

St. Clair County R/C Propbusters

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

Webmaster

Keith Graham
keith@sccpropbusters.com

Treasurer & Newsletter Editor

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

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: 56

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

Go to :

WWW.SCCPROPBUSTERS.COM

Editor: Ed Olszewski

August 22, 2010

President's Perspective

From Sheila Olszewski

The week of the 4-H fair went well, we had no complaints from the park that I heard about. There was only one minor incident regarding a member getting in, and the gate tender not understanding where the field is, and it was quickly resolved without any problems.

Our flying demonstration went well, we had a good turnout, considering the threat of bad weather. By the way, the bad weather passed us by and it turned out to be one of the best flying days of the summer. There were still pilots flying when we left in late afternoon. There was a fairly constant stream of a few spectators most of the day, who came by to check out the flying. There was a note in the Times Herald that led them to our field.

As my husband would say, the only thing better than a day flying, is a day flying with lunch. We had a good turnout for the picnic, although probably not as many as in past years, again possibly due to the weather forecast. Those who made it enjoyed a great meal and flying too.

The new club card background aircraft has been selected and they should be printed up shortly. This year we will make an attempt to mail cards out as dues are paid. If you do not receive your card within a couple weeks of payment, please let me know.

The BMX bike track clubhouse was broken into again a couple weeks ago. A few bikes and some food was stolen along with damage to the building. They filed a police report, and they are investigating, juveniles are suspected. The club members are installing an alarm and a surveillance system to help provide evidence in case of future incidence.

Our Sept 11 Propbusters Charity fly is just around the corner, mark the day on your calendar. Keeping it local, the proceeds will benefit the Earth-keepers here in our park. I hope you can make it out.

Keep in mind, Sept 12 the field will be closed for the day to all fix-wing aircraft, and under Whirlybirds control for their annual event. If you have not witnessed their event, come out, you are in for a treat.

The days are starting to get shorter as we pass mid summer, but there are still a good number of days left for flying before the cold arrives.

Get out and fly.

Sheila.



Meeting Minutes

August 11, 2010

Submitted By: Doug Donner Jr. Secretary

The meeting was called to order at 7:00 PM by Sheila with (11) members and (0) guests present. A motion was made by Doug M./Doug Sr to accept the secretary's report as read. Motion passed. A motion was made by Doug M./ Ed L to accept the treasurer's report as. Motion passed.

Old business:

4H Demo/Picnic

- Pilots were flying from 9Am to 3 or 4 PM
- There were few spectators
- Thanks to Ed L for the use of his grill

East Wings Fun-Fly

- held at the new field
- went well
- new field is shaping up nicely

Charity Fun-Fly

- Earth Keepers will set-up on September 11th

New business:

SMAC Picnic

- August 15 at 10:00
- bring a dish to pass and a chair

Stan has offered to store the unused fencing behind the information board

Gate Lock

- New lock, same combination
- Ed L repaired the old one to use as a spare
- John D has the spare lock

Pictures for 2011 club card were voted on

- Gary S' Stearman will be on the new card

Motion to close was made by Doug Jr / Doug Sr.. Meeting adjourned @ 7:10PM.



St. Clair County Propbusters

Financial Report Summary

Reported: August 11, 2010 By Ed Olszewski

Beginning balance:	\$2446.25
Equipment Fund	<u>1315.71</u>
Total	\$3761.96

<u>Income:</u>	
Total	\$ 0.00

<u>Expenditures:</u>	
Stamps	\$ 2.64
Food/plates	21.06
Adjuster/bolt mower	63.97
gas	77.62
Oli/chain lube	12.55
Chain link/keys	4.98
Trimmer line	<u>4.99</u>
Total	\$ 187.81

Ending Balance:	\$2322.41
Equipment Fund:	<u>\$1251.74</u>
Grand Total:	\$3574.15

The Ultimate

By Jack Delisle



Check the wheels on this Ultimate Bipe. Yes, the plane is all of 30 inches of wingspan and about 29 inch of Fuselage long.

I say about because the measurements are in metric and I still can't get my brain? tuned to that even though we have been using mostly metric in our money since the first coin was stamped and our first bill was printed.

The first thing I did after the photo was taken was to put on bigger wheels because I don't think the little plane would handle even short grass with the wheels supplied. I also left off the wheel pants for the same reason.



I did buy a pilot figure because one wasn't included with the ARF and I found that at the Prop-Shop.

The whole ARF ? I got that from Maxford hobbies out California way because I was looking for a small bipe and they had the Ultimate that filled the bill. I paid \$160 including shipping and the plane included a motor and controller with both rated at 25 amp continuous duty.

I already had a Spectrum receiver ready to install and space for the plane on my Spek-

trum tranny so it was just a matter to put the plane together, install the motor and controller and servos and go fly.

At least that was what the book said. Reality was that the instruction book was lacking in a few areas and I wouldn't recommend the plane to anyone who hadn't assembled no less then two ARF's before.

The instruction "book" was printed on nice glossy paper and was a series of pictures that if followed would end up with you having a plane to fly. The series of pictures were out of sequence and some of the photos were outdated because they showed the wrong hardware so I had to "read between the photos." as it were.

The most troublesome error was the wrong horns to connect the servo driven lower ailerons to the top wing ailerons and I ended up gluing



a cut up horn from my stash so I could get the right mechanical linkage set up.

If the link distance from the trailing edge of both wings aren't the same then there will be a bind. Enough to actually twist the wing if the servo is strong enough. Been there, done that.

The next problem for me was that I wanted to use the three cell Li-Po's I had and they are the 2200 mah size I fly in the T-28 foamy and the deck built into the Baby Ultimate was too high for these so I had to break out the deck and add three quarter inch spacers to lower the deck to be able to use my batteries.

As you can see in the following photo, I also had to cut a little into the cowling to make it easier to use my bigger batteries.

Continued on page 4



Since the plane is so small I only plan on taking the wings off to do preventive maintenance so I bolted the top wing to the center cabane with the supplied #3 metric machine screws and Nylock® nuts and the struts with the supplied metric machine screws and nuts and then I gave each of those a drop of CA for a "permanent" fix.

If I do want to take the top wing off just heating the glued nuts and machine screws with the soldering iron / gun will melt the glue enough to take the fittings apart.

The bottom wing is held on in the center by the usual way of a pair of dowels in the front and a single machine screw in the back. The struts on the bottom? I enlarged the holes to take American 4/40 machine screws and nylocks® so they were easier to work with then the smaller metrics.



So what's good about the Ultimate and makes it worth having?

It has a neat color scheme that can be seen farther away then it should be flown, it's pretty and the covering job is first rate with about five minutes of heat ironing to get rid of any wrinkles in it.

The recommended prop size for the motor was right and that was nice because I had one and didn't need another trip to the hobby shop.

The recommended CG was right on at 50cc from the front edge of the upper wing in the center and the recommended control surface throws were probably right too but I couldn't leave well enough alone so I made them larger just in case.

The first flight was a real handful because it did start to drop a wing on take off and a smidgen of stick correction had it going the other way instantly. By that time it was high enough and I could let go of the sticks and do some trimming. One or two beeps on the ailerons and the same on the elevator and it was controllable. The first landing was an adventure too because of the touchy elevator.

As I type this, I have four flights on the Ultimate and starting to get a feel for the plane. I started using exponential on the controls (ailerons, elevator and rudder) but since I haven't really used it that much have gone back to dual rates with my original mechanical settings as my high rates and half that for my low rates.

Inverted flight looks like the plane wants to drop it's nose while actually I'm doing that with the stick because it wants to climb and I have to hold it down and as a result it looks like the plane is on a small roller coaster. Better thumbs and maybe a small piece of lead in the nose will fix that.

Maybe Mr.Ed , not the talking horse, Olszewski will give me some directions on exponential controls? Seems I'm the only guy around still using dual rates? I thought they were the next best thing to you know what when dual rates first came out. Along with servo reversing and throw adjust.

-Jack Delisle

Announcements & Events

September

4-Club Breakfast	9:00 AM
8-Club meeting	7:00 PM
11-R/C For Charity Fly In	10:00AM
12-Whirlybirds Fly	10:00AM
12- Propbusters @ SMAC	10:00AM

October

2-Club Breakfast	9:00 AM
13-Club meeting	7:00 PM
24 PMAC SWAP	www.pmac.jydata.com/index.html

November

6-Club Breakfast	9:00 AM
?-Northville SWAP	www.midwestrcsociety.org
10-Club meeting	7:00 PM

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.

Our charity benefit event is September 11, come on out for a great time. Bring a plane or Heli to fly, or just come and watch. All proceed will go to the Earhkeepers here in the park.

Sunday September 12th the field will be under Whirlybird's control for their annual event. **The field will be closed to fix wing aircraft all day.** Come out and enjoy the Helicopter show- you will be glad you did.



2010 Propbusters Special Events

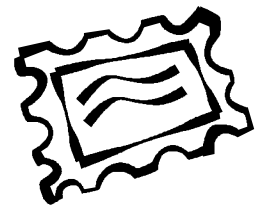
September 11	R/C For Charity Fly In
September 12	Whirlybirds Fly
December 5	Propbusters Swap

2011 Propbusters Special Events

June 18	Inter-Club Fly In
July 9	Bi-Plane Rally
July 30	4-H Fair R/C Demo

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

-The Broken Prop-
 August 22, 2010



Remote Control Model Aviation Club

Visit us on the web at www.SCCPROPBUGSTERS.com