

# The Broken Prop



## OCTOBER 2005 EDITION

A MONTHLY NEWSLETTER PUBLISHED BY THE ST. CLAIR COUNTY PROPBUSTERS  
A CHARTERED CLUB OF A.M.A. #1762

### Officers for 2005:

#### **President**

Gary Smedes  
586-727-4507

#### **Vice-President:**

Doug McLaren  
810-395-2098  
mclarenintl@direcway.com

#### **Secretary & Newsletter Editor:**

Keith Graham  
810-966-1494  
keith@sccpropbusters.com

#### **Treasurer:**

Ed Olszewski  
proptreas@comcast.net

#### **Safety Officer:**

Mike Grant

#### **Field Marshall:**

Ray Dart

### Instructors:

Todd Litke	810-824-0385
Ed London	810-922-0464
Greg Feyers	810-367-3924

### Meeting Schedule:

Second Wednesday each  
month at the Community  
Center Building, Goodells Park,  
6:00 pm.

Please try to attend the  
meetings if you can. It's a  
great way to stay in touch with  
what is going on in your club.

www.**SCCPROPBUSTERS**.com

### **President's Perspective**

As I go through the Events calendar, it looks like the only thing left to look forward to is the beginning of Sports Dome flying unless you happen to like the cold weather and snow.



Those of us that don't have 'electrics' are even worse off. I think its time to get serious about buying one. My problem is, that for the features I'm looking for, it's going to cost me just as much as a glow plane...just can't seem to justify it.



Last time I was at the field, I was approached by a couple of members with an idea to curb the problem of flying over the fence. The plan would basically turn the field approximately ten to fifteen degrees to the east. We will be discussing this and any other suggestions at the meeting next week so be sure to be there to voice your opinion.

And again, the last time I was at the field, I unloaded my plane, put it together, gassed it up and was ready to start it up when I did my pre-flight check. Good thing I got in the habit of doing this because it's the second time it saved me from a potential disaster. As I flipped the ailerons I noticed that the right one was lagging behind and sometimes not working at all. This is a perfect example of why there are procedures to go through **before** you take off. I was upset that I could not fly but it would have been a whole lot worse had I lost the plane or worse yet, hurt someone or something. Always think safety! There's nothing more important. (Next time I'll bring two planes.) See you at the next meeting.

*Youth Is Our Future*

## EVENTS CALENDAR

### October

12<sup>th</sup> - **Propbusters** Club Meeting – 6 pm – Goodells  
 23<sup>rd</sup> - **PMAC** Annual Swap Meet – Waterford Oaks  
 Activity Center – 9 am to 1 pm. – 2800 Watkins  
 Lake Rd Waterford, MI 48328 - \$4 door charge –  
 (248) 459-0802 – Al Johnson

### November

4<sup>th</sup> - Birchwood Sports dome – electrics – 9 pm  
 9<sup>th</sup> - **Propbusters** Club Meeting – 6 pm – Goodells  
 (Nominations for 2006 club officers)  
 13<sup>th</sup> - Northville Swap  
 18<sup>th</sup> - Birchwood Sports dome – electrics – 9 pm

### December

14<sup>th</sup> - **Propbusters** Club Meeting – 6 pm – Goodells  
 (Voting for 2006 club officers)  
 31<sup>st</sup> - **Deadline for 2006 dues Renewal**

### January 2006

1<sup>st</sup> - **Port City RC'ers** - New Year's Day Chili Pig  
 Down and Fun Fly – Muskegon, MI –  
[www.portcityrc.com](http://www.portcityrc.com)

## **Financial Report**

<u>Beginning Balance</u>	<b>\$1,933.42</b>
<b>Income</b>	
Dues	\$ 100.00
Hats	\$ 13.00
Whirlybirds donation	\$ 225.00
<b>Total Income</b>	<b>\$ 338.00</b>
<b>Expenses</b>	
Ed L. - tractor	\$ 51.47
Keith G. – postage	\$ 9.99
Sheila – garage door	\$ 62.54
<b>Total Expenses</b>	<b>\$ 124.00</b>
<u>Ending Balance</u>	
Checking	\$ 2,147.42
<b>Grand Total</b>	<b>\$2,147.42</b>

### **2005 Membership**

Junior	7
Senior	17
Lifetime	2
Regular	38
<b>Total</b>	<b>64</b>

### **2006 Membership    New Members**

Junior	0	Andy Wise
Senior	1	Bob Adams
Lifetime	2	
Regular	3	
<b>Total</b>	<b>6</b>	

## **September Meeting**

Meeting was held at the field with 10 members present at 6:05 pm. Doug led the meeting in Gary's absence. Todd/Al made a motion to accept the secretary's report and another motion to pay bills. Keith/Todd made a motion to accept the treasurer's report. All motions passed.

We reviewed the Profile Brotherhood. Because of last minute scheduling conflicts, the rescheduled event only brought 2.

We discussed the success of our Charity Fun Fly. Over fly violations during our past events also were discussed. We also discussed the over-fly violation during the tractor pull event. We discussed some people who we think were violators of this policy and what actions should be taken. This is a serious issue that will cause us to loose our field.

Another issue at the field was brought to the club. Some members were on the field looking for a part off an airplane when someone taxied onto the field. It was suggested to include in the newsletter some safety guidelines.

When going onto the field, make sure pilots flying acknowledge your statement. Use common sense. If someone is coming in for a landing, wait. Before going up, make sure you announce your intentions. That way others not flying because of members on the field can pass the information.

Todd/Mike made a motion to spend \$100 for 3 mower blade replacements. The club would like to acknowledge all the work Tom Nichols and Stan McClure did this year to the new mowers getting them up and running.

Ed L. has volunteered to buy all the gas for the rest of the year. Al/Todd made a motion to reimburse Ed L for the tire for the woods. This motion passed.

A motion was made to purchase a couple more canopies like the ones we have for down the flight line.

Redline parking during their national event this weekend was discussed. A problem might exist on Sunday during the Whirlybirds' event.

The membership voted on using a tri-plane on the membership cards for 2006.

We discussed setting up for the Port Huron Hobbyfest.

We have 2 new members: Robert Adams nad Andy Wise. Don Forton and Cory Munro have renewed.

Todd/Sheila made a motion to end the meeting at 6:52 as the rain started.

## **2006 Membership**

It's time to **renew your membership**. Dues are due from September 1<sup>st</sup> to December 31 for 2006. If you renew now, you can avoid the **\$10 late fee** for all those members who renew after December 31<sup>st</sup>.

So far 10% of the members have renewed.

**Aspire** Hanger 9, 2 Meter electric sail plane.  
Excellent condition – ready to fly. Hitec Focus 3  
radio (3 channel), batter, charger. \$200.00  
Call Ed (810) 367-6367

**Keller Lark** OS 108 2 stroke, 537 servos  
1100 mah Battery pack, switch harness \$400  
**Stinger 40** New build yellow black ARF \$150  
**Edge 540 – Hangar 9** ARF ¼ scale new \$200  
**Hobby Star 60** with Futaba Radio and  
MDS 68 Pro engine – new build \$275  
**JR Quatro** 4 channel NIB \$125  
**MDS 58** Pro New \$60  
**SeaMaster** 40 size w/OS 61, Futabo  
Radio. Ready to fly \$225  
**Various transmitters**  
**Extra 300** Great Planes 40 size  
Brettling kit \$100

Ray Dart 326-0929

### **Seamaster**

with new 51 Supertiger, 4 channel Futaba radio.

Call Tom Nichols (810) 987-2546

### **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, Landing Gear Valve  
Servo, Float Valve Servo.

#### **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 Servo, Landing  
Gear Valve Servo, Float Valve Servo.

#### **Republic Seabee**

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

**Contact: Mike Grant at (810) 329-6406**

### **Winter Electrics Indoor Flying**

Indoor flying is going to be starting soon at the  
Birchwood Sports Dome. The first two dates are  
Nov 4<sup>th</sup> and 18<sup>th</sup>. Further dates will be posted on  
the Dome's website and in the newsletter when  
available. For more info contact Steve Drake at  
the Birchwood Sports Dome (810) 385-3663

[www.BWSportsDome.com](http://www.BWSportsDome.com)

### **Redline Racing ROAR Nationals**

The members of Redline Racing held the ROAR State  
Championship races here in Goodells Park.

WOW, What a great weekend. A lot of great racing, and  
a real great bunch of guys. We hope everyone enjoyed  
they're time at Redline Racing. A big thanks to the  
racers who helped out during the weekend, with  
constructive advice and track maintenance. A HUGE  
thanks goes to Al Horne for bringing his scoring system,  
and generally helping out the entire weekend.



	<b>1<sup>st</sup> Place</b>	<b>2<sup>nd</sup> Place</b>	<b>3<sup>rd</sup> Place</b>
<b>Novice</b>	James Reeves	Austin Horne	Bailey Pannel
<b>Stock Truck</b>	Dakotah Phend	Jay Victor	Aaron Scott
<b>2wd Stock</b>	Dakotah Phend	Jay Victor	Nathan Wilcox
<b>2wd Open</b>	Al Horne	Dakotah Phend	Cody Hawks
<b>4wd Open</b>	J W	Kirk Robinson	Robert Gutierrez
<b>Truck open</b>	Al Horne	Cody Hawks	Jay Victor
<b>10<sup>th</sup> scale nit</b>	Al Horne	Jay Chura	Greg Newsom
<b>1/8th scale</b>	Al Horne	Hyun Kang	Jay Chura
<b>Monster truck</b>	Rusty Jones	Hyun Kang	Kyle Chouinard



Yep, that's right, 4 first places for the mighty Al Horne.  
59 total entries = a check for the American Red Cross  
for \$295. That's got to make you feel REAL GOOD,  
Thanks again guys and gals.

## Assault on Battery

(or) NiCd Care and feeding

*Ed Olszewski*



With proper care, the life of a NiCd battery pack in your radio can be four to eight years, and even longer with good care. Why then do some batteries seem to last much shorter, or worse suddenly fail in the air for seemingly no reason?

To understand what a causes a battery to fail, we must first understand the construction. A NiCd battery is two pieces of dissimilar metal held apart by a "separator layer" soaked in an acid. The separator is made of a porous, non-conductive material similar to paper.

There are several distinctive ways a battery can fail. More if you include all the ways they can be smashed violently into the ground by dumb thumbs. The first is old age. Over time the separator will deteriorate allowing the two plates to eventually touch, shorting out and eventually you have a dead battery. Next, excessive heat either from overcharging, or rapid discharge may cause the acid may leak, or expel through the vent hole. Also, overcharging may form plated crystals in the separator layer, causing a high resistance short. Most often this first shows up as a high self-discharge rate (the battery going dead by itself in a relatively short time). Sometimes if severe enough this may cause total failure of the battery. Finally, vibration can cause premature wear on the separator layer causing the plates to short.

You may be wondering, "Then what the heck is good for my batteries?" NiCd batteries like exercise-charge and discharge, over and over and over again. That is what they do, that is what they are made for. Think of it this way; a NiCd battery is good for a thousand charges - everyone knows that. There are 365 days to a year. If one were to cycle a battery every other day, it would take five and a half years to get to that number. So don't be afraid of cycling your batteries - it is good for them. It will make them happy.



What NiCd batteries do not like is overcharging, but then again who does? When a battery is charged, it is full. Although, unlike a gas tank in your car, the energy does not go leaking all over the ground if overfilled. At the point of being full, a battery gives off the excess energy as heat. The heat does nasty things to the acid in the battery from crystallization to leaking out the vent hole if it goes far enough. Both are bad things. Like your gas tank, when a battery is full-stop filling! It is tempting to want to "top off" a charged battery when you get to the field, but what you may be doing is killing them, or reducing their capacity if you are overcharging them. Even the best fast chargers cannot detect full charge quickly during a short quick charge to prevent overcharging. If you do need to "top off" your battery because of a week of inactivity, use the lowest amperage setting possible on your quick charger.

The next question would be "Then how do I know the condition of my battery?" To start with, the "off season" is often the best time to find out about the life and health of your NiCd batteries. Exercise your batteries often during the off-season. Sometimes wait a day between cycling, sometimes wait a week, and sometimes wait two weeks. Keep track of the results, and you will quickly find the true capacity, and the self-discharge rate of your batteries. Knowing the self-discharge rate will tell you how long to charge your battery after it sat around for a week of not flying. For example, if a battery only loses 70 mah after a week, it would only be necessary to charge it for 2 to 3 hours with a wall wart to get it back to full charge.



Lastly, cycle your battery often. It is a good idea cycle your battery after a day of flying. Make note of the charge left in the battery when you do. You may be surprised how much-or how little energy was left in the battery was left after a days flying. This will also insure that the battery gets just the proper charge for the next time you fly, and you will get the maximum life from your NiCd batteries.

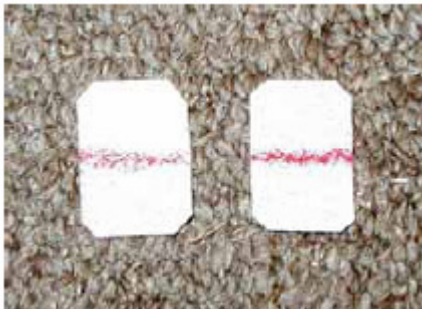
## Hints and Kinks

*Jack DeLisle*



Here is one of those " Why didn't I think of that" problem solvers.

Our esteemed River District Eagles President, Ron Frantz, needed a Sullivan® tail wheel assembly and our local hobby shop was fresh out so he took the tail wheel that came with the kit / ARF and instead of attaching it directly into the rudder as per the instructions, cut that bent portion of the bracket off and made up a wheel collar and set screw to clamp one end of a spring and pushed the other end into the rudder as shown in the picture. The spring? It came from the Sullivan® tail wheel because they provide two springs with each package. If you don't happen to have a spring that will work I know that ACO® hardware has a cabinet drawer with a large selection of springs.



The image here should almost talk for itself but for those hard of hearing I'll tell you what it's all about.

Most ARF kits come with the CA type hinges and I have had a few break at the hinge line so what I do now is take a Crayon® and draw a line down each side of the hinge in the center. This does a couple of things. It marks the center of the hinge so you can tell when the hinge is inserted into it's slot deep enough and secondly the wax in the Crayon® stops the CA glue from penetrating there enough so that I haven't had a CA hinge break since.

Before, after the CA had cured I had to "exercise" the hinge to free up the motion and you could usually hear the hinge / glue crack when it was first moved. No more, heh !!!!!



I hope this image shows up enough? In any event, I was having a problem attaching those " quick connectors" to servo arms so I went to the dollar store and bought a pair of slip joint pliers and ground the outside of the pliers sorta flat and then took my trusty Dremel® motor tool with the grinding wheel disk and cut a slot in one of the jaws that the stem of the connector will pass through. Works like a charm as the old saying goes.

By the way. I quit using the metal keepers that come with the connectors long ago because they will wear the stem and the connector will fail. I use only the plastic keepers. If the servo hole is right and tight the plastic keeper is all that is needed. I use the connectors on all of my planes and have never lost one yet.