

Club Meetings

Second Wednesday of each month, 6:00pm at the Community Center Building, Goodells County Park. Summer- weather permitting meetings are held at the field.

Club Breakfast

First Saturday of each month, 9:00 at Cavis Pioneer Restaurant on Lapeer rd. West of Wadhams rd. Flying afterwards

Come and join us!

Club Meetings and Breakfast are open to everyone, if you are an experienced pilot, or just thinking about getting into R/C, Come check us out.

The Propbuster R/C flying Club is located at the Goodells County Park, 8345 County Park Drive, Goodells MI 48027. The flying field is just West of Castor rd. -off the parks East parking lot. *The general location of the park is South of Lapeer rd. -about 10 miles West of Port Huron.*

42° 59' 02" N - 82° 39' 02" W

President

Gary Smedes 586-727-4507

Vice-President

Doug McLaren 586-201-8048
mclarenint@hughes.net

Secretary & Webmaster

Keith Graham 810-966-1494
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Treasurer & Newsletter Editor

Ed Olszewski 810-367-6367
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Safety Officer Field Marshall

Mike Grant Tom Nichols

Instructors

Ed London 810-325-1362
Ed Olszewski 810-367-6367
Greg Feyers 810-367-3924

Directors

Sheila Olszewski, Todd Litke,
Brian McLaren

72 Members strong

Welcome new members: Doug Donner Sr, Doug Donner Jr, and Robert Donner

For the latest-Greatest Information, Schedule, Photos, Announcements.

Go to :

WWW.SCCPROPBUSTERS.COM

The Broken Prop

St. Clair County R/C Propbusters

Model Aviation Club Goodells, Michigan

www.SCCPROPBUSTERS.com

A.M.A. Charter Club #1762

April 8, 2007

President's Perspective

By Gary Smedes

At the last meeting it was decided to change our usual Swap date from the end of January to the beginning of December. This was due mostly to conflicting dates with other club swaps and bad weather. Now, of course, we can't do anything with the weather but it should put us in a good position for the swap season. The new date for this year is December 9th. Don't forget to put this on your calendar.



It was also mentioned that the annual bulk fuel order is now available. Check the Propbusters Website for the order form. This is a great way to get enough fuel for the whole season at a great price.

As the new season starts to wind up, be sure that you have renewed your AMA membership for '07. Speaking with the Secretary has revealed the fact that some members have not renewed yet. This is only if you plan on actually flying this year or you are an officer of the club. Last year we amended the bylaws so that you didn't need an AMA to be a member of the club unless you were going to fly.

With only a couple of meetings left before our first Fun Fly, we will be discussing any preparations that need to be done. Your comments or opinion is always welcome. So if you have any suggestions to make things more interesting please come to the meeting and speak up. We're always open for new ideas. Since we're talking about Fun Flies, last month we voted to support the park with a charity Fun Fly in September. We will be donating the proceeds to the Pine River Nature Center. I feel this is a great way to support the local community and preserve our natural surroundings.

Of course, you can't have all the fun without a little work. Yes it's that time again. Along with Spring comes the inevitable work day. This year it is scheduled for May 12th at 9:00am. There are already some items in the works besides the standard cleanup stuff. We will be talking about what needs to be done this year, so come out and give up your thoughts if you have some ideas. Like I always say 'This is your club' and if you want something changed or improved, it's up to you to voice your opinion at the meetings so they can be discussed.

And last but not least. I'd like to say congrats to Ed L. and Carl J. for becoming our first Intro Pilots.

Hope to see you at the meeting!

St. Clair County Propbusters

Meeting Minutes

Recorded by Keith Graham

The meeting on March 3rd that was held in the community center building started at 6:04 pm with 14 members present.

Doug/Mike made a motion to accept the secretary's report as read by Keith. Doug/Keith made a motion to accept the treasurer's report as read by Ed and pay bills.

Gary/Doug made a motion to accept the Proposed 2007 budget as read by Gary.

We sent in the application for Leader Club and we discussed the proposed change of our next swap date. Doug/Brian made a motion to schedule the swap this year on December 9th, Sunday.

AMA Intro pilot applications have been completed. Ed L. has already received his new AMA card and patch.

We added 3 new members at the meeting.

We discussed the charity recipient for our September charity fun fly. Doug/Mike made a motion to use the Pine River Nature Center. The nature center is at 2585 Castor Road, adjacent to the Goodells County Park and is owned and operated by the St. Clair County Regional Educational Service Agency

The June Fun Fly was discussed. Gary's going to start working on donation request letters which will include our web address and stress the increased membership. Gary will also be working on the Blue Water advertisement with The Times Herald.

Gary was also looking for suggestions on attractions for our fun fly like the full size helicopter that came in. If anyone has any ideas, let him know.

Bulk Fuel Orders. Ed O has the sheet from Gary W. Orders are due before 4/31. There will be more information in the next newsletter.

Field Cleanup Day is going to be May 12th at 9 am.

Mike told us about the new Futaba Spectrum radio system and the need for a place on the frequency board for pilots using this radio.

Doug/Sheila made a motion to close the meeting at 6:39. All motions passed.

Bulk Fuel Orders

It is time for the bulk fuel order again. Gary at Pastime asked if we would keep consolidating orders between local clubs, to keep confusion out of the equation. So as usual we are working with the Eagles with our orders, and they will process them. There is no markup by the clubs for fuel. A copy of the order form along with the address of where to send the order is on the Propbuster website, or available by contacting the Editor. All orders must be pre-paid. Be sure to send the order form with your check to the address on the bottom of the form. These are great prices, but are available by the case only. To achieve these prices, all the orders must go in at the same time, so be sure your order arrives in Dave Waldecker's hands or mailbox by April 30 2007. You will be notified when the order comes in, and is ready for pickup.

Prices per Case:

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COOL POWER 15%	51.75
COOL POWER 4CYCLE	52.75
COOL POWER 20% HELI	69.60
COOL POWER 30% HELI	82.96

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OMEGA 5%	42.75
OMEGA 10%	49.75
OMEGA 15%	51.90
OMEGA 4CYCLE	52.50

For more information on Morgan fuels go to
<http://www.morganfuel.com/>

St. Clair County Propbusters

Financial Report Summary

April 5 2007

Beginning Balance	\$3558.02
Income	
Dues	\$155.00
Expenses	
Postage/Ink	\$55.64
Ending Balance	\$1657.38
Equipment Fund	<u>\$2000.00</u>
Grand Total	\$3657.38

Fixin' on Floats

By Ed London

It's said that boredom can lead one to do things he or she shouldn't. Having said that I found myself wondering what I was going to do till warmer weather arrives. I decided that since three of the local clubs are going to be involved in flying off the pond I would give it another try. Now the pond hasn't been kind to me in the past. Some may remember my PBY Catalina that looked so pretty in the water just before take-off. I conned Bud Joachim into making her maiden flight. Just as the twin 2 strokes roared and lifted her out of the water the tail sank like the Titanic. It floundered around like the tail heavy plane it was. The Catalina turned around and headed for the same place it just left. Everyone was scattering like you see in those old war movies when the beach was being strafed by an enemy airplane. But there was Bud still bending the sticks trying to save it but to no avail. Then there was My Dehaviland Beaver, an airplane born to fly off the water. I found out much too late that the .52 4 stroke wasn't enough power. I did make maybe two successful flights but after each I needed something to calm my nerves because it was a real handful. After repairing the Beaver I installed a .70 4 stroke with a pump. Plenty of power right? Well you guessed it...splash down again. After repairing the Beaver again I took the floats off it flew it with wheels and it flew great! I sold the airplane but kept the floats. I probably should have sold the floats and kept the airplane, but I put them in the corner of the shop just waiting for their next victim. So now with more guys wanting to pond fly I looked around my shop for a plane that I could put those floats on. They are for a .40 size plane and that only gave me a choice of an Ultimate bipe or my Pete n Polk.



The Pete n Polk got the nod. I modified the bottom of the fuselage with a piece of 1/4" plywood so I could secure another landing gear to support the rear of the floats. There's something about taking an exacto knife and cutting a large hole in the bottom of a perfectly good airplane that makes you get a little squeamish. Everything went well and I attached the second gear. The floats are mounted with the nylon nose bearings used on tricycle gears and are secured with wheel collars. I have a servo mounted in the rear of the left float that controls the water rudder.

The only other problem I had was this plane has a .52 4 stroke on it also. Something told me that engine wasn't going to be enough. I remembered that Tom Nichols had a Super Tigre .60 he wasn't using and needed a .52 for a .25 size Cub he had. So I gave him a call and we did a little horse trading. I drilled out the engine mounting beams and bolted on the S.T. After water proofing the radio equipment and moving the battery pack forward a little I checked the balance at the CG and it looks good. I'm now ready to make another attempt at the pond. I hope to see you there. I'll be the guy rowing the recovery boat!!!!



Happenings

By Jack Delisle

On page 55 of the February issue of Model Aviation is the start of the review by Frank Granelli on the Bravo and I figured that if his review was about right it had to be a great place to put my OS 90 two stroke because that's what he used, along with a 15-8 prop. I had the engine and a Polk hobbies radio setting on the bench waiting for a home so , with the bosses (read wife)permission I ordered the plane and three days later it made it down to Ft.Pierce all the way from Massachusetts.



What I got in the box was what is shown on the label with nothing broken or missing and , would you believe, not a wrinkle in the covering.

I won't go into a blow by blow of assembling the Bravo because Mr.G did that in his article and I know all of you belong to the AMA and, hopefully, get the Model Aviation magazine. What I'll do is tell you how mine worked out.

First, the article said that it would take less then ten hours of assembly time and I guess that would be right if you wanted to mount your two stroke inverted? I didn't because inverted two strokes gave me problems years ago and I

never have tried one since. This planes engine mount needed new holes in the firewall to accommodate a side mounted engine and the cowl needed a bunch of work too.

Actually, I couldn't see where Mr.Granelli got away with even mounting a 90 sized engine and getting a good looking fitting with the fuselage? The label claims you can use a 90 four stroke and, with the carb in back, I doubt it with the supplied engine mount and cowl.

But all of that aside, I did get the engine mounted and the cowl colors matching the fuselage scheme and alls well that ends well and I won't have any starting problems associated with an inverted engine.

The hardware that comes with the Bravo is nice and I used all of it. I did buy some "heavy duty" servo arms to get the mounting holes in the right places.

If you'll read the article you will note that the reviewer opted to install a low profile servo to avoid interference between the throttle and the rudder. Being a modeler from way back and always looking for ways to save a buck I just traded places with the servos. Hind-sight is great ain't it!



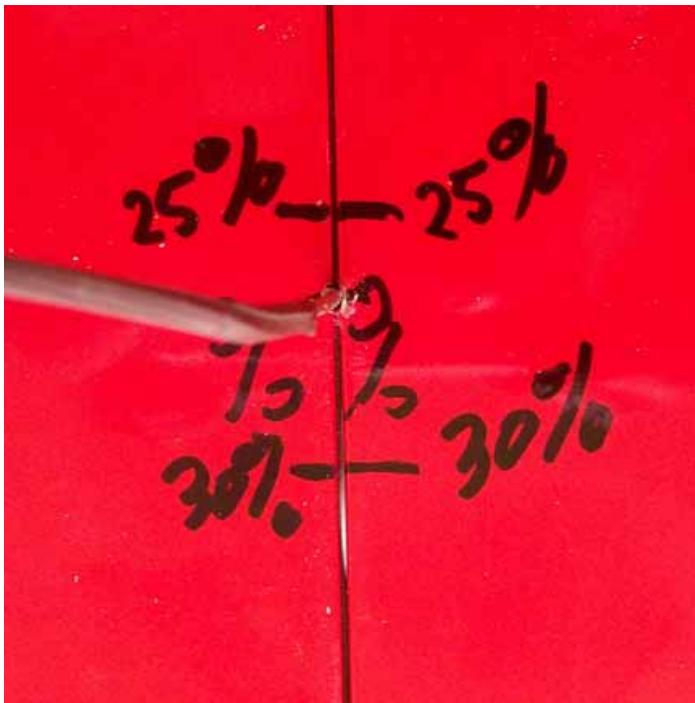
Continued on page 5

Continued from page 4- by Jack Delisle

I did have to redo the aileron servo mounts to use my servos but that is almost "routine" isn't it?

The rest of the assembly went just about the way his did and the wing and tail feathers came out right on the money with no cutting and sanding on any surface to make that happen.

For the while, I'm leaving the wing halves unglued because they will transport back to Michigan easier but I'm leaving them together down here in the warm.



The CG is set about where Mr.G set his. The "manual" is very funny about that and I used the method of laying the wing half on a few sheets of newspaper, drawing the outline, adding the root lengths to the tips and the tips to the roots, Joining the ends of the new root and tips with crossed lines and finding the CG that way and it came out to about 4.5 inches from the true leading edge. As you can see, I settled on halfway between 25 and 30%.

So the first nice day we had after the Bravo was finished I asked Nan to come out to the field with me because I didn't think anyone would be there and I didn't want to start the engine or whatever without some one there to help JIC (Just in case) something went wrong. I've never been injured without company so why

start now, heh !!!

So what is the Bravo 303 Mk II? Just what Frank Granelli says. And to quote:

"Considering all the engineering, the precision construction, the enormous amount of pre-fabrication, the models excellent flying abilities, the \$180 price tag seems on the low side. This is a chance for every R/C pilot to experience what a precision aircraft can do without having to see a loan shark first."



My first flight went fine. Taxied to the center of the runway, wiggled the controls again just to make sure, slowly went to about half throttle and it was flying. As soon as it got high enough I put in a couple of clicks of left aileron trim and a click of down elevator trim and it was flying straight and level. I did a loop and a roll and some inverted and even threw in a spin on that flight. Forgot to see how it handled a slow speed stall and just landed.

I have about 10 flights on the Bravo now and it is a really nice plane. Tried exponential for the first eight flights or so and am back to dual rates. Just couldn't do the things I like with expo? Probably me, heh.

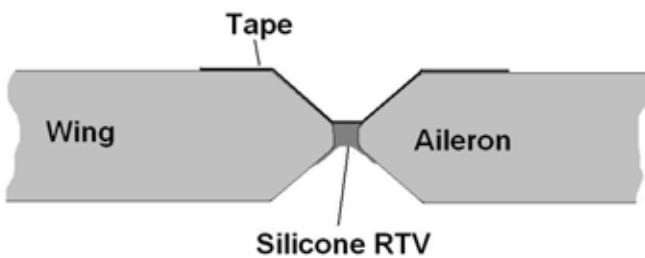
Did have to replace the tail wheel assembly because the wire was too soft and bendable but 70 cents worth of 1/16th piano wire fixed that.

Helpful Hints and Tips

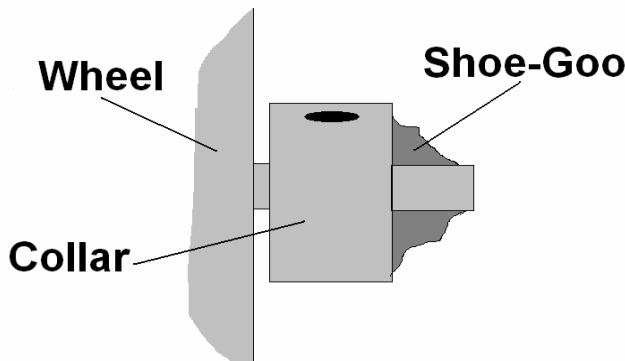
Keep a bottle of clear fingernail polish in your building supplies. A dab of at the end of pin striping can help keep the pin striping from peeling up. Use it also at the seams of your covering near the engine where it will see a lot of oil. (from by Ed London)



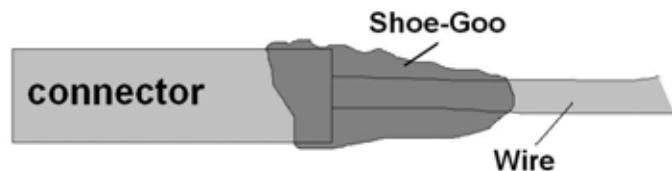
Seal your aileron joint from air leaks with silicone RTV. Apply a strip of masking tape in the aileron groove along the top side of the wing, be sure to the tape follows the contour of the gap. Apply a thin bead of RTV to the groove and smooth out with your finger. Be sure the silicone is no thicker than a dime after smoothing. Let cure overnight and remove tape.



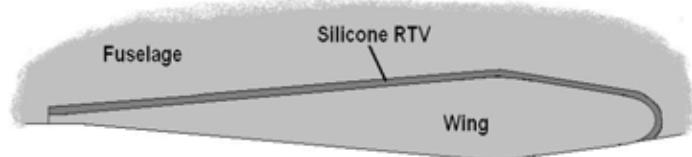
A dab of Shoe-Goo at the end of a bolt will keep the nut from unscrewing and falling off. This is particularly useful on landing gear, or the ends of the long bolt that goes through your 2 stroke muffler. A dab of Shoe-Goo around the wheel collar and on the end of landing gear axle will keep your wheels from falling off.



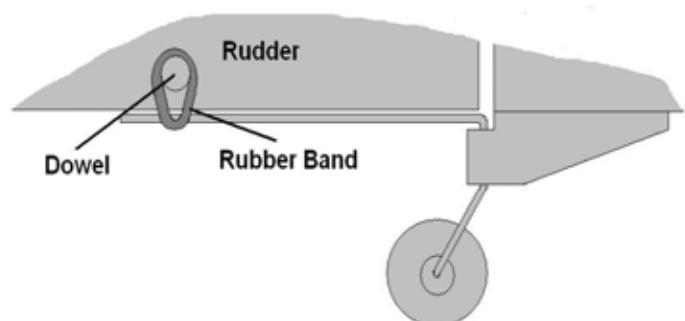
Put a dab of Shoe-Goo where the wires and connectors meet on plugs that get used frequently— like aileron or battery plugs. When it dries it makes a perfect strain relief, that wont tug on solder joints or electrical connections.



Silicone wing saddle. With the wing off, tape waxed paper to the area of your wing adjacent to the wing saddle. Clean the wing saddle area of the fuselage and apply a layer of Silicone RTV sealant. Install wing over the uncured sealant and smooth out Silicone rubber along the wing joint, and allow to dry overnight. Remove wing and waxed paper, and you will have a perfect fitting wing that is the envy of all your flying buddies.(From Mark Lapensee- East Wings)



Protect your rudder servo by using a rubber band to attach the steering arm of your tail wheel. Epoxy a dowel through the rudder, just above the steering arm. A rubber band looped around both sides of the dowel, underneath the rudder will hold the arm firmly, but not so tight to strip a gear on landing. (From Gary Wilkerson)



Classifieds



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This plane has many flights and a couple hard landings but still looks and flies good.

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Republic Seabee

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Kits, ARFs, Ready to fly, Partial builds, Re-builds, Engines-gas and glo, Mounts, Wheels, Gear, Props, Electronics, Transmitters, Receivers, Servos. I am willing to deal!

Bob Samuelson 810-679-3962

Edge 540-Hangar 9 ARF 1/4 scale new \$200.00

JR Quattro 4 channel NIB \$125.00

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2700 Pine Grove #16 Grove mall Port Huron MI

Propbusters Club Attire

Club Caps are available for purchase from the club at \$13.00 each. Each is custom embroidered for our club, and have a green brim. Contact Sheila 367-6367



Club Embroidery is available for coats and other attire By Heather Jones, Contact Carl Jones for more information.

Announcements & Upcoming Events

April

11th-Club meeting 6:00 PM
13,14,15th The Toledo Show 9:00AM

May

5th-Club Breakfast 9:00 AM
5th-Float Fly 10:00 AM
9th-Club Meeting 6:00PM
12th-Field Cleanup 9:00AM
19th-SMAC SWAP 9:00 AM
20th- Float Fly 10:00 AM
25th-Grade School Kids demo 10:00 AM
JUNE
2nd-Club Breakfast 9:00 AM
13th-Club meeting 6:00 PM
16th-Inter-Club Fly In 10:00AM
24th-Float Fly 2:00 PM

2007 Propbusters Special Events

June 16 Inter-Club Fly In
July 21 Bi-Plane Rally
July 28 4-H Fair R/C Demo
September 8 R/C For Charity Fly
September 9 Whirlybirds at Propbusters
December 9 Propbuster Swap

Please help us out and pass along the names and dates of any events you might know of. Get the latest updates on club and local R/C events and activities on our website WWW.SCCPROPBUSTERS.com

Field Cleanup will be May 12th. Every pair of hands makes the job that much easier. Bring a Rake, Shovel, Weedwacker, Paintbrush, Drill, Pliers, Tractor and roller– you get the idea. Flying afterwards, but the field will be closed to flying during the cleanup.

The Michigan Whirlybirds will be hosting their annual R/C Helicopter Flying event at Propbuster field September 9th. The field will be open to helicopter flying only during the event.

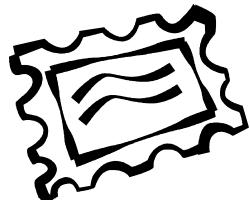
Eddy School Kids Fly. Tuesday May 25th, the River District R/C Eagles, in co-operation with the Propbusters will host a demonstration for the amusement of the school children from Eddy Elementary School. The flying starts at 10:00AM and will be at the SCC Propbusters Field in Goodells. Come on out and show the kids a good time, bring a plane to show or fly, your help will be appreciated! There will be no make-up day scheduled in event of bad weather.

SMAC Swap. May 19th, SMAC will be hosting their annual tailgate swap at the Arnold Airport. For many R/C enthusiast this is the "Spring Opener" of the R/C modeler's season. So head up there for the flying, some coffee and doughnuts, the tailgate swap, and a good time! For more info visit their website. <http://www.krugair.com/>

Weak Signals "The Toledo Show" 53d Anniversary R/C Model Show At the SeaGate Centre Admission \$7.00. 401 Jefferson Avenue Toledo, Ohio 43604 April 13,14,15 2007 Fri/Sat 9am-5pm/Sun 9am-3pm
<http://www.toledoshow.com>

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-The Broken Prop- April 8, 2007



Remote Control Model Aviation Club

Visit us on the web at www.SCCPROPBUSTERS.com