

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

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

Dan Mackey Tom Nichols

Instructors

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Ed Olszewski 810-367-6367

Directors

Keith Moore, Doug Donner sr.
Keith Graham

2012 Membership: 50

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

Go to :

WWW.SCCPROPBOOSTERS.COM

St. Clair County R/C Propbusters

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

www.SCCPROPBOOSTERS.com



Editor: Ed Olszewski

February 29, 2012

President's Perspective

From Sheila Olszewski

A family member was in town for the day so Ed and I missed the February meeting, thanks to Gary and Doug for running the meeting.

I have had a few responses to my request help for the field crew. If you think you might have time to help or just be available for a backup, drop me a line. The more members that help, the better it is for everyone. Remember it is your club.

If you can think of any improvements that might be nice at the field, let me know. If we have the time, resources and the help, we can always improve the flying area.

With the good weather coming this is a good time to check out your aircraft looking for potential problems, such as bad hinges, problem servos, or bad control horns or rods. Put a little load on the control surfaces with your finger to make sure your servos are functioning correctly while testing them. Make sure they move smoothly and do not flutter. Inspect and tug on all your hinges to make sure they are not cracked or the glue has not loosened. Make sure everything moves without binding. Cycle your batteries, and test your receivers, look for any frayed wires, or bad or corroded plugs. Go for a walk down your street with your transmitter to range check your radio system. See if your transmitter batteries are up to task by turning it on during the game and see how long before the batteries start to drop off. Make sure there are no cracks in your props or rotors. Inspect the airframe for broken or cracked pieces. Give the aircraft a good shake and listen for loose pieces. See if your covering is tight and intact. Listen and feel as you turn your prop for the rumble of a bad motor bearing. Check your motor mount, and make sure it is tight. There is still plenty of time to replace bad or damaged parts, spring flying will be here before you know it.

Lastly, if you have not heard yet, good things have happened regarding the feared regulations of model aviation. To get the full scoop go to <http://www.modelaircraft.org/aboutama/gov.aspx> for the latest and greatest information.

See you around! Sheila



Meeting Minutes

February 8, 2011

Submitted By: Doug Donner Jr. Secretary

The meeting was called to order at 7:12 PM by Gary with (6) members and (0) guests present.

A motion was made by Doug M/John D. to accept the secretary's report as read. Motion passed.

A motion was made by Doug M/Dan. to accept the treasurer's report as read and pay bills. Motion passed.

Old business:

Porta John

No action taken

John D suggested a screen door latch (with the double rollers)

Gary mentioned maybe a magnetic strip

New business:

Baker Field Park opening

field located west of I-94 off of Water St.

organizers are looking for an electric airshow date to be set for sometime in May of June

Website issues

someone hacked the website and had a big stop sign come up on the home page. Possibly to do with a protest against the government charging for the internet if you notice anything weird happening, call Keith and let him know. His phone number is in the newsletter

Motion to close was made by Doug M / John D Meeting adjourned @ 7:27 PM.



Support Your Local Hobby Shops

Prop Shop Hobbies Ph 586-757-7160
23326 Van Dyke Ave. Warren, MI 48089
<http://www.propshophobbies.com>

Flight Line Hobby Ph 877-891-8359
1192 S.Lapeer rd. Lake Orion MI 48360
<http://www.flightlinehobby.us>

Larry's Performance R/C's Ph 586-997-4840
11970 Hall Rd Sterling Heights, MI 48313
<http://www.larrys-rc.com>

Pastime Hobbies
710 Huron Ave Port Huron, MI 48060

P&D Hobby Shop Ph 586-296-6116
31280 Groesbeck Fraser, MI 48026
<http://pdhobbyshop.com>

St. Clair County Propbusters

Financial Report Summary

Reported February 8, 2011

By Ed Olszewski

Beginning balance:	\$2747.79
Equipment Fund	<u>\$2347.59</u>
Total	\$5095.38

Income:	
Donation	5.00
Dues	<u>455.00</u>
Total:	\$ 460.00

Expenditures	
Lease	<u>\$ 500.00</u>
Total	\$ 500.00

Ending Balance:	\$2707.79
Equipment Fund:	<u>2347.59</u>
Grand Total:	\$5055.38

Super Sportster

By Jack DeLisle



I was replacing the main landing gear on my T-28 because one had failed. The results of repeated landings and repeated bending the wires back to position.

Nan happened by while I was doing that and said, "That plane really looks worn out, why don't you get a new one?"

After I recovered, because I don't remember Nancy starting a conversation like that, I gave it a second or two to sink in and decided that getting a new plane was the right thing to do.

I did some thinking and decided that the new plane should be about the same size and construction (foamy) of the T-28 and would use the same batteries because that's what I had and they drove the 28 around the sky nicely.



I went searching on the net and found that Electrify by Great Planes had what I was looking for. This Super Sportster is what they call RxR (receiver ready) and I had spare receivers .



The specs on the plane: wingspan 40 inches, length 32.5 inches, wing area 267 sq inches , weight 20-22 ounces and a wing loading of 10.8 to 11.5 oz/sq foot. Close to those of the T-28.

The instruction manual that comes with the plane is ,as always, complete down to the smallest detail and is 12 pages long but being the veteran of many buildings and repairs chose to do it my way and bolt the tail feathers and wings on last because I have been know to cause some "hanger rash" in the past on those two items.

Of the 12 pages in the manual the assembly part uses up 5 pages and seven are devoted to a parts list , safety notes, notes on the AMA and about a page on flying the Super Sportster with the given C/G and throws on the control surfaces. All good stuff.

This plane was so well engineered that I could probably do a second one in less then an hour. No glues other then to glue on a retainer strap for the Li-po

After I found , was told where to place, the receiver and battery in the fuse I used the provided Carbon Fiber rod and single nylon bolt to attach the wing after I had mounted the horizontal stab and elevator halves to the back end of the plane.



Electrify has a neat method of mating the two halves of the elevator. Each half has a square 'well' that accommodates a square shaft of Carbon Fiber so that you slide the shaft into one half, position that on the side of the fuse with the rod sticking out of the other side of the rudder and mate the other half and slide that into position and then attach the assembly to the fuse with the provided small sheet metal screws . Quicker to do then write about it.

Continued on page 4



I mentioned small sheet metal screws and figured I will tell you how I handle those.

These screws go into pre-drilled holes in the stab and getting those lined up with clumsy fingers would be a chore except that I use CA and glue the screw to the screw driver and now get-

ting that screw staved in the little tiny hole is a, like they say in golf, a gimmy.

As long as I'm giving away hints for free I'll tell you how I don't have to buy a C/G finder although Great Planes suggests their fine instrument.



I use foam safe CA and glue on round tooth picks as shown in the photo. I used to use string or thread or whatever in an attempt at color matching but found that round toothpicks work for me. If I was concerned about showing wooden picks against the white foam I could paint them. But I'm not. So I didn't.

How did the C/G come out? With everything together and the Li-po in it's pre-ordained place, I could make the Super Sportster slightly nose heavy, right on the suggested money or slightly tail heavy just by moving the battery an inch or so forward or back.

Do I have at least one negative about the Super Sportster? One for sure and possible a second.



The pre bent landing gear put the wheel axle slightly behind the leading edge of the wing and since all of my flying is off of grass I got out the big Vice Grips® and Channel Locks®

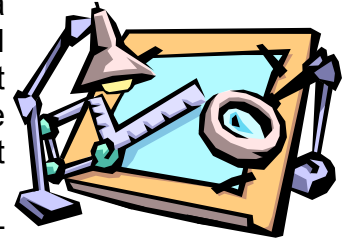
and put just a bit more bend to get the axle out ahead of the leading edge and when I plugged, yes plugged, in the gear it looked about right.

The second item is that the motor is built into the fuselage. I know the motor is there because I put the prop shaft on the motor shaft.

The motor controller is reachable if I ever had to remove it but me thinks if the motor ever needed servicing I will have to do some cutting to separate the cowling from the fuse. My hope is that whoever installed the motor used thread locker in all the right places.

I mentioned engineering on page one.

When I took the prop, a 9X6, out of the envelope I saw what I first thought was flashing from the mold that someone forgot to cut off.



On second look I realized that the flashing, on both ends, were really what we used to call Hoerner tips. They stop the air moving over the tips from 'spilling' off and makes for a more efficient arrangement. How about that!



So how does the Super Sportster RR fly? Because it was the maiden voyage, I carried her out to the field, headed her into the slight breeze, wiggled the stick again to make sure up was up, right was right and advanced the throttle and She was airborne and climbing smoothly.

I turned around and cut back the throttle to about half, and put in a couple of beeps of down trim on the elevator and the plane was flying hands off.

Being "slick" she is probably a better windy day plane than the T-28. A keeper for sure.

Announcements & Events

March

14-Club Meeting 7:00 PM

April

7-Club Breakfast 9:00 AM

11-Club Meeting 7:00 PM

13-15 Toledo Show www.toledoshow.com

May

5-Club Breakfast 9:00 AM

9-Club Meeting 7:00 PM

June

2-Club Breakfast 9:00 AM

13-Club Meeting 7:00 PM

16-Inter-Club Fly In 10:00 AM

July

7-Club Breakfast 9:00 AM

11-Club Meeting 7:00 PM

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



2012 Propbusters Special Events

June 16 Inter-Club Fly In

July 7 Bi-Plane Rally

July 4-H Fair R/C Demo

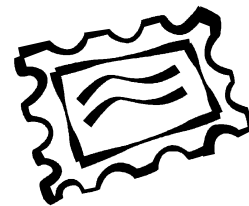
September 8 R/C For Charity Fly In

September 9 Whirlybirds Fly

December 2 Propbusters Swap

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-The Broken Prop-
 February 29, 2012



St. Clair County R/C

Prop Busters
Goodells, Mi



Remote Control Model Aviation Club

Visit us on the web at www.SCCPROPBUGSTERS.com