

St. Clair County R/C Propbusters

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

The Broken Prop



Club Meetings

Second Wednesday of each month, 7:00pm 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

Sheila Olszewski 810-367-6367

Vice-President

Gary Smedes 586-727-4507

Secretary

Doug Donner
propbusters.secretary@gmail.com

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Safety Officer Field Marshall

Robert Zielinski Tom Nichols

Instructors

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

Directors

Keith Moore, Doug Donner sr.
Keith Graham

2010 Membership: 58

2011 Membership: 17

Welcome new member:

Dave Hernden

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

Go to :

WWW.SCCPROPBOOSTERS.COM

Editor: Ed Olszewski

October 31, 2010

President's Perspective

From Sheila Olszewski

As the summer flying season winds down, the canopy is put away, before it blows away and the flight boxes have been stored near the shed. We are in the process of getting the field equipment laid up for the winter. The field maintenance crew did a great job over the summer and deserve special mention for all their hard work. Thanks to John Diver, John Neil, Jack DeLisle, Dan Mackey and Bill Echlin for a great job done. Also, a thanks to Ed London, and Stan McClure for their help with repairs to the equipment.



The December swap is drawing near and we need help! Members, and members spouses are welcome to lend a hand. Maynard LaParl is getting a bunch of tables, but we will still need more. If you have an 8 to 10 foot table you can let us use for the day, drop me a line. If you can help with the following, give me a call:

We have some Kitchen help, but will need more, to help spread the load. If you can even help an hour here and there, it would relieve some of the work in the kitchen. Someone to tend the coffee pots- you would just have to make coffee a couple times through the day and make sure the area is kept clean and neat. A setup crew to get all the tables and chairs organized- we only have a half hour to get the hall ready. This year we will be collecting the entrance fee as everyone arrives, before they set up and will need a couple of door people to collect the money and help vendors find their table. Of course we will need help getting everything cleaned up before we can leave. If you can help with anything, please give me a call. This event is our principal money-maker that helps keep our dues low.

Be sure you make it to the swap, it is a good time to pick up a few things for next year, or maybe sell some extra stuff that you do not use anymore. As always there will be our famous breakfast, along with the best R/C deals in town. Stop by, get something to eat and visit with some friends- a great way to spend the morning.

Hope to see you there! -Sheila

Meeting Minutes

October 13, 2010

Submitted By: Doug Donner Jr. Secretary

The meeting was called to order at 7:08 PM by Sheila with (13) members and (2) guests present (Mike and Danny). A motion was made by Jack D./ Doug Sr. to accept the secretary's report as read. Motion passed. A motion was made by Jack D./ Doug Sr to accept the treasurer's report as read. Motion passed.

Old business:

Charity Fun-Fly

- The funfly went OK. Spectators were a little light.
- \$83.00 went to the Earthkeepers. This amount will pay for most of a 3 day class
- Farm Museum did OK on food, but it was set-up in the outside lot instead of closer to the field
- SMAC Picnic
- had a good turnout, but the weather was a little windy

Whirlybirds Fun fly

- had a pretty good turnout, about 75 pilots

New business:

Winterize tractors

- Check antifreeze and remove batteries
- mowing is now done for the year
- canopy will be taken down when ever there are enough people at the field

Swap

- December 5th
- room is booked, have the prize and extra tables
- John D has the list of food required for breakfast
- (3) people will be needed to stand by the door starting when the people start coming in to set-up (Gary S., Doug Sr., Doug Jr.)
- Need coffee pots, extension cords, a crock pot, electric griddles, and a roaster to keep the sausage warm (Ed L)
- Kitchen help is still needed
- Gary Hernden volunteered to help in the kitchen and Ed L. volunteered to shop for the food.

Al Fournier got 30 stitches in his hand from contact with a spinning prop last Sunday afternoon. Al's doing fine. (thanks Jack D for telling the story). Let's all be careful out there.

Motion to close was made by Doug Jr / John D Meeting adjourned @ 7:35 PM.



St. Clair County Propbusters

Financial Report Summary

Reported: October 13, 2010 By Ed Olszewski

Beginning balance:	\$2120.41
Equipment Fund	<u>1207.25</u>
Total	\$3327.66

Income:	
Dues	\$ 125.00
Donations	5.00
Whirly Birds	<u>200.00</u>
Total	\$ 330.00

Expenditures:	
10 tubes grease	\$ 20.00
Gas	61.25
Draw pin	17.38
Hardware	2.00
Septic	<u>25.00</u>
Total	\$ 125.63

Ending Balance:	\$2344.16
Equipment Fund:	<u>\$1187.87</u>
Grand Total:	\$3502.03

Seagull 3D Harrier e-conversion

By Ed Olszewski

Over last winter I completed my first “larger” electric powered airplane, an electric power conversion of a new Seagull models Harrier 3D arf originally designed for a 46 size glow engine. Of course, as with any other setup I kicked it up a notch and chose a motor equivalent to a 60 size glow for plenty of power when you need it. Other than a few minor modifications, building the Arf with electric power was no more difficult than installing a glow engine (see *article in Feb. 2010 Broken Prop*). By early spring I got a chance to fly it and see just what I had accomplished.



When the big day finally arrived, I throttled up and the plane shot away like a bullet, and quickly broke free of the ground. Immediately the plane began to roll and I compensated with aileron. I assumed the ailerons were badly out of trim, but shortly realized it was simply torque from the propeller twisting the aircraft. Within seconds the plane straightened out and flew true as an arrow without any trim. By comparison to glow, the throttle response with electric power is immediate, without the normal lag of a piston spinning up. This is a very noticeable, perhaps less than a quarter of the spin up time. This makes the low-end torque of an “outrunner” motor seem much greater than that of a four stroke engine, it seems to have a lot more punch.

In the air, the plane performed well. It has far more vertical, and just raw power compared to the glow version of the identical plane I have. Other than the obvious lack of sound, all other maneuvers perform the exactly same as the planes glow engine counterpart. I am not sure why I would have expected different. I wrote this more to compare the electric power system, with the glow system in an identical plane I have. The plane is a good flyer and an electric powered motor did nothing to change that.

When building, I was concerned about the balance point. This plane is an electric conversion and the instructions are for a glow power plant. Normally the balance is established without fuel, an electric plane presents a problem determining the best balance point with a battery, since it does not change with the addition of fuel.

Fortunately I have the identical plane with glow power—and it is balanced well. I checked the CG of that plane both with and without fuel, and transferred those points to the new plane, and balance the plane midway between those points. I hit the balance point perfect, and with battery power it stays exactly the same through a flight.

The Motor I chose to use is made by a company called Scorpion, and is more expensive than many of other low end motors on the market. Most other motors in it's power class weigh 1 1/2 times as much. It has stronger magnets, and a higher temperature rated wire for it's winding, allowing a higher power output. It looks like it was a good choice, and I would recommend the brand to anyone looking for a high performance motor.

The 22V 4000 mAh battery provides well over 20 minutes of hard fly time, in fact normally it takes less than 3000 mA to recharge the pack after two 10 minute flights. If I had to do it over, I may have chosen a smaller battery pack, maybe 3000 mAh or so to save some weight.

I enjoy the sound of a glow engine. But I have always said that I would fly some electric powered airplanes as the cost came down to “practical”, providing the performance was there. Well the cost has, in fact when you figure the cost of motors, engines, fuel, batteries, fuel pumps, chargers, glow igniters, starter batteries, a starter, and an ESC, it seems to pretty much balance. I was able to outfit a good electric motor and support for less than the cost of a glow engine and tank. I have the identical aircraft with a Saito 72 mounted to the front, the electric setup far outperforms that setup. The performance is there, without a doubt. With new battery technology, flight time and weight with electric power is no longer an issue.

The pluses of electric power: Balance point never changes. No slime— a very good thing. No spilling fuel. Good torque and speed. Quiet, no complaining neighbors.

Probably the main “minus” of electric power is the learning curve, the technology is advancing quickly and it is hard to find good information on what to use.

Bottom Line: Would I add more electric powered aircraft to my collection? That answer would certainly be Yes!



The Project

By Jack DeLisle



I have a project that has taken me to new adventures. Pictured above is my 30 inch wing-span Ultimate Biplane and the tail feathers of a 1/5th scale P-51 Mustang.

Jerry Boettner, according to the receipt, bought the Pica kit of the 51 in 1992 and got as far as opening the box and other things got in the way so he never started building.

He asked me this past summer if I was interested in building it and I am always open to questions like that and I said yes.

Which leads to the adventure because somewhere along the way the plans were lost and I had to use the well done 51 page instruction manual and the steel rule die cut kit pieces to build the plane. I also had the wing dimension, 89 inch span, and the fuselage length, 77.5 inches.

I used the wing measurement and the main wing spars, pre-cut ailerons and flaps to lay out the wing ribs and the wing came out pretty much as called for.

While I was building that I ignored the instructions for installing the aileron and flap servos because that called for using one servo for the flaps and one for the ailerons along with bell cranks and etc. Yes Virginia, that's how it was done then.

I built in mounts for a servo for each aileron and for each flap. Hard to imagine that we used to drive big surfaces like are on the P-51 with the standard servos of the day and they put out all of 42 inch ounce of torque. One servo for the ailerons and one for the flaps.

As you can see, the wing does fit in the basement because the ceiling isn't finished. You can see the servo mounts too.

I used the same scheme to build the fuselage and used the pre-cut wing saddles as my key point and using the drawing on the cover of the instructions, it had a nice side view and a nice top view, to get a "looks about right" to space the fuselage formers.



I'm this far along and decided to leave some skin off of the fuse because I'll mount the elevator and rudder servos in the back. No long dowels, eh!

Announcements & Events

November

6-Club Breakfast 9:00 AM

7-Northville SWAP www.midwestrcsociety.org

10-Club meeting 7:00 PM

December

4-Club Breakfast 9:00 AM

5-Propbusters Swap

8-Club meeting 7:00 PM

January

1-Membership renewal due

1-Club Breakfast* 9:00 AM

1-First Fly- Propbusters 9:00 AM

12-Club meeting 7:00 PM

*note- Cavis will be closed Jan 1, the New Year Day Propbusters Breakfast will be at the Marysville Big-Boy.

A full list of events are on our website
www.sccpropbusters.com

Time to start thinking about the **Propbusters December swap**. Last year all the tables were taken, reserve a table early to avoid being left out. Call Sheila at 810-367-6367 to reserve yours.

If you have not paid your 2011 dues yet, there is no need to fill out a membership form if nothing has changed.

15.00 - Senior members (born on or before 6/1/49)

25.00 - Regular members (born on or before 6/1/92)

No fee - Junior members (born after 6/1/92)

Late Fee- Add 10.00 (to all renewal dues paid after **January 1**)

Make check payable to: SCC Propbusters

Mail to: PO Box 749 Almont, MI 48003

2010 Propbusters Special Events

December 5 Propbusters Swap

2011 Propbusters Special Events

June 18 Inter-Club Fly In

July 9 Bi-Plane Rally

July 30 4-H Fair R/C Demo

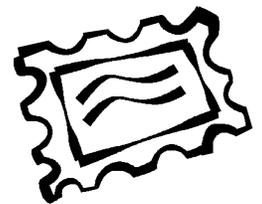
September 10 R/C For Charity Fly In

September 11 Whirlybirds Fly

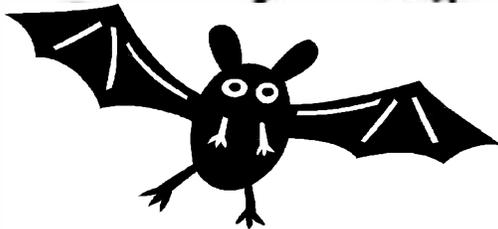


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-The Broken Prop-
October 31, 2010



St. Clair County R/C



Prop Busters
Goodells, Mi

Remote Control Model Aviation Club

Visit us on the web at www.SCCPROPBUGSTERS.com

St Clair County R/C Propbusters
Presents our 12th Annual

R/C SWAP MEET

Great Deals On New and Used R/C Airplanes– Helicopters- Cars- Boats– Modeling Equipment

Sunday, December 5th, 2010

9:00 am to 12:00 pm

Admission \$3.00 Adult

Women and kids under 12 years

Free Admission



FREE TABLE SPACE with paid admission. If you have something R/C related to sell, Call Sheila O. at (810) 367-6367 or e-mail proptreas@comcast.net to reserve a table today. Table space is limited, reserve early. Limit (1) table per vendor. Set-up begins at 8:30 AM.



Pancake Breakfast (Starting at 9:00 AM)

Don't stop along the way, enjoy the Pancake, Sausage, and Coffee Breakfast at the swap while watching crash videos! We have the best breakfast price in town (still only \$5.00)!

LOCATION The Community Center Building at Goodells County Park
8345 County Park Drive, Goodells MI 48027

GPS 42° 59' 0" N (42.9839), 82° 39' 7" W (-82.6519)

For online directions and more info go to: www.SCCPROPBUSTERS.COM

