

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

June 10, 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

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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 74

New member: Robert Welchko

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

Go to :

WWW.SCCPROPBUSTERS.COM

President's Perspective

By Gary Smedes

May 30th brought disappointment to the Eddy Elementary School kids as Mother Nature refused to cooperate. The threat of rain forced the decision to cancel. Thanks to those who spent the time and effort to put this event together none the less.

Those of you that have not been to the field lately will find a few changes when you get there. The last few meetings have brought a lot of discussion on the topic of safety. Mainly on the subject of barriers and fencing. Some members were happy with the way it was, with no additional fencing and just the existing pilot stations. Others wanted more fencing and new tall steel pilot stations. After lengthy discussions of the pros and cons of each suggestion, the members ended up voting on, what I think, is a good compromise: additional fencing in front of the canopy and a new steel pilot station for evaluation. Like everyone else, I want to be safe too. But how far do you go? You can't possibly protect everyone against every situation. My personal opinion is that there is no substitute for common sense and following the field rules. Most of the field rules deal with safety issues. They are in there because they were designed to keep you and everyone around you safe. Be aware of your surroundings and what is going on around you. With the first fun fly of the year coming up, there will be a copy of the Field rules in this newsletter for you to review and refresh your memory. Not just for the fun fly but for the whole year. Except for the few 'real' accidents or mishaps, most problems can be avoided and we can all keep this hobby a safe one.

Thanks to those that made it out to the work day and got some clean up work done - Good job

It was brought to my attention that the french drains are still a bit hazardous so please be careful round them until we get them straightened out.

Hope to see you at the meeting!



Meeting Minutes

by Keith Graham- Secretary



The meeting on May 14th was held in the community center building with 11 members present and started at 6:03 pm. Doug/Sheila made a motion to accept the secretary's report as read by Keith with the mention that the quote provided by Gary Wilkerson for the flight stations was a quote given at that time and could be more costly now based on the fluctuation in parts pricing. Doug/ Gary W. made a motion to accept the treasure's report as read by Ed and pay bills.

We passed around newsletters from the Eagles, the Wing Nuts, and RCCD and we also passed around a fun fly flyer for SMAC.

OLD BUSINESS

For the **Fun Fly**, Gary has not had any luck coming up with a vendor for our fun fly on June 14th. Sheila volunteered to try a couple more numbers and will also see if she can get some more balsa flyers. Bud has volunteered to handle the candy drop for the fun fly. Jack DeLisle has volunteered to handle the announcements and Gary S. reported that we haven't heard from Redline Racing. We discussed some final preparations that need to be done before the event. Keith will bring the National Anthem and Ed London will handle contacting the park to see about getting the bleachers back.

Work Day – We have it scheduled for this Saturday, the 17th. We will schedule Sunday the 18th as a Rain-day.

Fuel Orders have been turned in according to Gary Wilkerson and the orders should be in any day now.

Mower Updates. The **Duck** is back and it was reported that it's never been as quiet as it is now. Stan mentioned the need to replace one of the rear wheel seal some day.

The **Woods** is back at the field and the work is completed that Ed O. had planned. Ed London reported that the PTO is still sticking after it's been sitting. Ed O reminds us of the need to replace the wheel sprockets in the future. Ed wrote on the bottom of the seat the types of fluid required for the Woods and that it's still burning oil. We had further recommendations from Ed O on how to make the Woods last and we discussed future repair plans.

NEW BUSINESS

We discussed the email received from someone asking about setting up a gathering for some kids. Ed O reported talking to her and Ed London has also been in contact with her and we are waiting for her to set

up a date. There was a report of a questionable picture on a website to which we had a link to on our site. Since then the link was removed.

Kirk provided an experience he had recently where his plane crashed as a result of a broken battery cell lead.

Pilot's Stations. We discussed salvaging the existing piping from the flight stations and installing new corner fittings. We also need to replace the fencing on the flight stations. Ed O suggested a couple extra barriers set up in the pit area. Gary W./ Doug McL. made a motion to build the barrier for the canopy area spending up to \$100. Motion was 9 for and 2 against. Motion passed. Ed O volunteered to take care of the repairs to the existing flight stations.

NEW BUSINESS

Doug McLaren reminds pilots about members who have adverse affects to medication that they had taken in the past. His mother, who has High Blood Pressure, suddenly had a reaction to the medication she was taking and contacted her doctor. It was determined that there was a bad shipment made to the area from China and they were thankful they caught it in time.

Doug/Sheila made a motion to close the meeting.

Special Request:

Bring your used ink cartridges from your computer printer and donate them to the club– rather than a landfill. We can turn them in for a discount on ink used for printing the club newsletter. It does not matter what brand ink or what type of printer you have, help us save a few bucks on printing cost. You can either bring them to the club meeting, or give them to Sheila if you see her at the field.

Meeting ended at 7:21 pm.
St. Clair County Propbusters

Financial Report Summary

6/9/2008	
Beginning Balance	\$2,120.34
Income:	
Dues	90.00
Total:	\$ 90.00
Expenditures:	
Stamps	\$ 6.15
Tractor woods	89.12
Tractor/gas	163.53
Fencing	77.89
First aid/safety barriers/flag	27.09
Total:	\$ 363.78
Ending balance:	\$1408.07
Equipment Fund:	438.49
Grand Total:	\$ 1846.56

St. Clair County R/C Propbusters

Field Rules

- **All AMA rules apply. ***
- **There will be a place in the frequency board to sign in, all pilots must sign in.**
- **Pick up your frequency pin number and deposit your AMA card in its place. ***
- **If your frequency pin number is not there, place your radio in the compound area until the pin is returned.**
- **All aircraft must be tethered before starting the engine in the pit area. ***
- **Radio and aircraft must be pre-flight checked before the first flight of the day. ***
- **Do not taxi aircraft from the pit area. ***
- **When flying stay inside of the flight station.**
- **Pilots must have a spotter during club events or when a large number of people are at the field, or if they are a first-time guest.**
- **No more than 4 aircraft are allowed in the air at the same time, except for combat exhibitions. ***
- **You must have a Propbusters dues card or be a guest of a club member to fly. ***
- **When you leave the field always make sure you clean up any mess you or your guest might have made. ***
- **Members will be responsible for their guests. ***
- **No flying while lawn maintenance is being performed and no lawn maintenance will be started while members are flying. ***

THESE RULES WILL BE ENFORCED

** Designates everyday enforced rules, others are Event-Only*

The S.M.A.C. Swap

By Jack DeLisle

The weatherman promised scattered showers and wind for Saturday, May 31 and came through with the promise. Luckily, the showers held off till around 11:30 AM and the wind was just about right down the runway so that allowed some flying as well as some trading at the Sanilac Model Airplane Club's annual swap meet.



This year Bob Samuelson, the president of the S.M.A.C, provided like four BIG boxes of assorted buns and donuts and coffee too. He also had a Porta-John® on site this year.

So how was the turnout? Surprisingly good with about 10 vehicles backed into the flight light with their pilots and wares on display and ready to do business and about that many more vehicles parked in the spectators area.

Bob Samuelson and Dennis Bigger and some more Smackers made up probably the majority of R/Cer's but Ed and Sheila Olszewski, Carl Jones and yours truly from the Propbuster, Mark Lapensee from the Eastwings and Pete Carchio from the River District Eagles and Steve +++++ski from the Wolverines helped fill out the flight line.

A word about Steve and Pete. I worked in the same plant with Steve but in different departments for a number of years and never really knew his last name and I do now but don't know how to spell it and too lazy to look it up. So anyway, Pete lives in Harper Woods and Steve lives out by Lakeside Mall and they met somewhere on I-94 and drove all the way to Crosswell to take part in the activities. That just proves that most of us Radio Control people don't have both wings on, oars in the water and etc.

I waited for a bit to see if someone else was going to brave the wind so I could see how he made out but I have a hunch others were of the same mind so I got my new Great Planes Big Stick fueled up and

range checked and taxied out to midfield without getting tipped over, let the plane weather vane into the breeze, checked the controls one more time to get my knees to quit shaking and throttled up and off goes the Big stick.

It was bouncing around just a little bit but I found that the Stick handled well so I did a few rolls, loops and hammerheads and got into the landing pattern and did a shaky landing and then went around again and did another. On my second flight I got up there and went to idle and the Big Stick will fly backwards and won't drop a wing and stall. I would recommend it as a trainer.

I guess I broke the ice because Dennis Bigger got his Extra aerobat up and showed the spectators how one of those flies by doing some really snappy maneuvers and another pilot flew a high winged trainer with no problem. Steve (just call me Ski) flew his 40 size bi-plane and I told him he must have talked to the guy upstairs because the wind died down for him.

We did have one mishap because one pilot attempted to fly his big gas powered high winged plane I think was Robin Hood and it got side saddle on him and he chopped the throttle and the plane cart wheeled but with no visible damage.



The swap? There was some nice stuff there. Carl Jones had like ten servos and one of those caught my eye but I couldn't make a trade. He said he had enough foam rubber. Mark Lapensee sold a bunch of electric props to Eddie O and I bought a 10-7 for my OS-46. I sold my dust collector because I don't really build anymore and hadn't used it in a couple of years. Along with that and a few other items I paid for the gas to get up there and home and I'm taking the boss out for dinner too. And did I say a good time was had by all ??? It's true and I hope the S.M.A.C hold them again. How about it Bob?

What A Ride!

By Ed London

On Sunday May 25th I had the privilege to go up in a full scale Waco UPF7. I had been talking to Don Forton (Propbuster Member) about going up for some time. So I was excited when he called me to go up with him.

The Waco is an unusual plane because it was manufactured as an open cockpit biplane trainer for the navy after most trainers had enclosed cockpits. They were made in Troy Ohio from 1937 till 1942.

About 600 were manufactured and about 150 are left today. Many were used as cropdusters and some were used for glider towing because of its large radial engine and powerful lift. Many different engines were used in this model. This particular Waco has a 275hp Jacobson radial engine (aka Shaky Jake).



Don had the airplane at his strip in Columbus twsp. Don does not own this plane but he is the pilot and does the maintenance on the aircraft.

I arrived at his house at about 3:15pm. Don had just returned from taking another customer for a ride. The weather was sunny but a bit cool. I asked Don if I needed more than the sweatshirt I had on, he said I would be getting some heat from the engine being I would be in the front seat. Don had reinstalled the stick in the front cockpit so I could try my hand at flying it. The front cockpit is wide enough for two people to ride but the stick has to be removed so there's room for two pairs of legs. After trying to no avail to get the helmet with the two way radio in it to fit my bucket head I opted for a baseball cap and a headset. The radio was great because Don explained everything he was doing before take off. I was able to watch the gauges and see all the levers move in my cockpit as he was preparing for take off. Sitting in the Waco when it's on the ground you can't see nothing in front of you but cowlings, huge cowl-

ing. Don pointed her straight down the runway wound up the engine then released the brakes. We were off and running blindly down the runway until the tail came up and then you could see. I don't think we used 200 feet of runway when the Waco became light on her mains and lifted off.

I thought to myself this is too cool as we climbed out to an elevation of about 1200 feet. I guess Don felt like we were about two mistakes high when he radioed up to me that she was my airplane. I put my feet on the rudder peddles and grabbed the stick. After Don set the trim the plane flew itself. It only needed minor guidance from me, just like a well trimmed RC airplane. We headed north to my house then east to the Propbusters field (no one was there). We then headed to the north end of Port Huron where my mom and dad were watching for us. I was surprised at how relatively quiet the airplane was and behind the windshield it was almost like riding in a car with the window down. But don't stick your head out beyond the windshield like I did and almost lost my head gear.

From the air things sure look different, lots of trees. I found my dad's place and Don circled it a couple of times while I took pictures. Don let me have the stick back and then we headed south toward Algonac. Flying the Waco was no different from RC, You bank and pull back on the stick to keep from losing altitude. The Waco likes rudder and could easily be turned with just rudder. While following the St. Clair river we saw a couple of freighters going down-bound. I wanted to try a strafing run on them but Don said they would have frowned on that idea. After flying over Anchor Bay I turned 180 degrees and started heading home. Don took the stick and said he wanted to say hi to a couple of flying buddies of his. So he banked it sharply and pointed her nose to the ground, the tree tops were coming up fast, the engine started to wind up and we buzzed a private airstrip at about 130mph. I think when I opened my eyes I saw a squirrel in a tree all wide eyed as we screamed by. Once wasn't enough as Don paid a visit to another friend of his in the same way.

It was time to land and from the air Dons strip looked pretty small. Now landing the Waco you have the same vision problem as taking off. Don cross controlled the airplane (slipping) it sideways so he could see. This also slows it down a lot. We cleared the power lines and made a smooth landing. Man what a ride.

All are welcome to go for a ride in a true classic aviation airplane. Contact Don at the St. Clair County Airport for prices and scheduling. You will not be disappointed.

Some Bits and Pieces

By Jack DeLisle



Mark Lapensee and his Piper Cub

The first scheduled float fly happened to be the same Saturday we have our breakfast in Wadhams so I got to Golden Pond a bit late and Mark is already there and setting up on the point where the picnic tables are. I felt for a long time that it was a better place to fly from than the beach we have used in the past and that proved to be the case. Gary Wilkerson had left Cavis's earlier so he was already there and Al Fournier came few minutes later so we had a crowd of four with two planes. Marks Cub and my Seamaster.

Mark is first off and his cub is a pure winner taking off, flying and landing. I get off second and the Seamaster is still a Master of the Seas so nothing to report there. The rain clouds were moving in so both Mark and I opted to put the planes away and it was a good thing because it did start to sprinkle.

The next scheduled Pond Fly was weathered out but Gary has his big Cub ready to go and Al will have his Sea King ready too so check your schedule and get out to the next float fly. If you don't have a float plane and seeing how nice it is at Golden Pond you may end up getting one. And the Cub on floats and the Seamaster are both fine airplanes.

A couple of years ago, maybe longer than that) I was over to Ed London's house and we were in his shop and he was showing me his planes and pulled out a pattern type 40 size and gave it to me. When I weakly protested he said he would never restore it or fly it so I was the owner of a 40 pattern type airplane.

Well, I finally took it down from storage and gave it a good look and decided that it would look fine in my new favorite colors, Black and Yellow because I can still see that combination well, and I set to work / play getting it covered and installing my OS 46 AX , my Polk's Radio and landing gear. Early on I changed it from a tri-cycle to a tail dragger.

I pondered the color scheme and came up with what you see in the picture because it is simple with no fancy flames or rainbow stuff that Ed Olszewski handles very well.



The name of the airplane ? I thought about that for a day or so and came up with Londonair. I tried something using Milky because that is what Ed uses in his web mail address but didn't like anything I tried along that line so Londonair it is!

So how DID it fly ???I range checked again, taxied out, stopped, checked the controls again, throttled up and I was airborne. I needed a couple clicks of aileron and did that, came around, flew west a bit, came back around a put in a few clicks of down elevator and the Londonair went FULL down and arrowed into terra Firma.

TOTALLED. Bad Elevator Servo !!!!

Classifieds

JR 8103 Heli transmitter. Radio is used and is great condition (stored in case). Includes channel 37 module, JR 9 ch Fm Rx (NER-549X), wall charger and manual. This is the non-digital trim version. \$125.00

Mini Funtana electric plane. Plane is in good condition and includes Atlas brushless outrunner motor (AM231226), JETI ESC, 4 JR NES 241 servos. No rx. \$130.00
Carl Jones 810-367-6759

1/4 Scale Sig Cub Yellow, Complete airframe needs Motor and Servos.

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Complete hobbico field box 55.00

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Tom Nichols 987-2546

Kadet Senior-3channel w/os 4 stroke ran once

Mark Stein 810-357-1636

Futaba 7C Computer radio with charger and Futaba 7 channel receiver. Channel 42. \$100.00

Hangar 9 Mini-Funtana assembled with four Hitec HS-55 servos. \$80.00

E-mail Dave at DDN@cpec.com

SeaKing NEW, Never flown. Ready to fly with your radio and motor. Blue & White, Fiberglass fuse, balsa/foam wings.
Bob Troy 810-364-8428

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Ed Olszewski 810-367-6367

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. This plane has many flights and a couple hard landings but still looks and flies good. asking \$100.00 o.b.o.

Matt (586)771-7729 (home) or (586)596-8837 (cell) or e-mail at panicman98@hotmail

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Pete Carchio 313-886-8485

Classified ads are free

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Or call 810-367-6367



Agi-Duck 10' wing span, R.T.F. new 30cc gas motor, servos, receiver, battery, every thing but radio. Has only 4 set-up test flights. Fly slow and is a real eye catcher in the air. Could be made into a candy dropper. \$400.00,

Zlin 46 size, with almost new ASP 91 glow, has 14 flights on it, \$240.00,

Stinger 10, ready for motor and radio \$25.00

Up roar 60, ready for motor and radio, covered in fabric, \$80.00, call Gary at 810-841-2342

Sea King Kit seaplane -new in box (unbuilt).

Fiberglass Fuselage, Balsa covered foam wings \$160.00

Hangar 9 Easy Fly 40 trainer plane ready to fly with OS LA 40, Hitec radio system and servos. \$175.00 OBO

Ed Olszewski 810-367-6367

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

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Futaba, HiTec, JR Wall chargers each \$ 5.00 Call

TD3D Electric mini-built up ARF-

With Electronics and Brushless motor Call

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TME simple smoke system w/regulator \$ 50.00

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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

June

7th-Club Breakfast	9:00 AM
11th-Club meeting	6:00 PM
14th- Inter-Club Fly In	10:00 AM
20-22 Hirobo cup	9:00 AM
22nd- Pond fly	2:00 PM

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

Aug

2nd-Club Breakfast	9:00 AM
13th-Club meeting	6:00 PM
23rd-SMAC TFT fly in	10:00AM

Sept

28th EAA static display	9:00AM
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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

SCC Propbusters Interclub Invitational Fly-In June 14, at 10:00 am. Flying, fun and food are the order of business. Open Flying all day, Raffle and food concessions. Help get the word out to R/C pilots and spectators! Please go to our website and download a flyer, and put it up where people will see it. Proceeds from the fly-in helps support our field, and keep our dues the lowest in the area. Bring an aircraft and fly, or just bring friends and family members. But be sure to come out and have a good time and support your club. See us on the web at <http://sccpropbusters.com/>

The River District R/C Eagles are sorry for any inconvenience caused by the cancellation of the fly-in for the Eddy School. I was informed by the teachers at 0710 Friday that they did not want the children to get wet and remain in wet clothes any length of time. The children are of kindergarten age. Bud delivered the candy to the school for teachers to distribute

HIROBO CUP GRAND EVENT 06/20/2008 -06/22/2008. Toledo Weak Signals Flying site Factory and team demonstration flights by top MRC/Hirobo pilots - Scheduled one-on-one flight training and set up advice from our crew - Full-size aircraft scheduled to appear - Night flying scheduled - Many Hirobo prizes to be raffled off. - food on site - Hirobo's New 90 3D Flagship heli scheduled for action! Call for info at 800-333-3692

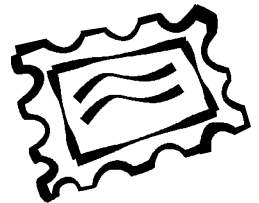
Float Fly. You know summer is finally here when the pond is open for flying. Even if you do not have a seaplane, come out and check out the flying at the pond. Contact any board member or Gary Wilkerson for directions.

Computer-transmitter cables / Free FMS Flight Simulator We have computer to transmitter cables available for club member for a \$16.00 deposit, or purchase for same price. Available from the club treasurer. Download FMS at: http://n-old.ethz.ch/student/mmoeller/fms/index_e.html

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Remote Control Model Aviation Club

Visit us on the web at www.SCCPROPBOOSTERS.com