

The Broken Prop



St. Clair County R/C Propbusters

Model Aviation Club Goodells, Michigan

www.SCCPROPBUSTERS.com

A.M.A. Charter Club #1762

May 6, 2007

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

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mclarenintl@hughes.net

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Mike Grant Tom Nichols

Instructors

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Ed Olszewski 810-367-6367
Greg Feyers 810-367-3924

Directors

Sheila Olszewski, Todd Litke,
Brian McLaren

72 Members strong

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

Go to :

WWW.SCCPROPBUSTERS.COM

President's Perspective

By Gary Smedes

Before I started this article, I was looking through last months' newsletter for ideas and came across the events calendar on the back cover. I thought to myself "This would be a good time for a couple of reminders".

Keep an eye on the calendar for updated information as the season winds up. Our schedule should be set by now, but you know how that goes. There's always a change or two along the way. If you typically have a hard time getting out to the field to fly, try to at least make

it out to the Fun Flies. These events are what keep your club moving in a forward direction and they need your support. And they're a lot of fun.

The calendar also lists other local clubs' major events. These clubs also need your support. Anytime you can fly or help out at another clubs' event, you are encouraged to do so. Everyone benefits when we work, or fly, together.

And speaking of other clubs, I would like to extend a general invitation to all outside club members to come and fly with us at any of our events. You are always welcome to enjoy the day with the Propbusters and join in the fun.

On to the inevitable workday. According to what I heard at the last meeting, it sounds like the major items on the list will be moving dirt to the low spots, painting and general clean up. Here is the list: paint the front gate, worktables, flagpole and the message board (outside). Move the canopy, rake the edges of the new parking lot, build shelves and add vents and screws in the shed and clean out the fenced in area along with all the standard stuff like weedwacking and general cleanup.

If you have tools or equipment that you can bring or material to donate please do so. If not, just bring yourself. We can always use the extra help.

I have sent out donation letters to many local hobby shops for the upcoming Fun Fly, now we need to focus on advertising. Please take a flier when you leave the meeting or print one off of the website and post it in your local stores' bulletin board. Advertising is the key to a successful event and the club needs your help to do it.

Also, don't forget to make it out to the Eddy Elementary School Demo on June 1st at 10am. What a great way to support your community!

*Hope to see **you** at the meeting!*



Meeting Minutes

April 2007 Secretary's Report

Recorded by Keith Graham

There were 8 members present at our meeting on April 11th that was held in the Community Center building and started at 6:05 pm. Doug/Bill made a motion to accept the secretary's report as read by Keith. Doug/Ed L made a motion to accept the treasurer's report as read by Ed and pay.

Ed O. /Sheila made a motion to provide Ed London \$100 for petty cash for summer gas usage to be replenished at the next monthly meeting until the end of the summer.

We discussed the Propbusters' Fun Fly coming in June. Gary has the Blue Water Summer ads completed. Keith will contact Redline Racing to officially invite them to participate on June 16th from 10 am to 2 pm. It was also suggested we contact the Pine River Nature Center for permission to put on a charity fun fly in their honor and to ask them if they would like to or have the ability to provide concessions.

We were reminded about the bulk fuel orders and the May 12th Field Cleanup list that will be included in the next newsletter.

Gary gave a reminder about the Eagles' demonstration for Eddy Elementary on May 25th, Tuesday. (This has since been changed to June 1st).

Doug/Sheila made a motion to end the meeting at 6:31 pm. All motions passed.

Spring Cleanup- May 12th



Our annual spring field cleanup is May 12th. We are hoping for a good turnout of helping hands. The field needs your help! There is a lot of

work, and unfortunately the club does not own most of the tools needed to get all the jobs done. Please bring tools and other implements that you might be able to supply for yourself, and for other members to use for the day. Perhaps bring along tools for several jobs, in case some jobs get done early. Be sure to bring a pair of work gloves. The club has, and will supply screws, dirt, paint, and zip ties.

The assembly tables, the entry sign (near the car track), the swinging entry gate, the message board and the flagpole are all in need of a fresh coat of paint. Bring a disposable paintbrush, scraper, and paint cups (coffee cans).



The Shed, and a few of the assembly tables are in need a few screws. Bring a cordless drill and drive bits.

Grass has grown, and debris has collected around the base of the fence. Bring a rake, weed whacker and some garbage bags.

We want to align the canopy with the flight line, bring a post driver-if you have one.

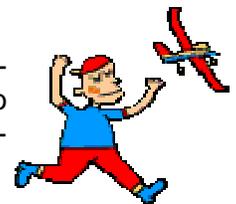
There are several low spots along around the grounds that need to be leveled. And there are rocks that need to be raked back on to the drive. Bring a shovel and rake.



The fenced enclosure is in desperate need of cleaningWell, that job just needs people with work gloves.

We will be at the field with supplies at 9:00 AM, and workdays seldom last longer than the morning. Come on out and give a hand-even if you can't stay the whole time, any help you can lend will be appreciated! In case of inclement weather, check the website and your e-mail for notice, if in doubt, call any of the officers. In case of cancellation, the workday will be rescheduled to a later date to be posted on the website. If you do not have internet access, call a club officer for information.

Oh, While the work is in progress, the field will be closed to flying. But there will be flying afterwards- so, bring an aircraft!



St. Clair County Propbusters	
Financial Report Summary	
May 5, 2007	
Beginning Balance	\$3657.38
Income:	\$ 0.00
Expenditures:	
Postage	\$ 8.19
Gary S./stamps	\$ 23.40
Ed L. Tractor	\$ 100.00
Park/room	\$ 140.00
Total	\$ 271.59
Ending Balance Checking	\$1385.79
Equipment fund	\$2000.00
Grand Total	\$3385.79

Stuff

Jack DeLisle

It's amazing to what efforts Murphy will go to just to prove a point. The point being his first law: What can go wrong will!



Pictured on the left are the two tires from my Bravo 303 and as I hope you can see they are badly worn because they are light weight foam and I flew them off of asphalt. That was all it took. One flight and a skid at the end to

keep the plane on the runway.

One of the flyers, Henry Delach, saw the tires and the following morning he gave me a practically brand new "hard rubber" tires to replace the worn ones.

When I returned home I removed the worn tires and decided to do a make over to make it easier to install the new tires by slotting the wheel pants for a "slide on" fit.

I made a pair of plywood re-enforcements for the pants because the originals were fiberglass but pretty thin and showing some wear while I was at it too.

Of course by this time (packing "un-needed" tools and equipment for the trip North) I had stowed the little Red bottle of thread locker and figured I could get away without using same because I was only going to get maybe three more flights on the Bravo.

This is where Mr. Murphy reared his ugly head because the three intended flights turned into one.



The take-off was normal and I proceeded to do a few loops, snaps, roles and what have you and on the first fly by of the flight I and all the guys in the Peanut Gallery saw that the tire and pant was missing off of the right gear leg. Instead of flying out the fuel to lighten the load, 20 / 20 vision after the fact, I elected to land with the results shown below.



The new light weight ARF's aren't made to land on landing gear minus a tire even though I did hold up the right wing until the Bravo was slowed a bit.

When the plane is fixed it will have a little more material for the mounting plate to latch onto. The plane is over powered with the big O.S. 90 two stroke so I don't feel that adding some strength to the landing gear mounts will hurt. The little hovering I managed to do is probably at around half throttle as it is!

So you can see that Murphy is alive and well. If I hadn't skidded to a stop on the asphalt Henry wouldn't have felt sorry for me and given me new tires and if I hadn't been to lazy to dig out the thread locker and done a good job.....

~~Fear of Flying~~ Crashing

Ed Olszewski

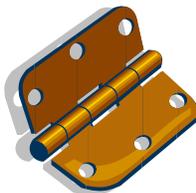
Spring has sprung, and flying season is here again. It is time to get the plane you laid up last fall out of moth-balls and get her ready to fly again. Nothing amplifies the jitters more than the thought of piling one in on the first flight of the year after a couple months away from the sticks. In all likelihood your thumbs still remember the movements, it is like riding a bike. Chances are once you are in the air, it will feel like "old home week", the jitters will quickly subside.

Thumbs come in second to equipment when it comes to flight failures. Very often it is not the pilot that failed, it is the plane or radio. As you are getting old Betsy down from the rafters, give it a good look over to find anything wrong, things that might help gravity win its war over your plane.



Inspect all the edges of your covering, have any come loose? Covering ripping at the seams in the air— possibly peeling back can sometimes generate somewhat less than desirable flight characteristics. Iron down the seams, and if necessary apply a thin line of covering adhesive and re-iron the seams. A line of fingernail polish will also help keep oil and dirt out of the seam to keep it sound. Take a few minutes to re-shrink any loose covering that happens after a long storage. Loose covering not only looks bad and sounds lousy in the air, and creates excessive drag causing a poor flight.

Check your hinges. Give each one a tug, in fact a good hard tug. Better it fails in your hand, than in the air. Wiggle them back and forth. CA hinges do fatigue over time and will eventually fail. If you see cracks, splits or worn out spots in the hinges - replace them, or take a chance of replacing your plane.

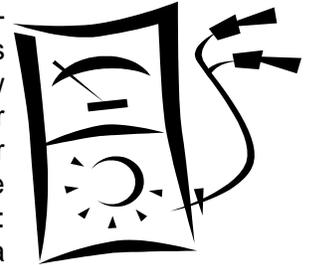


Check your fuel tank. The rubber stopper always seems to shrink with time, take a few minutes to remove the tank and tighten up the stopper. Otherwise those extra few cranks might send fuel surging to the inside of the plane, soaking balsa and light ply. While you have it out make sure the tank is clean and free from debris, and has no cracks. Use some old fuel to wash out



the inside of the tank and flush out any foreign matter. If you have that pretty green discoloration, take a little extra time cleaning that out. This would also be the opportune time to clean your fuel filter. Inspect the fuel lines— silicone tubing is cheap, replace them if there is any signs of wear.

Cycle your batteries! Make sure the cycled capacity of the receiver battery is at least 75% of the rated capacity. If not— replace it. There is no other way to know how much power is stored in your battery. One bad cell in your battery pack can ruin a whole day of flying. Simple math: Bad battery in flight equals a crashed plane- always. There is never a recovery from this failure. You can glide down if you run out of gas, a dead battery will always lead to a crashed plane. Enough said. If you do not have a battery cycler, get one, it cost far less than the price of your beloved plane, and it will be the most important tools you own to keep your plane in the air.



Lastly, do a radio check. Lets face it, walking fifty feet for a radio check is not going to kill you. In fact, it will probably do you some good to get a little exercise. And the reality is, it may keep you from having to get a whole lot more exercise if you have to walk out to pick up the pieces scattered across the wide open field- just out of the radio range of what you just found out is your malfunctioning receiver.



Is any of this absolutely necessary, after all, it is just a model? Possibly not. But then, why would you be so nervous on the line, or so upset when you dork one in? Taking a few minutes to flight check your craft will save you a few dollars and make the flying field a whole lot safer to be around for everyone.

Bottom line: Confidence in your craft will help lead to confidence in your flying. Remember, it takes a man with nerves of steel to try to cheat gravity with a sputtering plane, with dying batteries as it is falling apart in the air,,,,,,,,,,,,, do you really want to be that man?



Thoughts

Jack Delisle



A little follow up. In the March issue I told of the Miss Bohemia and finished the piece by saying that it had enough power and it should fly good but the weather gods hadn't been kind.

Well, the weather was good enough one day and I met Gene Lane at the field and he did point the Miss Bohemia into the wind, yes there was a little, I throttled up and away she went. Actually, there was maybe a bit more wind then we liked but the Miss Bohemia more then held her own and even had little trouble gaining ground. We flew until the battery showed signs of getting discharged and Miss Bohemia put both wheels on the ground at the

same time so we called it a day. What can I say? This, cute on the ground and cute in the air and that says it all.

I was going to put in a picture of my rebuilt Sea Master but I got this in an e-mail and thought it was neat. If you look at the top wing you will notice that it is backwards or at least it looks backwards in this shot.

If that is the case I bet if the top wing got mounted right this Redneck Seaplane would fly and I'd like to be there to see it.

Now lets talk about my Seamaster. I recovered the wing with what I had in the shop and the reds don't match but the bottom of the wing is in the new red and just a hint on the top of the wing so , if it's going 50 MPH and at about at least 100 feet away, only I will know.

I did have to put in a new used throttle servo because the old one was in the water to long. I had thought about installing it in the fuse like the original Ace Sea Master but the more I looked the more it wasn't such a good deal so it's back behind the firewall where all the ARF Seamaster are.

Our first scheduled float fly of the season was Saturday, May 5 and right after the breakfast I headed for Golden Pond along with Al Fournier, Ed London, Gary Wilkerson and Tom Nichols.

By 10:00 the wind had picked up some and the water had a nice ripple and it was show time. I was off first with the Seamaster. After the usual ground checks and fueling up and getting the engine tweaked Al put the plane in the water nose out and I taxied out and into the wind, throttled up, got on step and the Seamaster was airborne. As soon as I got high enough I put a bunch of left aileron trim and some down elevator trim and it was flying like it's supposed to.

Al said lets see a Lomchavocs and I gave it the college try but the Seamaster said " No way Jose"

So how does the Seamaster fly? Just like they always do. Fine. Do hafta un-warp the new wing a bit though.

(continued on page 6)





(Thoughts, by Jack Delisle continued from page 5)

The star of the show this fine day was Tom Nichols and his beautiful Seawind.

I had seen two other Seawinds and I think the owners of them had "Hanger Queen" written all over them because both planes were at a float fly and both owners fiddle fattled with theirs and finally said they had to take them home for further work.

As you can see from the picture, Tom doesn't own a Hanger Queen and it flies. In order to get the picture I had to ask Tom a couple of times to slow it down more so I could capture and follow it in the view finder. The plane is smooth and fast but Tom had no trouble slowing it down for the picture and the landing.

About the only thing Tom said he would do if he had to do it over would be to install a lighter engine because his 90 needed a bunch of weight in the nose. I thought it flied fine anyway.



Tom and his Seawind

To finish off this piece I'll tell you about the rest of the pilots at the pond.

Gary had his Seamaster that he got somewhere along the line and rebuilt the fiberglass fuselage and it also flew like a Seamaster and his needed some engine thrust adjustments but his one flight "proved the airplane" so he'll be ready for the next float fly.

Ed London had his beauty mounted on floats but with the high flat bottomed wing didn't even get his out of the pickup. It would have been foolhardy what with the wind that had picked up.

Al was in the same boat as far as the wind was concerned because it was blowing pretty strong later in the morning and he elected to get his engine tweaked for the next go-around, Smart

Me? I did get another flight in and it was nice not having to fight the out of trim so I too get to fly yet another day

Editors note: the next float fly is may 20th, it is great fun to watch, even if you do not have a float plane, be sure to check it out!



Seawind right after takeoff

Classifieds



Hangar 9 Easy Fly 40 trainer plane ready to fly with OS LA 40, Hitec radio system and servos. \$200.00 OBO
Josh O 810-367-6367



Top Flite Stinson Reliant Kit Triple Roll and Single Roll of Cream 21st Century Coverite, Sullivan SkyLite wheels, 5 new Hitec Ball Bearing High Torque 1/4 scale servos \$350 for everything -Regis 810-388-1352 regisw@comcast.net



Dave Patrick Ultimate 40 ready to fly with an O.S.50 SX, Tower ts 35 servos, receiver, 1100ma. 6v. battery, MPI volt meter. The plane is in good condition but has not flown in 2 years. asking \$350.00 o.b.o



Great planes extra 300 40 with Super Tiger G51 ringed engine, Futaba s3003 throttle, futaba s3004 elevator, MPI on off charge switch with voltage indicator built in. asking \$100.00 o.b.o.

This plane has many flights and a couple hard landings but still looks and flies good. Matt (586)771-7729 (home) or (586)596-8837 (cell) or e-mail at panicman98@hotmail

12 V starter Hangar 9 \$10.00
OS FS 61 4 stroke engine Never mounted or started \$140.00 OBO
Sea King Kit seaplane -new in box (unbuilt). Fiberglass Fuselage, Balsa covered foam wings \$160.00
Ed Olszewski 810-367-6367

Land Pride FDR1560 finish Grooming Mower. Approx 5 years old, 60" cut, 3 PT hitch 540PTO Category 1 \$800.00 Gary Smedes 586-727-4507

Omega 2 Meter Glider. 78" w/s, ailerons, "V" tail, Avox Brushless motor and gearbox, Castle creations ESC, servos. Just add receiver to fly. Mike Roberge



Classified ads are free

Spring is coming, clean out the attic, and pass the old trainer on to a new member, and buy something else! Don't use your simulator? Sell it to someone who will. Please e-mail to proptreas@comcast.net Or send them by U.S. mail to the editor Or call 810-367-6367

Grant's custom Aircraft

PBY 5-1 Catalina

106" Wing, 1/12scale, 1270 Sq In, 23 lbs 64"length .60 2-Cycle 3 surfaces & Motor Servo, Motor. 90 4-Cycle

Grumman G-44 Widgeon

80" Wing, 1/5 scale, 15 Sq Ft, 24 lbs, 60"length .60 2-Cycle 3 Control Surfaces & Motor Servo, Motor .90 4-Cycle

Republic Seabee

70" Wing, 630 Sq In, 8 lbs, 48"length, .40 2-Cycle 4 Control Surfaces

Small glow engines, odds and ends, electronics

For more information, contact: Mike at (810) 329-6406

R/C Estate Sale

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 Quatro 4 channel NIB \$125.00

Various transmitters Call

120 Stinger airframe \$75.00

Futaba, HiTec, JR Wall chargers each \$5.00

TD3D Electric mini-built up ARF- With Electronics and Brushless motor Call

Pylon Props D1 and D2 APC Call

Various wood props, various wheels \$50.00

TME simple smoke system w/regulator \$50.00
Ray Dart 326-0929

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Phone (810) 982-2874, Toll Free 1-888-475-0640 Open Mon-Wed 10 to 6 / Thurs Fri 10 to 8 Sat 10 to 5:30 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

May

5th-Club Breakfast	9:00 AM
5th-Float Fly	10:00 AM
9th-Club Meeting	6:00 PM
12th-Field Cleanup	9:00AM
19th-SMAC SWAP	9:00 AM
20th- Float Fly	10:00 AM

JUNE

1st-Grade School Kids demo	10:00 AM
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

July

7th-Club Breakfast	9:00 AM
11th-Club meeting	6:00 PM
21st-Bi-Plane Rally	10:00AM
28th-4H demo	10:00AM

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.SCCPROPBOOSTERS.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.

Please Note Date Change! Eddy School Kids Fly. Friday June 1st, 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.

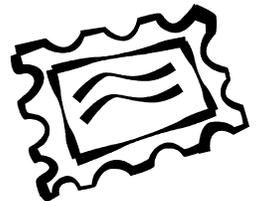
SCC Propbusters Interclub Invitational Fly-In June 16, at 10:00 am. Flying, fun and food are the order of business. Open Flying all day, Raffle and food concessions. <http://sccpropbusters.com/>

Club Breakfast is the first Saturday of each month at 9:00am. Attendance has been anywhere from a half dozen to a couple dozen members and guests. Come out and join us at Cavis Pioneer Restaurant– on Lapeer, just west of Wadhams rd.

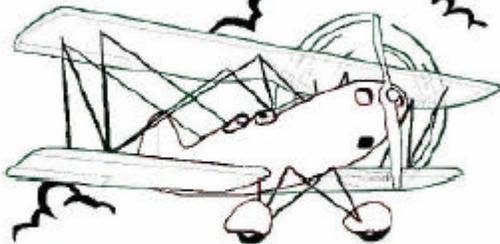
SMAC Swap. May 19th, SMAC will be hosting their annual tailgate swap at the Arnold Airport. For many R/C enthusiast this is the “Spring Opener” of the R/C modeler’s season. So head up there for the flying, some coffee and doughnuts, the tailgate swap, and a good time! For more info visit their website.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

Editor- Ed Olszewski
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-The Broken Prop-
May 6, 2007



St. Clair County R/C



*Prop Busters
Goodells, Mi*

Remote Control Model Aviation Club

Visit us on the web at www.SCCPROPBOOSTERS.com