

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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Dan Mackey Tom Nichols

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Ed Olszewski 810-367-6367

Directors

Keith Moore, Doug Donner sr.
Keith Graham

2012 Membership: 53

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

May 30, 2012

President's Perspective

From Sheila Olszewski

Propbusters first fly in is next Saturday (June 16th), It is always a good time. John from the bike track will be serving up his "hear attack breakfast sandwich" along with the usual breakfast fare, and then some lunchtime goodies afterwards. The pilot meeting and formal flying starts at 10AM, be there earlier to set up. If you don't want to fly, bring something to show, hang out, and just look cool.

Some of you may have noticed that the dirt pile is slowly moving to the low spots near the drive and outhouse. Ed O. has taken the task of a little ground leveling. He is picking the worst of the low spots first and working his way around. I am not sure if he has a bigger smile moving dirt, or torque rolling across the sky with his plane- Men and their toys. I have been spreading some grass seed, but the weather has been cooperating more with flying than new grass growing- lets hope to keep it that way, the grass will have plenty of time to grow later.

Flying is taking to full force, and so are the hot sunny days. It is important not to let yourself get dehydrated, it will happen before you know it- and you will not notice it. You should be drinking at least a bottle of water an hour on a summer day. And if you are not visiting the little yellow (out) house at least hourly, you need to drink more water. Dehydration impedes judgment, reaction time, and motor skills, so you can also think of it impeding your flying. Remember when you are packing your equipment for the field, also load up a six pack of water.

Thanks to everyone who came out to support our club and Fort Gratiot newest park "Baker Field" on the black river. The park is the former site of one of the first registered airports in Michigan, fitting that we put on a small aircraft show for the opening of the park. The gang put on a great flying demonstration and static display. The narrow "runway" made for some interesting airplane takeoffs and landings. It was a good time for the participants and everyone who watched.

I know I don't have to tell anyone the flight boundaries, but it is that time of year. To the left- the fence and straight north, no further for any reason, Period. Try not to go beyond the second hedge row in the forward direction. To the right, stay this side of Castor road (the distant row of trees). Do not fly further than the shed to the far right- or you will be over Park road. We are tenants at the park, and must stay within these areas.

See you at the field! -Sheila



Meeting Minutes

May 9, 2012

Submitted by Sheila O

Sheila called the meeting to order at 7:08 with 5 members and 0 present.

A motion to accept the minutes as read by Gary S. was made by John D seconded by Gary S motion passed.

A motion was made by John and seconded by Gary to accept the treasurers report as read by Ed O. Motion passed.

The port a jon cleanings have went up by 10.00 a cleaning.

The stone will be delivered as soon as Sheila can coordinate the delivery.

John from BMX will be doing the cooking for our fun fly.

John/Bud will be doing the candy drop John also has a banner he is hoping to try out before hand and have ed L fly his plane.

Reminder SMAC swap is June 9 at 10:00

Motion was made by John to buy up to 100.00 in grass seed seconded by Dave motion passed.

Motion made to close the meeting made by John seconded by gary motion passed meeting closed at 7:35



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>

I'll be selling my Sig Kadet Sr. and My Giant Stik each separately and each with a radio @ \$300.00 each FIRM. First come basis. Leave a message on my home phone Maynard @ 810-420-0363. all other r/c related stuff to be sold in bulk form for 200.00

St. Clair County Propbusters

Financial Report Summary

Reported May 9, 2012

By Ed Olszewski

Beginning balance:	\$2777.79
Equipment Fund	<u>\$2274.45</u>
Total:	\$5052.24

<u>Income:</u>	
Redline	<u>250.00</u>
Total:	\$ 250.00

<u>Expenditures</u>	
Stamps/postage	\$ 33.80
Gas	60.17
Oil/trans	91.02
Belts	27.54
Drive/starter	22.11
Coil	54.53
Pto switch	24.76
Bolts/washers/starter switch	<u>43.58</u>

Total: **\$357.51**

Ending Balance:	\$ 2933.82
Equipment Fund:	<u>2010.91</u>

Grand Total: **\$ 4944.73**

An ARF Revue

By Jack DeLisle



I'm starting off this piece with the photo on the box cover of the Nitro Planes Edge 540-EP that Nan gave me for my birthday.

Check out the ESC amp draw.

The Instruction manuals cover is the photo on the box so the 4A is the same so I just added a 5 and came up with 45 Amps.

Before the Edge was ordered I was web surfing for a plane and Nitro had a nice video of the plane in action and the reviewer noted that the amp draw exceeded 45 Amps at times so I was comfortable with that and liked the Yellow and Black color scheme too.

I'm not completely sure what the UBEC at 4.8 Volt is referring to but it's probably what a controller should supply the receiver and servos? The usual number is how many amps it is capable of supplying.

Each page under the cover had four beautiful photo close ups and a paragraph of instruction for each photo.

Page 1 and photo 1 had this instruction: Commence construction of your TM-Edge-540-EP by trimming the film away from the aileron servo mountings.

****TIP:** leave a 1mm strip of film around the edge of the opening, and use a heat sealing iron to seal the excess inside the opening. This will result in a neater finish.**

Moving to page 2 and the second photo we have this instruction:

Using a sharp hobby knife, remove the covering film from the wing joiner tube holes, screw holes and access holes as shown. **WRONG.**

As you can see from the photo, Nitro had a better solution. The wing now fits into a "well" and the covering is cut away like with the ailerons and ironed down along the edge of the wing opening.



The instruction is wrong but the results are great because the wing "fits like glove" as the old saying goes. Nice.

True False

Now this is one of my pet peeves.

One of the instructions tell you to remove the covering CAREFULLY as shown (taking care not to score the surface of the wood) where the tailplane will glue to the fuselage.

Even using my trusty brand new #11 blade I can't remove the ironed on covering without scoring the Balsa here and there.

My solution? Ignore the warning and get rid of the unwanted covering and give the scoring a shot of CA glue. The glue is stronger then the wood and I have never lost a tailplane off of any ARF!



To the left is a photo of the horizontal stab and the elevator. The elevator halves were one

piece and I had to separate them as shown. The instructions assumed they came ready to glue together.

I like their way of gluing the first half to the stab after the stab is glued to the fuse and then gluing the second half of the elevator. There again, the CA is stronger then the wood so..... I did cover up the seam with film from the wing opening.

Continued on page 4

Continued from page 3

The rest of the assembly was pretty much routine until page 7. The bottom picture showed an outrunner motor mounted to a box, with many lightening holes.

The instruction telling you to mount the motor (brushless outrunner shown here and recommended) to the motor after ensuring that the motor shaft is accurately located at the centre (their spelling) of the horizontal lines on the bulkhead.



The problem here was that the motor mount pictured is not the one supplied and there are no lines on the bulkhead.

What I did was assemble the motor mount and use the one hole that was in the bulkhead to center the motor shaft on it and it all worked out fine.

Three photos on page 8 , all 4 photos on page 9 and 2 photos on page 10 showed the installation of a wet engine and the massacre of the nice fiberglass cowl to make the wet engine fit.

Page 11 had one photo showing a hand installing the wing retainer bolts inside the fuselage. My package didn't include the nylon ? machine screw shown but being a long timer in this sport / hobby I made a set.

The bottom 3/4's of the page showed 2 views of measurements showing how to align the wing and tail when gluing the tail on and very nice views of suggested throws for the control surfaces with the recommendation that 60 degrees of throw be used for the first flight.



Also a nice end view of the wing with the recommended CG of 90 to 100 mm. I split the difference and set it at 95 mm.

The Edge did come with a nice set of wheel pants and pretty wheels but since I fly off of Michigan grass, I left off the pants and replaced the 2 inch wheels with 3 inchers to forgo any nose over's.

One more issue and I'll tell you about the nice stuff in the Nitro Edge.



The holes for the elevator and the rudder were made for mini servos and I didn't want to spend bookoo bucks for mini servos that were up to the job.

I made the holes bigger and used pieces of "popsicle" stick glued in for the mounting screws and used the Hi-tec's I had on hand. No stripped gears here , Heh!



Of course, When I put in standard sized servos that made the plane tail heavy so I had to add some lead to the very front of the motor box but it wasn't that much and the plane probably still came in under the wire weight wise because their weight had to figure in the wet engine

All I know is the plane is light. I don't bother to weigh a plane. What is, is!

What do I like about the Edge besides the weight? It's well built and straighter then I used to build, When I assembled the motor "box" with the laser cut parts they fit great and a hit with the CA at all the joints and it was done, the covering is well done with little to be done with my iron. And finally, in my mind, it looks great.

This photo was taken in our back yard because the temp on that day was 40 and the wind was out of the north so, as I type this, the Edge hasn't flown yet but what choice does it have.



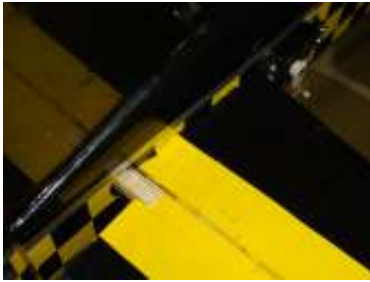
The wings give it lift, the 2826-4T outrunner provides the power, all the control surfaces move in the right direction and the CG is right.

Since I wrote the last paragraph I have

Continued on page 5

Continued from page 4

had the weather turn nice so I now have a few flights on the Edge.



The first flight was exciting because the right half of the elevator broke away from the left side, the side with the control horn, and fluttered so badly

that the left stabilizer cracked and was flapping too.

That happened on the first turn after take off and I had to go around far enough to be landing into the wind and ,with only half an elevator, the landing was exciting too.

This was a case of assembler error (Me). I should have known that the balsa elevator joiner wasn't strong enough before I even tried to fly.

The fix, as you can see, was to repair the broken balsa joiner and remove the plastic covering and sandwich that between to lengths of "popsicle" stick and that fix has held up through tight loops and "throw everything in the upper right hand corner" for some hard snaps.

I originally wasn't going to use a separate receiver battery but after the second flight I decided to remove some of the lead I had put in the nose to get the CG right and replace that with a receiver battery pack. I used a five cell AAA Nickel Metal Hydride pack and mounted it at the top front of the motor mount so much of the lead was replaced by some "working" weight instead of dead weight.



That left me with the problem of where to install the switch for the receiver battery because Nitro has eliminated so much liteply there is nothing to mount a switch too,

or the receiver for that matter. The fix for that problem is to use some 1/16th door skin ply I have left over from my building days.

So now I have a plane that will fly without falling apart and it's looking good so far. It's nice flying plane and it'll knife edge with no elevator corrections, come out of snaps when told to and, at the moment, fly inverted without any down elevator input.

That's a little touchy for me so I'll move the Li-Po motor battery closer to the nose of the plane. I have a little wiggle room there.



Like they say in most of the reviews in magazines, the plane goes where you point it. With the BL-2826 / 4 motor and the 4 cell 3,000 mah LiPo it will get off of the ground and climb as high as I fly soonest and I'm using a 9X6 APC® electric prop. When I get my hands on a 10X5 prop I'll see if that slows the plane down a bit? It should.

It was a Thursday and Dan Mackey , John Lofquist and I had finished making the flying field look pretty so Dan and I got out our planes. Dan had his old reliable Ugly Stick and I the Nitro Edge.

It was windy enough so that the wind farm up around Bad Axe way was no doubt paying for itself.



Dan went first and he had that Stick about standing still but I elected to fly regardless. No hanger queens, heh.

I'll tell you right now that the Edge will fly in a strong breeze but it took me three or four tries before I got back on the ground with out breaking some thing. Actually, the wind kept the relative speed of the plane up so it wasn't in the stall mode.

The plane will stall if you get too slow with the nose held up even a little and it takes maybe 20 feet to recover so if you do decide to get the Nitro Edge ,or any plane of that type, be aware. -Jack Delisle

Announcements & Events

June

13-Club Meeting 7:00 PM
16-Propbusters Inter-Club Fly In 10:00 AM

July

7-Club Breakfast (Pot luck at field) 9:00 AM
7-BiPlane rally 9:00 AM
11-Club Meeting 7:00 PM
28-Propbusters 4H demo 10:00AM

August

4-Club Breakfast 9:00 AM
8-Club Meeting 7:00 PM
9-RDR/C Eagles fun fly 9:00AM

September

1-Club Breakfast 9:00 AM
12-Club Meeting 7:00 PM

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

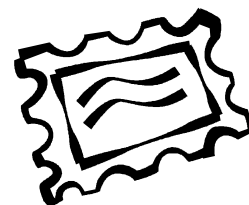


2012 Propbusters Special Events

June 16 Inter-Club Fly In
July 7 Bi-Plane Rally
July 28 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-
May 30, 2012



St. Clair County R/C

Prop Busters
Goodells, Mi



Remote Control Model Aviation Club

Visit us on the web at www.SCCPROPBUGSTERS.com