

Club Meetings

Second Wednesday of each month, 7:00pm at the Community Center Building, Goodells County Park.

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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Directors

Keith Moore, Doug Donner sr.
Keith Graham

2011 Membership: 53

For the Latest-Greatest Information, Schedule, Photos, Announcements.
Go to :
WWW.SCCPROPBUSTERS.COM

St. Clair County R/C Propbusters

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

The Broken Prop



Editor: Ed Olszewski

January 31, 2011

President's Perspective

From Sheila Olszewski

Here we are at the beginning of another year. For those who do not know yet, there were no nominees for club officers other than the current board. All four of us agreed to accept, and hang in there yet another year. Thanks for doing it again guys.

Due to bad weather it was decided to cancel the January meeting. Although the roads were cleared by the evening, we had to make the decision early enough to get the word out by e-mail. I hope no one was inconvenienced.



I stopped at the Park commission and dropped off our lease payment . I poked my head in to Mark Brochu's office and briefly spoke to him. He said we are doing well as a park user group, there has been no complaints and everything is fine in regards to the Propbusters. That is great news for our club, it is important to keep a good relationship with the park and the other user groups. Good relations and a good record make us much more secure, as everyone knows, a flying field is an easy thing for a club to loose.

As most of you who probably read in the AMA Model Aviation magazine, the River District Eagles finally received the final approval for their field from the MDOT. Gary Wilkerson mentioned: It was a lot of work, by a lot of people to secure the land and make it flyable. Their grass is growing- or at least was in the fall, everything is in place, so they are now up and running with a secure place to fly. They extended a note of thanks for our support while their field was in development, and invited all the Propbusters to stop by and check out the new field.

There has been some occasional flying activity at the Propbusters field, I know, I have watched them through the windshield of my minivan. A few have been out there enjoying skis off the snow. More to my taste, I have been enjoying flying one of those micro helicopters in the warmth of my living room. They fly great, and maybe it will keep my thumbs in practice for next summer.

Come on spring!

-Sheila



**St. Clair County Propbusters
Meeting Minutes**

The January 2011 Meeting was canceled due to inclement weather.

Submitted By: Sheila Olszewski, President



**St. Clair County Propbusters
Financial Report Summary**

January 13, 2011 By Ed Olszewski

Beginning balance:	\$3872.98
Equipment Fund	<u>\$1187.87</u>
Total	\$5060.85

Income:

Dues	<u>\$ 185.00</u>
Total	\$ 185.00

Expenditures

Stamps	\$ 2.64
Lease payment	<u>\$ 500.00</u>
Total	\$ 502.64

Ending Balance:	\$3555.34
Equipment Fund:	<u>\$1187.87</u>
Grand Total:	\$4743.21

Stuff

By Jack DeLisle



I've started out the new year with a new plane, the Great Planes Revolver. The plane has a 59 inch wingspan and weighs 6-7 pounds with a wing loading of 25-29 oz/ft² so it should fly fine. I'll let you know on page two after the first of ,many I hope, flights.

No big deal you say but the reason I have a new plane is because all the electric and electronic stuff in the Revolver used to reside in my favorite 60 sized electric powered Reactor, Also by Great Planes.

It seems that Murphy is still alive and active in the DeLisle abode. I made a list of Everything I should put in the wagon / van when I was going to the field to fly and that list also had the things I MUST do before I fly like check all the controls for proper movement. The list is in the van so I can check it whenever.

.The thing is that I went to all the trouble to make a nice useful list and printed out two copies. One to have on the road and one to have at the house to check if I've loaded everything needed.

One thing I didn't put on the list is to be sure to read the list and if I did put that on it where would

I keep it to remind myself to read the list ? Catch 22, heh!

Why am I telling you this? I got talking to the fellow pilots while setting up the Reactor and forgot the list and forgot to hook up the ailerons



and found that out about one second after the Reactor broke ground and started to drop a wing and my gentle correction on the aileron stick did NOTHING, nada, nil and zip.

I thought to myself " Oh Shucks!" chopped the throttle and watched the Reactor cartwheel right into heaven because that's where all good airplanes go.

The moral of the tale is that if you bother to make a list, which I highly recommend, then take the time to read it.

Actually, don't even think of talking while you are getting your ship shipshape and save the gab for later and you will save many a plane and be considered the wisest of all men / women for your strong silence and uncrashed aeroplanes.

Now back to the Revolver.

The photo on the right shows one of the first things I checked and changed on the plane and that was to "join" the split landing gear using a chunk of aluminum .

The Reactor also had split landing gear and after a number of landings. One to hard and one side broke loose. I made a fix on it that wasn't all that easy because the gear was in the fuselage and not on the fuse. Splicing the two halves together proved to be the right fix and caused no further problem. So I did that on the Revolver first.

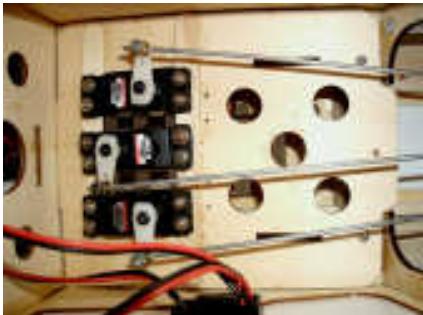


The instructions and the provided hardware called for using one servo for the elevator and joining the control wires at the servo and since the elevators were split .

Continued on page 4

Continued from page 3

I decided to make the servo space bigger and use a servo for each elevator half as seen in photo. The instructions also called to mount the receiver battery



pack behind and under the servos where the holes in the servo tray can be seen. All well and good I guess if the Revolver was powered by a glow engine?



ward fuselage and mount the battery so. Now the planes C/G was on the money with either 6 cell Li-Po I have. One is about one inch longer then the other and doesn't give me any "wiggle room" to move back and forth.

Will Rogers, a humorist of long ago, once said that he never met a man he didn't like. I say I

never met a plane I didn't change.

Enough about the changes. The planes hardware was top notch and included the aluminum spinner shown.

The covering did have a bunch of wrin-

kles in it and some time was spent there. I was amazed that there weren't more wrinkles because the wing is balsa covered foam and iron on covering and solid surfaces don't, as Forrest Gump said, "Go together like Carrots and Peas". Cuz they don't.

I had to resort to using a pin and poking some holes in stubborn bubbles for the hot air to es-



cape. Funny how the pin pricks disappear ?

Look, up in the sky, It's a bird , it's a revolver , No, it's a plane. It's not superman.

I got the first and second flights in with the revolver and all is well in Radio Control land.

I didn't change a thing on the Spektrum transmitter except to change the name from Reactor to Revolver. I left the dual rates as is because those settings worked well for the Reactor so why not?

I was concerned about the ailerons because the foam wing has a touch of washout and the solid ailerons were straight so they didn't match up at the ends. Should I warp them to match the wing or ignore them and see how it goes ? I chose the easy way out and left them as received hoping that Great Planes had that all figured out?

They did because once I had the plane up high enough to do some trimming all I had to do was give the ailerons a couple clicks of left and the elevator a click or two of up and the plane was ALMOST hands off.

I say almost because the Revolver is a lot more sensitive to elevator and aileron commands then the Reactor. The Reactor being the basic pattern type with a long fuselage and the Revolver a more compact plane for more "violent" maneuvers.

After I calmed down I got a second flight in and got high enough to flip to low rates on the elevator and ailerons and the plane was close to what I like to fly. I'm increasing the low rates a bit and lowering the high rates quite a bit and will go from there..

I landed the plane up a couple of hundred feet and it dropped the left wing when it got to slow so my first landings were safer and faster then I like but when I get the trims set where I like them those landings will get better.

Do I like the Revolver? I better or the wife type would probably never let me buy another.

Kidding aside, I like the plane a bunch. Knife edge and snaps were gimmies as were the rolls on low rates. Couldn't count them on high rates! A keeper for sure.



Announcements & Events

February

5-Club Breakfast	9:00 AM
6th- Chesaning Swap	9:00 AM
9-Club Meeting	7:00 PM
16-Skymasters swap	7:00 PM

March

5-Club Breakfast	9:00 AM
6-Flint swap	9:00 AM
9-Club Meeting	7:00 PM

April

1,2, and 3 The Toledo Show	
2-Club Breakfast	9:00 AM
13- Club Meeting	7:00 PM

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

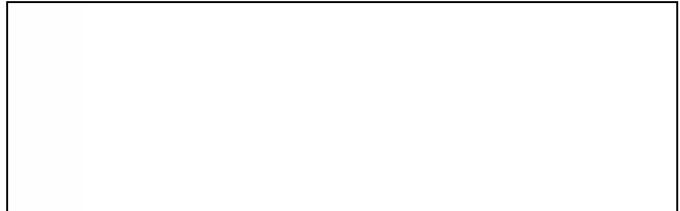
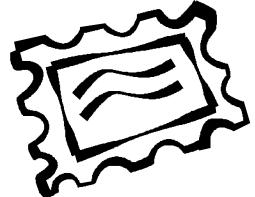


2011 Propbusters Special Events

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
December 4	Propbusters Swap

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January 31, 2011



Remote Control Model Aviation Club

Visit us on the web at www.SCCPROPBURSTERS.com