

St. Clair County R/C Propbusters

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

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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

2011 Membership: 61

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

Go to :

WWW.SCCPROPBUSTERS.COM



Editor: Ed Olszewski

September 30, 2011

President's Perspective

From Sheila Olszewski

As the end of the year approaches, it is club dues time. They have not changed, \$25.00 for regular, \$15.00 for seniors. I doubt if you will find a better deal anywhere in the area for R/C flying. It makes our life a lot easier if you get them in early, please be sure to get your dues in by January 1st.

Only a couple months away is the Propbusters swap, if you want a table let me know— they will go fast, We will probably be turning down reservations by the end of November. Table space is still free. We only have enough room for 50 tables, so only one per vendor please. If you know of a place to borrow tables— we will need about another 10 to 15, please let me know. We may end up having to rent tables, and that will be expensive.

Ed and I just returned from a well earned vacation that lead us to the South. Along the way we made a day stop at the Wright Patterson Air Museum at the recommendation of a few friends. The museum is made up of several enormous hangar type buildings housing aircraft from the early days of flight, through examples of some of the latest aircraft with everything in between. The museum is laid out to nicely to show the growth of aviation in chronological order through the years. It is amazing to see the advancement flight has made in a little over the 100 years since Orville and Wilber made their first flight. To pass the word, I would in turn recommend anyone to make the trip to Dayton to see the air museum. Allow the whole day, it is huge, and better still— it is free! Also if you have the chance while in the area, the Wright brothers bicycle shop is in downtown Dayton, along with several other Wright Brothers monuments in the area. The Original Wright brothers flight school is also within the air force base. It is a little hard to find, but it is neat to see the very first airport anywhere. At the time flight school ran about \$750.00, and there was about a 2/3 survival rate. By the way the instruction fee was non refundable and only payable in advance.

See you at the field! -Sheila



Meeting Minutes

September 14 2011

Submitted By: Doug Donner Jr. Secretary

The meeting was called to order at 7:07 PM by Sheila with (7) members and (0) guests present.. A motion was made by Dave/Ed O. to accept the secretary's report as read. Motion passed. A motion was made by John/Ed L. to accept the treasurer's report as read. Motion passed. A Motion was made by Ed L./Sheila to pay the bills on hand. Motion Passed

Old business:

Club Hats

- Gary is picking up this week
- There was no interest expressed in T-shirts

Flag Pole:

- Base is done
- Hole in ground needs to be made bigger before the base can be set

Charity Fun Fly:

- \$102.00 was raised for the Farm Museum
- The BMX track supplied the food and will continue next year if we wish

Whirley Birds

- had a good turn out
- no trouble was reported

New business:

Swap Meet

- to be discussed in detail next month
 - we will need to find a new source for tables
- 2012 Club Membership cards
- Picture #13 was a chosen (John Divers Candy Drop plane)

Flight Line Hobby in Oxford is giving a 10% discount to club members

Motion to close was made by John D / Ed L.
Meeting adjourned @ 7:28 PM.



72" 1.40-1.80 CMP Katana ARF \$150
OBO Contact: 810-650-0783
or mattkulman@gmail.com



2 Trailers (for hauling airplanes)
weight 720 lbs, 8x4x4 Front storage with 2 spare tires and a jack \$650.00 or best weight 1300lbs floor space 7x9x11 at upper gutted, new ceiling, new roof finish New spare tire 650.00 or 700.00 with gas, electric fridge and gas furnace



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 September 14, 2011
By Ed Olszewski

Beginning balance:	\$2043.08
Equipment Fund	\$2395.68
Total	\$4438.76

Income:	
Whirly birds	\$ 200.00
Total	\$ 200.00

Expenditures	
Gas	\$ 60.00
Paint	\$ 21.00
Gas/cement (enclosure)	\$ 22.38
Woods belt	\$ 25.00
Total	\$ 128.38

Ending Balance:	\$2139.70
Equipment Fund:	\$2370.68
Grand Total:	\$4510.38

Putting the "Diver into Drop"

By Ed London



I received a call from my loooooong time student and fellow flyer John Diver stating he had finished the candy drop plane that he had been working on for the last couple of years. He said he wanted me to give it a test flight. Figuring I had nothing to lose I said sure. We agreed to meet the following Monday at the field. As it turned out it was a bit windy for a test flight but John had complete confidence in my flying skills, I wasn't so sure. Never the less John put the Sig Senior together and after a minor engine tweek it was ready. I taxied it around on the ground and checked all of the control surfaces to make sure everything was moving in the right direction. I pointed its nose into the wind and throttled up.. The Senior ran straight down the runway, its tail came up and lifted off on its own. Climb out went well with only a little down elevator needed along with some left trim. The plane flew very well. Landing was smooth as silk. Now the next test flight would be with the plane carrying a load. We agreed to meet on the following Monday. John said he would get some corn for weight and we would drop that.



John had put a great deal of work in designing the drop box and wing on this airplane. He installed fowler type flaps that not only go down but extend rearward to increase lift. The drop box or bomb doors open and close with a high tork digital servo. Its a pretty nifty design...I didn't know John had it in him. I have to be careful and not inflate Johns head too much LOL. I forgot to mention that the plane was powered by an O.S. .75 2stroke. I felt the engine was a bit too small to pull the weight on climb out but this remained to be seen.

Monday came and we met at the field for weighted test flights. John had weighed out several bags of field corn so we could keep track of how much weight the plane had in its drop box. John first tried to load the plane without turning it on and the servo just let the doors open spilling the corn on the ground . After he turned on the planes radio he put 1 pound in and we took it for a ride. The plane had no noticeable affect on takeoff or flight. After making a couple fly bys I hit the switch and the corn dropped out. Again no affect on flight. So we put in 2 pounds and everything went without any problems. Gaining confidence we loaded 4 pounds in the next flight. I had dialed in about 10% flaps for the added weight. Now there was a noticeable difference. The Senior was slow and lethargic. on lift off taking a couple hops before becoming airborne. I had to use rudder on the first turn but as it gained speed it handled well. After a couple go arounds I opened the bombbay doors and dropped the corn. The airplane rose a little but after naturalizing the flaps all was good. John asked me if we should go with 5 pounds. I said sure it wasn't my plane :). 5 pounds was loaded in. This time I allowed for as much runway as needed, I lowered the flaps and throttled up. The plane rolled ever so slowly forward at first picking up speed. The airplane Gods were smiling as a gust of wind came up lifting the plane off before I was ready. The Sig handled it beautifully. Make no mistake I new the plane was heavy by the way it flew. I made a couple turns to what the G-force effect would be on the drop box doors. Alittle corn did fall out but nothing major. Then on my final pass I released the corn. I looked really neat to see that much at once. A small piece of the baffle came out with the corn but John said that's an easy fix. I landed the plane with flaps down just to see how slow it would land. It almost looked as though it was on an elevator....fun,fun,fun.

It appears John has built a real winner here. Way to go John its a real pleasure to fly your plane. And the Propbusters have a candy dropper of their own now.

Ed London, (Test pilot)



The Future is Now

By Jack DeLisle



I'm starting off this piece with a photo of a dear departed friend. The U-Can-Do

I lost the Do because of two reasons. Not dumb thumbs. Dumb thinking. I put the Spektrum receiver and it's satellite receiver behind the batteries and I should have put the satellite receiver behind the trailing edge of the wing all by it's lonesome. As it was, both receivers were "shadowed" at times.

The second reason was that ,as I was flying, I was talking to two kids the nearest neighbor brought over to watch the flying and got too far out and the plane quit answering my commands so the U-Can-Do no longer exists. And I had that plane just about trimmed out to my flying style.



When I brought the wreckage home Nancy (Wife Type) saw that it was beyond repair and suggested, out of the Blue for me, that I buy a new plane.

I got on the web and found that the Prop Shop in Warren had a Renegade in stock so we went down the following morning and relieved the Prop Shop of the Renegade.

The Renegade is the same size as the U-Can-Do , in the old days it would be called a 60 sized plane, so the electric motor and such went right into the plane.

This time I made sure that the receivers were separated from anything that would shadow both of them by putting the satellite receiver behind the trailing edge of the wing and I have a few flights in now and everything works.

Enough about my adventures.

And now the reason for the heading. Electrics hold the key.

Saturday, September the Second was our monthly breakfast and there was enough Propbusters there to make for a nice leisurely gabfest.

When we got to our field Keith Moore and Matt K were setting up and soon many of the parking spaces along the flight line were in use with Al Fournier, Ed and Sheila Olszewski , Carl Jones and Jack DeLisle setting up their planes.

I was just doing my thing and Ed made the comment that all of the pilots here had brought electric powered planes and , in Keith's case, a pair of choppers.

So we had maybe Eleven planes and choppers ready to fly and not a "wet" engine in the whole bunch. All electric motor powered.

Ed also figured that someday our frequency control board would be for bulletins or whatever only because not only did all the flyers bring all electrics powered aero planes they also all were using their spread spectrum 2.4 Gig radios.

So the reason for the heading. "The Future is Now"

Jack DeLisle



Charity Event

By Jack DeLisle



The Weather Channel, Local TV broadcast and even the weather forecast on my Microsoft home page was calling for showers on Saturday, September the Tenth and it looked gloomy for our annual Charity Rally.

They were all wrong and it turned out to be one of those days that we R/C pilots think about and cherish. It was a perfect flying day.

But that isn't why the headline says Charity Event. The event really was for charity and this year the recipient of the money we raised was the Saint Clair County Farm Museum. A worthy one.

I'm not sure what the total was for the monies raised and I'm sure the Treasurer will have that in his report. I do know that Al Fournier got \$65 and the Farm Museum got \$66 of the 50/50 drawing.



This photo of the flight line really doesn't do justice for all of the flyers at the meet. Besides the canopies set up on the East side of our shelter there were a couple of motor homes and trailers in the parking area too I didn't count the planes and choppers at the field but I do know that we had them up in the air through out the whole morning.



My favorite "plane" at the event? And others too! Ed Olszewski's Ornithopter. Crazy Flapper.

As long as I'm with the Olszewski's I want to make special mention of our President, Sheila. She was the one who sold the 50/50 tickets and seemed to be all over the place keeping things moving. I didn't know she was a CD (Contest Director) too.

We had pilots from the Eastwings and the River District R/C Eagles and even one visitor who was from Toronto and he got to fly his chopper, similar to one of Keith Moore's and showed us that Canadians know how to fly.

It was actually the pilots and their family / friends who made this event what I call a success because we had few spectators during the day. So few in fact that they were invited to come to the pilots area as long as they stayed out of the flight area, and they did and enjoyed that a bunch from what I was told.

So I want to thank the Pilots and their friends for making the Charity Event work.

Was the weather so good that our hoped for spectators were at the beach or stayed home because the forecasters gave them a bum steer.

I guess you can't have your cake and eat it too. Jack DeLisle

Announcements & Events

October

12-Club Meeting 7:00 PM

November

6-Northville swap 9:00 AM

8-Club Breakfast 9:00 AM

9-Club Meeting 7:00 PM

December

3-Club Breakfast 9:00 AM

4- Propbusters swap 9:00 AM

14-Club Meeting 7:00 PM

January

1-Club Breakfast 9:00 AM

11-Club Meeting 7:00 PM

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

2011/2012 Propbusters Special Events

December 4 Propbusters Swap

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

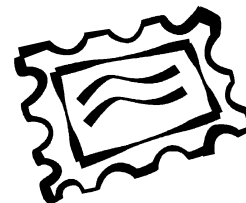
It is membership renewal time again, The dues have not changed.
 15.00 - Senior members (born on or before 6/1/50)
 25.00 - Regular members (born on or before 6/1/93)
 No fee - Junior members (born after 6/1/93)
 Mail to: PO Box 749 Almont, MI 48003



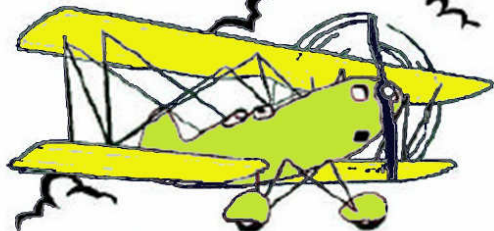
Keith on the right holding his Align 600, Dave on the left (holding a broken helicopter). Keith says Dave will also someday proudly hold his completed Align 600 – at least we can all hope.

Editor- Ed Olszewski
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-The Broken Prop-
 September 30, 2011



St. Clair County R/C



Prop Busters
 Goodells, Mi

Remote Control Model Aviation Club

Visit us on the web at www.SCCPROPbusters.com