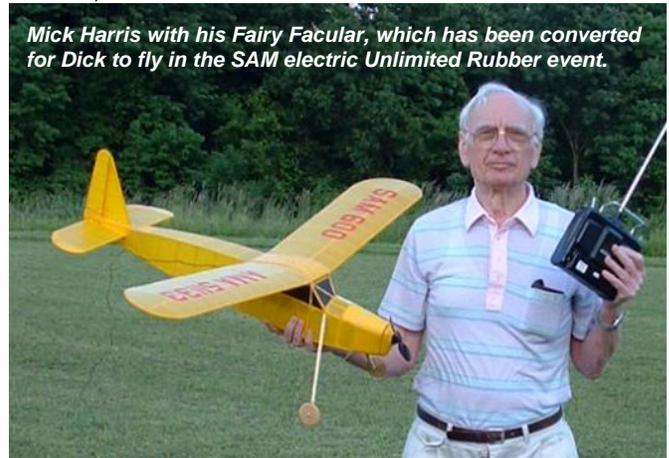
Operating a diesel engine takes me back to my youth when I flew control line team race in England. In the US

in the 1960's I flew control line Goodyear racers with my own diesel conversion of the Cox 15. I had forgotten just how messy and smelly diesel fuel is!



Irvine 40 diesel powers the Lanzo Bomber in "Ignition" Texaco.

Dick Bartkowski will be flying his usual Taibi Pacer and, in addition, two of Mick Harris's "rubber" electric models.



Mick Harris with his Fairy Facular, which has been converted for Dick to fly in the SAM electric Unlimited Rubber event.

It's now Monday evening. It has been 104 degrees this afternoon but, as they say in California, It's a dry heat!

We registered to fly our events starting tomorrow, Tuesday, and this afternoon, we scoped out the flying field and weather and watched some of the top competitors fly in Monday's events. It was so hot that one of the "senior" competitors was found collapsed in the bushes where he was chasing his free flight model. He is OK, but we have been warned about the possible effects of the heat! We are flying from an active airport, which, in addition is having the taxiway resurfaced by an army of trucks and Macadam laying machines. It is also very dusty. Oh well, if it were easy it would not be as satisfying!

Tuesday

Although, the organizers suggested that conditions would be better today, such was not the case as the road building equipment was still in full swing, and swirling dust. Much of the time it was working immediately upwind of the RC launch site. This not only provided a daunting target but also produced a good deal of turbulence during the critical

launch phase of flight. This is particularly detrimental to the control of the low power Texaco models as they had difficulty in clearing the launch area.



Lanzo Bomber takeoff into the runway congestion.

I had an easier time of it as I flew earlier in the day when the winds were light and the thermals modest. This was OK because my Stardust Special had been optimized during many flights at Moore field for slow cruise flight. With a little help from some thermals I managed a flight of just less than 71 minutes, about the same time as I turned at Moore when Keith Watson's mother timed for me! The other competitors had lower cruise performance and despite their repeated efforts, they were also unable to find sufficient lift to beat my time. One event, one win!



Here, Dave has just launched Dick's Pacer Texaco while Dick struggles for control.

Dick had a harder time made more frustrating by my sloppy preparation. He was to fly my 1/2 scale Miss America but on launch suffered a drive and power failure. Scratch one Miss America, roll out the good old Pacer.

I also tried my first attempt with the Ohlsson powered Lanzo Bomber. The motor was uncooperative and the extreme heat discouraged pursuit of a solution. Never mind, this was a tune-up event and the serious Bomber events are with the Irvine diesel on Wednesday.

Now about half of the SAM membership are true hard-core Antique fans. There were essentially no RC models before the SAM 1943 cutoff. All the models were freeflight. And so it is with SAM competition, half of the competitors fly freeflight. The problem with freeflight is that the models fly freely down wind, at the wind speed. Pursuit and recovery of a freeflight model in almost any field involves a good deal of exercise. In the 104 degree heat of the day on Tuesday, it was discovered that two vehicle were unattended at the end of the day. Sadly, when the individuals were discovered one was dead and the other in serious trouble.

Wednesday

It was only 100 degrees today so we were much more comfortable. The day started with our flying in the Spirit of SAM event for electric powered old time rubber models.

I flew this event last year but my model was too large for the windy conditions. This year, the smaller model was better suited but only just, as the early morning wind was modest and steady.

The organizers decided to hold the event as a single mass launch rather than several separate flights. Dick flew Mick Harris's Keil Kraft Ajax, a small rubber model that was very popular with beginners before and after the war. We have been experimenting with these models for some time so we expected decent results. However, many of the other competitors had done their homework and turned out with excellent models.

The mass launch was held early in the day so there was little lift and the times were a better indication of the model's capability, except the wind was still a factor.

Although Dick had been making 14/15-minute flights in still air, the wind necessitated excess power to maintain position. Dick's flight was in the eleven-minute range. My flight with the new model, having made only one test climb at Moore before we left, also had difficulty in staying abreast of the wind although I managed 14 minutes. The winner, the primary expert, made a flight of sixteen minutes with a heavier model that handled the wind and allowed him to exploit the few weak thermals. My flight put me in fourth, Dick's fifth.

Now there is an award for the best flyer in the five electric events and the score today is me with one first and one fourth equal to the expert who placed fourth in Tuesday's event. It's another big day tomorrow!

Meanwhile, I flew my first event with the Bomber and diesel engine. The first flight was a good one with the engine allowing a climb to very high altitude followed by an excellent glide with some lift. The wind did not affect the flight but many were having difficulty landing in the prescribed zone because the wind was across the narrow dimension and over the canopies. We watched many flyers put their models into the canopies for a zero score. Well the Bomber is a very large model and I misjudged the landing too. I put it on the top of the best flyer's canopy! (For a zero score). I also made a

minor mistake on the second flight that limited the time, so I chalked this one up to new experience.

Since we finished our events early we took the opportunity to visit the free flight area. As you can see it is rough with many obstacles. Some have suggested that free flighters fit small radios to their models to aid in steering away from these model-eating objects. Of course, they steadfastly refuse such help! Once a purist, always a purist.



Top freeflighter, Bud Romak, winds his rubber-powered Wakefield. It's not the flying that gets you, it's the chasing.

This evening there was a concourse event, where SAM members brought particularly noteworthy models for us to examine and vote for.

Thursday

Forecast for today was for lower temperatures, however, it reached 101 by afternoon and the wind started fresh and ended in a minor gale. The wind was the dominant factor in today's flying. Dick and I had entered the electric Limited Motor Run event. This is where you takeoff and climb for 90 seconds then glide for ten minutes if you can. The score is the sum of two flights and if more than one competitor makes the maximum there is a flyoff.

Our airplanes have the capability to achieve a maximum under good conditions so I flew as early as possible. Should have been more careful as the wind proved to be higher than my model's capability. The maximum wind speed is set by the wing loading and although the minimum is set by the rules you can build heavier models. Naturally, we build the lightest models as they climb higher and give better performance in wind conditions under the maximum. Other modelers build heavier models to give them additional speed to allow them to range the sky seeking thermals.

In the event, my model attained excellent altitude but then blew downwind at a high speed. The only thing possible was to dive it into the landing zone, which I was fortunate to achieve, missing the landing zone yields a zero score.

Most other competitors, seeing my problem, elected to wait for better weather, Dick included.

However, the basic performance for an airplane is set by the aerodynamics, the weight then affects the airspeed at which the optimum aerodynamic efficiency is achieved. The L/D is fixed by the aerodynamics; the speed of descent is fixed by the airspeed and wing loading (weight) and L/D. Thinking about this while we waited for the weather to improve, I remembered that the glider guiders add ballast in windy conditions, so I set about looking for ways to do it to my Stardust Special. As it happens, the Bomber needed ballast when I added the Ohlsson in place of the Irvine and, naturally, outside of the East and West coasts, all gas stations stock fishing tackle (and bait and beer!) I managed to buy six two-ounce sinkers.

So, I added two to my battery pack (at the CG) and fitted the smaller wing.

My next flight was close to flawless as I was able to maintain position and landed safe within 13 seconds of the maximum.

Meanwhile, other experienced flyers flew in the wind and achieved decent times but only one maximum.

Dick waited until after lunch to take his attempts when it was becoming obvious that the weather was not improving. Indeed, it was deteriorating with wind speed reaching 18mph on occasion. Dick's model made an excellent takeoff, climbing towards a beckoning thermal cloud when a bang announced a failure, leading to the motor and prop departing the airplane. It appears that the prop came loose leading to unbalanced loads and structural failure of the motor mount. He made a decent landing under the conditions and the Pacer will see another day but his event was over.

Since our flights were over we turned our attention to the Bomber with the Ohlsson 60 for the Classic Texaco event on Friday. We had little luck getting the Ohlsson to work properly in the configuration for the Ohlsson Sideport event but now it was converted to gasoline with a choked inlet and large prop. The objective is to operate for the longest time on a limited amount of fuel at a power level to take the airplane to maximum altitude. The engine run time is typically about ten minutes.

These old ignition engines are finicky things and I worked with the top engine builder, Don Blackburn, to get the thing sorted out. Tomorrow we will find out if it works OK.

Is this OK Don? Don Blackburn advises on the Ohlsson.



In the meantime, I began to survey my opposition in the Overall Electric Champion stakes. My leading competition was the top electric flyer and he too was waiting for weather. Towards the end of the afternoon he declared that he was not flying in these conditions and since I achieved fifth place I am now leading with two events to go tomorrow.

Tomorrow, there is a weather front forecast to move through with high winds, rain and maybe hail! Hope we can conclude our meet with a few more successful flights.

As seems so often the case, I have sent this file to Kinko's in Springfield, via the World Wide Web and Mick Harris has collected, addressed and stamped your copy for mailing. We will report on our progress in the October issue of Flightline. Or at the Tuesday breakfast if you ask us.

Dave Harding



What did you call me?

Knowing your job at the flying field

By SAM WRIGHT

Recently, while flying on a bright, typical Sunday morning, I asked a good friend to call for me.

As he tailed my idling Ryan to the flightline, I entered the pilot's box and looked at him to see if it was safe to enter the taxiway. My caller looked back and released my aircraft onto the runway. I quickly moved to the taxiway, out of the way of an incoming 30% Edge 540T. That was a close call and could have been very expensive for me.

When the caller entered the station alongside me, I asked, "Why did you release my aircraft without my signal?"

His response was genuine as he said, "I don't know what a caller does."

After I regained composure, I asked him to watch what I was doing. After I landed, I would give him some caller tips. I will leave that friend's name out of the story because I was embarrassed that for all the Sundays we had flown together, we all assumed everyone knew what the purpose of the caller was.

The caller is your safety observer, maneuver caller if you're competing, and air traffic controller. Some are psychologists, too, or offer that comforting pat on the shoulder.

A caller will save your airplane and most likely someone else's, too. The caller knows when to give you the signal that the runway is clear to taxi out and take off. Your caller also is watching the traffic to advise you of an aircraft on a collision course with yours. This occurs much too often, particularly when the pilot is on the correct flight path for the field.

While out of town at a popular Scale fun-fly, I was calling for a friend, who incidentally, is a better pilot than I am. On the other end of the flightline was a pilot demonstrating the flat figure eight. For those not familiar with that maneuver, it is the number eight laying on a table, and it is required as a mandatory maneuver for Scale contests. Needless to say, it breaks all of the rules of the racetrack pattern established for the fun-fly event, and my pilot would have hit this aircraft head on had I not alerted him to pull up. The aircraft executing the figure eight was, at one point, heading directly into my pilot's aircraft.

Many fields require a caller, but it is not yet an AMA requirement. However, some day it may become a necessity. Due to the blend of new pilots with expensive

hardware, mid-air collisions would occur less often, and everyone would fly with more comfort.

**The caller is your safety observer,
your maneuver caller if you are competing,
and your air traffic controller.**

What is a caller's job?

The caller's first responsibility is to keep you and your aircraft safe while observing the safety of others. Your caller should always observe the wind direction, field pattern, and any aircraft in your flight path. If you are practicing your Scale maneuvers, your caller will indicate these to you, preferably about three quarters through the previous maneuver. This will give the pilot time to set up for the next maneuver.

The caller also loudly announces your takeoff and landing. At some fields, particularly the 1/8 Scale Fly-Ins, a good radio system is used.

If you are an experienced caller, do not hesitate to offer assistance to a pilot flying alone. At our field, we have some specific boundaries to observe in order to keep our neighbors happy!

Pilots flying the big 30%-plus aerobatic or the turbine-powered airplanes should never fly without a caller. Most of our infractions of extending our boundaries are due to these models. This is an opportunity for the caller to help save your flying privileges.

If you have never had the opportunity to call for someone, ask any pilot to walk you through the procedure. You will feel more comfortable when you fly as well as have the confidence to call for someone else. Most of the pilots I fly with would be eager to assist a new pilot or to teach a caller all aspects of the responsibility. This will keep the field safe, your airplanes in one piece, and pilots will feel better knowing another set of eyes is scanning the airspace.

One other tip—the caller can note if the transmitter trims are out of whack or if the voltage has fallen below nine volts. These are simple things the pilot may overlook during the excitement of that first flight at the field.

I always make sure my pilot has the correct frequency pin and that all control surfaces are working properly. Also, check the half- or full-rate switches if the radio system has those functions. You may have saved the aircraft from a crash during takeoff.

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Propstoppers R.C. M.A.C



Walt Bryan and Dave Harding with some electrics at the old Sleighton field. Read about this year's Walt Bryan Memorial Fun Fly in this edition



SAM President Tom McCoy with his Ellila Wakefield

A sample of models displayed at the Concours event at the SAM Championships in Claremore



Smoothie, pre-war freeflight rubber model

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