

The Broken Prop



St. Clair County R/C Propbusters

Model Aviation Club Goodells, Michigan - A.M.A. Charter Club #1762

www.SCCPROPBUSTERS.com

Editor: Ed Olszewski

April 8, 2008

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 Propbusters 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

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mclarenintl@hughes.net

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Mike Grant Tom Nichols

Instructors

Ed London 810-325-1362
Ed Olszewski 810-367-6367

Directors: Sheila Olszewski,
Todd Litke, Brian McLaren

2008 Membership 72

New member: James Beagle

**For the Latest-Greatest Information,
Schedule, Photos, Announcements.**

Go to :

WWW.SCCPROPBUSTERS.COM

President's Perspective

By Gary Smedes

As we start to dust off our airplanes from winter storage it's a good time to refresh our memories on field rules and safety. The club field rules are available on the website and basic common sense safety should always be practiced. Part of that safety is to check over your planes thoroughly. Not just the quick field check but the total nut/bolt, structure/glue joint, radio equipment/battery check. Sometimes I put planes away with the intention of fixing them during the winter and come spring I find myself saying, "Oh ya, I forgot about that". Pay special attention

to loose screws, clevises, control horns and batteries. Cycling batteries is the best way to check for battery life and status. They can be a little pricey but replace them if there are any doubts.

A couple of meetings ago, Ed London brought up the NAMES expo. All the info you need can be found here at this website: www.modelengineeringsoc.com. If you are interested in going contact Ed. Maybe you can carpool and save on gas.



May 17th is the scheduled Spring clean up date for the club field. We will be discussing items that need to be done this year at the next meeting. If you can't make the meeting, then at least show up for the clean up. If you're in the club, this is your field. Everyone should put in a little time into improving and keeping it up.

As of this writing, I believe that the annual fuel orders are in the works. If you don't mind buying fuel in bulk at a significant savings, watch for the fuel order form either on our website or the Eagles website.

We will also be discussing preparations for our first Fun Fly at the next meeting. If you have any good ideas or would like to see something changed, come to the meeting and make your suggestions.

Hope to see you at the meeting!



Meeting Minutes

by Keith Graham- Secretary



The March meeting was held at 6:05 pm on March 12th in the Community Center Building at Goodells County Park with 13 members and 1 visitor present.

Doug/Mike Grant made a motion to accept the secretary's report as read by Keith. Doug/Al F. made a motion to accept the treasurer's report as read by Ed O. and pay bills. Both motions passed.

Gary Wilkerson has not been able to locate a price for a vent for the shed. It was suggested to check at a tractor supply store. We discussed the difference between a side vent near the peak and a ridge vent. Gary Smedes suggested having members keep an eye out for a suitable vent for the shed.

The Cold Duck Tractor Update was provided by Ed O. and Sheila. A compression test will be performed this week and repairs will continue as well as repairs to the Starter.

Ed O. also provided an update on the status of the woods. More repairs will be done closer to the Spring by Ed O.

Gary Wilkerson provided pricing for (hog) fencing for the safety fence motion that was tabled during the February meeting. It was suggested to make the safety fence movable to ease lawn maintenance. The fence would have to be authorized by Mark B. prior to installation.

Gary W./Stan made a motion to see if there is interest in installing an isolation fence between the flight stations and the pit area with an opening large enough to allow pilots and their planes access to the field. Three for and 7 against. The motion is defeated.

Ed O/Gary W. made a motion for interest in attaching a two or three foot high hog fence to the canopy on the fence line side which could be detached for ease of mowing. The Vote was 8 for and 2 against. Motion for interest passed. Cost, length, and method for making the ends of the fence safe will be discussed at a future point.

We discussed redoing the four flight stations to

make them sturdier. We are asking members to submit designs for our four flight stations with dimensions and part's list with pricing by the next meeting.

It was suggested that we need a first-aid kit at the field. Ed O / Doug McL. made a motion to spend up to \$25 on a small first-aid kit that will be secured inside the port-a-john to be put together by Sheila. Motion passed unanimously.

We need to update the safety displays at the field to show the location of the first-aid kit.

Gary Wilkerson volunteered to bring a copy of the AMA insurance policy for the pond to the next meeting.

North American Model Engineering expo brought up by Ed London was reviewed.

New Business. The SC4 College day is coming up. Interested pilots should see Sheila.

Float fly days have been added to the calendar. Any day is open during the week. They usually fly from 9 am to dusk for courtesy to the neighbors.

We were reminded about the WORK DAY on May 17th that will start at 9 am.

Our first fun fly will be in June and Gary Smedes asked members for any ideas for the event.

Ed O provided that the East Wings have a website and a link to theirs is already on our main page.

We added a new member to the Propbusters, James Beagle (a senior).

Doug/Sheila made a motion to end the meeting at 7:16 pm. Motion passed.

<i>St. Clair County Propbusters</i>	
Financial Report Summary	
<i>April 6, 2008</i>	
Beginning Balance	\$3185.91
Income:	
Dues	\$ 70.00
Total:	\$ 70.00
Expenditures:	
Stamps	\$ 6.15
Tractor	\$ 350.00
Total:	\$ 356.15
Ending balance:	\$1438.76
Equipment Fund:	\$1461.00
Grand Total:	\$2899.76

SC4 Free College Day Demo

Ed Olszewski-Photos by Maynard LaParl

At the end of February an e-mail came from Chris Sebastian of the St.Clair County Community College. He asked if The Propbusters, along with other local clubs would be willing to put on a static display / flying demo on in their Gymnasium for the April 5th College Day.



Getting the news that early we had some time to get an announcement in the newsletter, and get volunteers. Unfortunately it was also Toledo Expo weekend, and that somewhat limited the numbers of members that were able to make it out.



This is a great chance for R/C exposure and interact with the community. Members from East Wings, Propbusters, River District R/C Eagles were on hand to help show off our hobby. Sheila Olszewski, Ed Olszewski, Gary

Wilkerson, Mark Lapinsi, Keith Harrison, Maynard LaParl, Al Fournier, Al Harbour, Sam Grey, Tim Toutant, Josh Olszewski, Mike Grant, and Hunter Rodecap were on there to fly in the Gym, display aircraft, help out, and answer questions. Tim brought a computer with a simulator for the spectators to try out.



Although we did not attempt a count, there was a quite a few students who stopped by to check out the planes and the flying. Many were surprised by the size of the larger planes, and attention to detail. The fact we could fly electric planes in the gym was astounding to many of the visitors. Most of the activity was between 10:00 and 2:00, during the lunch breaks of the classes. Several seemed interested in stopping by to see flying at our field.

Finally, the last of us packed up our things about 3:00 and headed home. It is a lot of fun, but makes for a very long day. I hope we can do it again next year.

Another Event

By Jack Delisle

The weekend of March 28,29 and 30 saw the Sundancers Big Bird Rally and I had the announcers job again this year and I'm going to show you some pictures and talk about some happenings there.



This ended up being my favorite plane and is the Tiger Cat by Grumman Aircraft. You old timers will remember that Grumman started the cat series with the Wildcat and followed up with the Hellcat and then the Bearcat and ended the series with the plane shown, the Tigercat .

The picture really doesn't do it justice because it would take up half of the page. The plane is BIG and is powered by a pair of 150 CC twin cylinder gas engines. The plane is owned and flown by Bill Squillace (I think it's pronounced Skee la chee but don't take my word for it ?) I call him plain Bill. The sight and sound is something to behold.

And by the way, There is a full scale museum in Kalamazoo, Michigan called the Airzoo and it has all of the Grumman Cats on display along with some others, like a Messerschmitt 109 from the Spanish Air force.

Some years ago our AMA assistant VP ,Tom Pierce, tried to interest the R.D.R.C into taking a bus to Dayton to the Air force Museum but wasn't successful. Mostly because it is actually a two day trip if you really want to see the whole museum complex. If we started thinking a van caravan with gas price shared it would be a great one day trip to Kalamazoo.

So back to the Big Bird Rally. The most exciting thing to see and to happen was the flight of

six 1/4 scale P-51's and five were done up in the same scheme of the Big Beautiful Doll. One Big Beautiful Doll did have some invasion stripes added because the owner, Charlie Rodriques, wanted something so he could keep track of his plane and Doc Bridges had his P-51 done up in the Tuskegee Airman scheme with the Red Tail in honor of those airman.



Fridays flight went well with some close together flying because the pilots stood shoulder to shoulder and talked to keep attuned to one another and the fast and low fly-bys were a thing of beauty.

Saturdays flights offered more of the same except near around 3/4's of the way through the flight there was a spectacular midair with Ivan Gutierreze and Charlie Rodriques and Ivan's plane being a total lose but Charlie managed to get his down with some damage but his plane will live to fly again. And here is a good part. There happened to be a 1/4 scale P-51 kit for sale at the meet and the guys who flew them in the event chipped in and bought the plane and surprised Ivan by presenting him with it very shortly after the midair. To say the Ivan was surprised and happy is an understatement.

Needless to say, Sundays flight of a "gaggle" of P-51's were down to four but fly they did. A great exhibit of flying too.

(Continued on page 5)



Another nice item was numerous Parachute drops / flights by Larry King flying the Robinhood and Jerry Wickline flying the parachute seen hanging below the Robinhood. I say Jerry was flying the jumper because it is actually a Paraglider and he flew it a couple of times during the weekend when I felt it was too windy but Jerry proved me wrong. On one flight the Paraglider was caught right at Jerry's feet and most of the landings were within maybe 20 feet. All except the last flight of the weekend where the parachutist probably got tired and refused to answer the commands and ended up just off of the field with no damage done.



A very interesting plane was the American BE-2. This WW I bomber model had a wingspan of about 7 feet and flew fine even with the lack of dihedral in those wings.



A close-up of the cockpits. Imagine flying that in the cold.

I don't have pictures of the four or five jets there. A couple three of the European Rafael and a couple of non scale models. Ivan Gutierrez flew what I think might be a BVM King Cat and Dave Lewis a smaller version called the Bobcat. I'm probably wrong on both counts but I am right about this. Those two guys put on a great demo of what a turbine plane can do. On many hi speed passes they looked like they were glued together on a short string and the crowd loved it.

Ivan also put on a show with his 40% Carden Extra. Especially turning on the smoke while in a ground hugging torque roll hover and almost disappearing in the smoke. I think if Ivan entered into national competition he would fare really well. He's that good.

The Sundancer have a five dollar donation for parking and ran their own food concession again after a couple of years of vending it out until the vendor told them he cleared over \$1,000 last year. Half of their profits are donated to a worthy cause like the PAL (Police Athletic League).

The guy that manned the parking told me he had over 300 cars for the weekend but that's not carved in stone and as I type this I haven't seen the figures for the whole event. Expense / profit and balance.

A lot of work is involved to put on a three day event because the set up takes a day so it's actually a four day event for those that help put on the show.



Could the Prop-buster evolve to this? I think so because

we have the field and if the "county" let us have maybe 1/4 of the parking lot we would be set there. The hard part would be to organize the event and get the volunteers. It's a thought. Good for our sport /hobby and the community.

Jack DeLisle

Good Recovery.....

By Ed Olszewski

Several years ago I kit built a Sig Four Star 60. When covering time came I decided to make sure it was visible in all types of skies, and that scheme would have to be in fluorescent colors. I had an idea that seemed loud, but hopefully not too tacky.

It soon was to become my favorite show plane. It turned heads from across the field, in fact I think the thing could be seen in the air from across the county.



It is not often that a plane outlives it's colors, but I should have not underestimated the fluorescent colors ability to fade -just as promised on the package. In fact the first clue should have been the fading on the first turn of the new roll- right from the store shelf. Overtime some of the colors actually faded away to nothing. Although never crashed, it started to look so bad the plane was back shelved.

I decided this winter was time to strip off the old covering, and on with some new. The tough decision was whether I wanted to go with a more color-fast scheme or the original colors. I know that the florescent will fade quickly, but it sure does look nice. And you know nice wins every time.

Considering how long it takes to cover a plane, it is remarkable how quickly covering can be removed. A couple hours had the fuselage completely stripped, repaired from any minor damage and sanded. Several applications of K2R spot remover, followed by a week in front of the de-humidifier will nicely remove most traces of oily fuel that soaked into the wood over time.

This is a good time to apply covering adhesive to the areas where the edges of the covering will be. Along the bottom corners of the fuselage, the landing gear mount, inside corners. In general, places where the covering is likely to come loose are good candidates. Make sure you have very good ventilation or you will learn a lesson on the meaning of the word "dope".



Starting from the rear of the plane, the tail feathers and rear section are first to get covered. A regular hair dryer will get the covering nice and soft to get a good fit without kicking the glue. After pulling, fitting and tacking it down, a covering iron and high heat gun will kick the glue and shrink the coating. The better the fit before shrinking the better the final fit will be.



After the first section is covered and trimmed it is time to start adding the additional colors of the design. I like to first rough fit the covering over the area, and hold it in place with tape. A water base (non-permanent) marker can be used to draw the design free hand. Then the design can be cut out, wipe off the marker

and position back on the plane. A hair dryer can be used to heat up the covering up enough to just make the glue slightly tacky, to hold down the covering. Now is a good time to remove bubbles by wiping them off the edge. This is important because after an iron is used, the bubbles will be as permanent as the covering. Following these steps the fuselage and wings were finished in several evenings, not bad for a complicated covering scheme. Some things are not as bad as you think when you first start.



With just a little effort it looks as good as new. I am as happy with the plane now as I was the day it was finished several years ago. Although this time I will make sure not to leave it exposed to the sun by keeping it covered up, or in the shade.

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Classifieds

1/4 Scale Sig Cub Yellow, Complete airframe needs Motor and Servos.
Tom Nichols 987-2546

Kadet Senior-3channel w/os 4 stroke ran once
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Mark Stein 810-357-1636

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Check us out at: www.shernnisonline.com

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 & Events

April

9th-Club meeting 6:00 PM
19 /20th -NAMES expo 9:00 AM

May

3rd-Club Breakfast 9:00 AM
3rd-Float Fly 10:00 AM
14th-Club meeting 6:00 PM
17th- Field Cleanup 9:00AM
18th- Float Fly 10:00 AM
30th-Grade School Kids demo 10:00 am

June

7th-Club Breakfast 9:00 AM
11th-Club meeting 6:00 PM
14th- Inter-Club Fly In 10:00 AM

July

5th-Bi-Plane Rally 9:00 AM
5th-Club Breakfast 9:00 AM
9th-Club meeting 6:00 PM
26th -4 H demo 9:00 AM

Get the latest updates on club and local R/C events

www.SCCPROPBOOSTERS.com

2008 Propbusters Special Events

June 14	Inter-Club Fly In
July 5	Bi-Plane Rally
July 26	4-H Fair R/C Demo
September 6	R/C For Charity Fly In
December 7	Propbusters Swap

It is time for **Bulk Fuel Orders**. Again we will be pooling with the Eagles on our fuel orders. Dave Waldecker has agreed to take care of business. The order form is available on the Propbusters website and can be mailed with your check to Dave. We will announce when the order is in and available for pickup from Pastime Hobby.

Field Cleanup is at 9:00 AM May 17th. Your help is needed to get our field in shape for the next flying season. Bring along a pair of work gloves, Rake, Shovel, wheelbarrow, Battery powered drill (for adding screws to the sides of the shed). Paint brush and scraper.

Eddy School Kids Fly. May 30th, the River District R/C Eagles, in cooperation 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 help show the kids a good time, bring a plane to show or fly, your help will be appreciated!

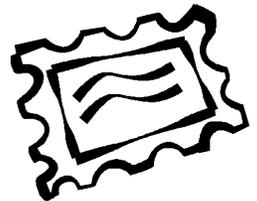
The **North American Model Engineering Society (N.A.M.E.S)** 19th annual exposition will be held April 19-20, 2008 at the Seagate Convention Centre, 401 Jefferson Ave., Toledo, OH. Sat-9:00am to 6pm , Sun 9:00am to 4:00 pm www.modelengineeringsoc.com/expo.htm

Computer-transmitter cables / FMS Flight Simulator The SCC Propbusters have some computer to transmitter cables available for club members to use for a \$16.00 deposit- refundable on return. The cables are available from the club treasurer. If you do not have high speed internet access, we can also provide a free copy of FMS on CD to load on your computer. The site for the download is: http://n-old.ethz.ch/student/mmoeller/fms/index_e.html

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-The Broken Prop-

April 8, 2008



Remote Control Model Aviation Club

Visit us on the web at www.SCCPROPBOOSTERS.com