

St. Clair County R/C Propbusters

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

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

Webmaster

Keith Graham
keith@sccpropbusters.com

Treasurer & Newsletter Editor

Ed Olszewski 810-367-6367
proptreas@comcast.net

Safety Officer Field Marshall

Dan Mackey Tom Nichols

Instructors

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

Directors

Keith Moore, Doug Donner sr.
Keith Graham

2012 Membership: 55

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

Go to :

WWW.SCCPROPBOOSTERS.COM



Editor: Ed Olszewski

July 31, 2012

President's Perspective

From Sheila Olszewski

It was a little breezy for our 4 H demo day, but that did not keep a few hearty airplanes grounded. And, let's face it, not even hurricane wind would ever ground a self respecting helicopter pilot-unless it was windy and gloomy at the same time. It certainly was not gloomy. We got a few spectators that stopped by, and possibly a few interested in RC. Thanks to everyone who came out and participated. The day started with doughnuts and culminated at the club picnic lunch. Gary S. and I cooked up some dogs, and there was some salads and chips. Most left tired, sunstroked and happy. Just another good day at the Propbusters field.

I want to thank the River District R/C Eagles for offering the use of their field for Propbusters members uncomfortable flying at our field during the 4H Fair. It is great when clubs help out other clubs.

Tim and Dan are putting together some electric combat planes. Dan's new design is a "Stingray", and Ed got the opportunity to take a prototype up and try it out, he said he is impressed. They are hoping to get some participation for a little aerial combat (of the ribbon cutting variety). If you think you might be interested, contact either Tim or Dan, and they can probably hook you up with an airworthy bind-and-fly craft that will fit the bill to a tee. Sounds like fun!

Over the next two weekends the East Wings, and the Eagles will each be having a flying event. Come out and show your support. The East Wings event is on Saturday Aug 4th, at 10:00 AM at their field 1/2 mile north of the "S" curve, north of Memphis on M-19. The Eagles event is Saturday Aug 11 at 10:00 am at their field on Dove rd, just east of the I-94 expressway. Hope you can make it.

There are still a lot of good flying days left before the year comes to a close. The field is in tip top condition, the bugs are keeping at bay because of the dry weather. Get out and fly!

See you at the field! -Sheila



Meeting Minutes

July 11, 2012

Submitted By: Doug Donner Jr. Secretary

The meeting was called to order at 7:00 PM by Sheila with (8) members and (0) guests present.

- A motion was made by Doug M / Gary S. to accept the secretary's report as read. Motion passed.
- A motion was made by Jack D / Doug M. to accept the treasurer's report as read and pay bills. Motion passed.

Old business:

- Fun Fly
- Had a good turn out of people
- Was advertised in The Times Herald paper under summer events
- Bi-Plane Rally
- Ed L made pancakes
- Sheila precooked sausage the night before to save time and has lots left over
- Charity Fly
- A discussion was held on what charity would benefit from generated revenues
- Doug M / Jack D made a motion to accept Earth-keepers as the charity of choice for this year – Motion passed
- John @ BMX track will cook food

New business:

- We have (2) new members
- Chris Williams
- Ken Lewis
- 4H Demo and Club Picnic
- July 28th
- Demo starts at 9:00 AM
- Farm Museum Event – August 24th to 26th
- Ed O / Doug Jr made a motion to buy business cards from Vista Print with the Propbusters website on it to pass out at events and at hobby shops – Motion passed

Motion to close was made by Doug M / Jack D. Meeting adjourned @ 7:14 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 July 11, 2012

By Ed Olszewski

Beginning balance:	\$2725.87
Equipment Fund	<u>\$1990.91</u>
Total:	\$4716.78

Income:

Raffle	172.00
50/50	<u>50.00</u>
Total:	\$222.00

Expenditures

Septic	35.00
Food	35.96
Flag	<u>10.59</u>
Total:	\$ 81.55

Ending Balance:	\$ 2866.32
Equipment Fund:	<u>1990.91</u>
Grand Total:	\$ 4857.23

The Fly Baby and Father's Day

By Jack DeLisle



So it's Fathers day and I asked Nancy what she got me for Father's Day and she said, " You aren't my father but why don't you consider that new ARF you just got a present from me ". So I did.



Thanks Nan.

I was looking for a plane that would handle the weight of a Scorpion SII-3026 @ 890 KV motor, a 3,000 mah Li-Po , a 60 AMP controller and pulling around 45 Amps using a 12X6 E prop because that was what I had.

The Global ARF by Vinh Quang R/C Models and sold by Hobby People is by all measure a fine rendition of the Fly Baby and met all of the conditions I needed.

I feel that this plane is one of the best I've had the pleasure of assembling. All the flight surfaces were pre-hinged and withstood my pulling test except one elevator half so I finished pulling it off and lightly smeared some Vaseline® on the three hinges. Yes, they are the old try and true nylon / plastic with the metal hinge pin and re-glued them with medium CA.

I can't remember ever buying an ARF plane that didn't start out the instructions with having you glue in the tail feathers. That's

one on the last things I do after installing the motor, servos and any other items needed in the fuselage.

After that is done I install the wing then I install and glue on the tail feathers when all is lined up and right with the world.

In the Fly Baby's case everything lined up well and so I also put on the landing gear and was ready for the last and most important test. The Center of Gravity.

The plane was tail heavy with one 3 amp, 4 cell Li-Po but the space for the battery would take another so I made up a parallel adaptor using Deans Ultra plugs and used that twin pack and it brought the CG to where it belonged. No unusable weight and twice the flying time.

I was confident that the Fly Baby would handle the weight because the 63.7 inch wing is bigger then the one on my Reactor and it handles a 4 Amp 6 cell battery nicely. Not only that, the Fly Baby has a semi-symmetrical airfoil and I hadn't even thought of that when I ordered the plane. Just thinking wing area at that time.

I have been using the four bolt method of mounting the motor for the last few models and thought it was a great method. Well Vin Quang thought so too because they used that method on the Fly Baby but did me one better.

They mounted the motor directly to a piece of plywood and big enough to mount the four machine screws to that. Looks like that would be just another piece but allows for easier mounting. Vin Quang also installed the fire wall with the right amount of down and side thrust so all I had to do was get the right distance for prop clearance and make all four machine screws from the mounting plate to the fire wall equal and that was easy.



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You might have noticed that the wheel pants and spinner was missing from the Fly Baby? Those items were included with the plane but I opted right from the git go not to use them.

The Spinner subtracts from the cooling air going to and by the motor and over the controller and batteries.

With our grass field the pants would last maybe a few flights before needing repair and the wheels would work without the pants but I had a fatter 3" pair that fit the axles so I used them.



The Fly Baby also came with a finished cockpit including a dashboard with all the instruments and the pilot, windscreen and

headrest as shown and ready to be glued on.

The black exposed cylinder heads on the sides of the cowl were also part of the package and their fit was fine. I sanded the glue able areas and moved them around until they looked right and gave them a spot of CA in the right places and they were done. I also made a little hole in each one so they could "breathe" and not balloon with weather changes and stay attached.

With all of the nice stuff about this plane I did have three negatives.



The literature said that the plane was designed for brushless electric motors and they did supply the mounting hardware but did not provide enough openings for intake cooling air and no provision for exhausting the warm air. As you can see I drilled three more holes in the fire wall and cut away some covering in the bottom rear of the fuselage for the exhaust air.

The second issue ? The covering is as nice as I have ever seen on an ARF. Plenty of overlap on the seams and all the trim colors and markings lined up without a mismatch I could see. And this was the first time I didn't have to spend some time getting rid of wrinkles.



So what's the problem? The covering is the kind with a sticky back and I don't know if I can repair it if ever? I tried using the self sticking type of covering once and gave up on it after some futile attempts. My hats off to whoever applied the covering on the Fly Baby. I did save a 1 inch dot of the Yellow and the Blue from the exhaust cut outs in case of some hanger rash.

The third issue seems to be almost a standard with imported, and ain't they all, ARF's and that is the instruction manuals.



I don't like their assembly sequence and, for a first timer, omissions can be a problem.

Would any of those three items stop me from getting the Fly Baby again? Not on your life. It's a really fine ARF.

So how does it fly you ask. Like the second plane you owe yourself after you have soloed and are looking for that next step up.



On my first flight I put in about three clicks of down elevator and four clicks of right aileron and it was flying hands off. Actually, you don't get clicks with the new radios but you know what I mean.

Loops, rolls, inverts and snaps with instant recovery are on it's menu.

Landings ? I did one at 100 feet and it won't stall on you at low speed so I brought it in for a "real" landing and it uses up some space because it's a floater. It took me maybe three approaches to get it where I wanted it.

Jack DeLisle

Announcements & Events

August

4-Club Breakfast	9:00 AM
4-Eastwings fun fly	10:00AM
8-Club Meeting- cancelled	7:00 PM
11-RDR/C Eagles fun fly	9:00AM

September

1-Club Breakfast	9:00 AM
8- Propbusters Charity fly	9:00 AM
9-Whirlybird fly in	All Day
12-Club Meeting	7:00 PM

October

6-Club Breakfast	9:00 AM
10-Club Meeting	7:00 PM

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



2012 Propbusters Special Events

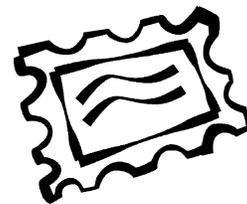
September 8	R/C For Charity Fly In
September 9	Whirlybirds Fly
December 2	Propbusters Swap

2013 Propbusters Special Events

June 15	Inter-Club Fly In
July 6	Bi-Plane Rally
July 27	4-H Fair R/C Demo

Editor- Ed Olszewski
 7147 Main
 Smiths Creek MI 48074
proptreas@comcast.net

-The Broken Prop-
 July 31, 2012



Remote Control Model Aviation Club

Visit us on the web at www.SCCPROPBUGSTERS.com