

The Broken Prop



APRIL 2005 EDITION

A MONTHLY NEWSLETTER PUBLISHED BY THE ST. CLAIR COUNTY PROPBUSTERS
A CHARTERED CLUB OF A.M.A. #1762

Officers for 2005:

President

Gary Smedes
586-727-4507

Vice-President:

Doug McLaren
810-395-2098
mclarenintl@direcway.com

Secretary & Newsletter Editor:

Keith Graham
810-966-1494
keith@sccpropbusters.com

Treasurer:

Ed Olszewski
proptreas@comcast.net

Safety Officer:

Mike Grant

Field Marshall:

Ray Dart

Instructors:

Todd Litke 810-824-0385
Glen Kolar 810-385-3588
Greg Feyers 810-367-3924

Meeting Schedule:

Second Wednesday each
month at the Community
Center Building, Goodells Park,
6:00 pm.

Please try to attend the
meetings if you can. It's a
great way to stay in touch with
what is going on in your club.

www.**SCCPROPBUSTERS**.com

President's Perspective

By Gary Smedes



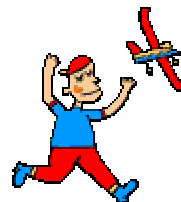
Well, it looks like the weather is finally starting to break. Time to deploy the battery chargers just in case you get a little free time and the weather cooperates at the same time. Ya...that's going to happen. As soon as the weather is good, there are usually a million things around the house that need to be done. And it seems like the jobs at work tend to get hotter this time of year, hence more hours.

But don't get discouraged, it will all come together in time. I personally find myself having to make time or I will never get out flying. Life is too short to worry about the little stuff. If the project at home doesn't get done today, it will be there tomorrow. Take the time to enjoy.

On to business at hand, at the next meeting we will be reviewing the new lease agreement between the Propbusters and the Park. The main content of the lease is a three-year lease at five hundred dollars a year. We (the officers of the club) could have gone ahead and signed it and been done with it, but I feel this is something that should be reviewed as a club.

It's also that time of year we need to think about spring field clean up and we still need to move the shed to a new location. Now I know everyone tends to cringe whenever the words 'field clean up' or 'field work day' comes up, but if enough people show up, it usually goes pretty quick and easy, and we usually have plenty of time to fly afterwards.

So get those chargers hooked up and get ready for another great year of fun and flying. I know I'm looking forward to it.



EVENTS CALENDAR

APRIL

13th - Propbusters Club Meeting - 6 pm.
 17th - Cloudbusters - Control Line Fun-Fly and Stunt Contest - Stanley Broome Park in Flint, MI
 29th - Birchwood Sports Dome - Indoor Small Electric Flying. (Last One) 9pm to Midnight.

MAY

21st - SMAC Swap in Croswell, MI

JUNE

18th - **Propbusters** Fun Fly - 9 am to 2 pm

JULY

18th - River District Eagles - Gathering of the Eagles
 - Location TBA (Rain-day July 19th)

AUGUST

6th - **Propbusters** Club Picnic/4H Flying Demonstration - 9 am to 2 pm
 27th - SMAC Fly-In For Toys - Croswell

September

3rd - **Propbusters** Salvation Army Can Food Charity Fun Fly - 9 am to 2 pm
 18th - Whirlybirds Fun Fly - tentatively at Goodells

March Meeting

Meeting started at 6:09 pm with 15 members and 1 Redline member present. Doug/Kirk made a motion to accept the secretary's report. Doug/Todd made a motion to accept the treasurer's report and pay bills. Both motions passed.

Lease Status. Mike Grant went to the County Parks meeting. The Park is giving us a 3-year lease at \$500 a year; however we haven't received the lease yet. When we get the lease, it will be brought to the next meeting for acceptance. Glen from Redline Racing has stated they will cover 1/2 of the lease cost. Stan reminded us about the park's requirement of submitting monthly reports. Mike Grant has volunteered to attend the meetings, which will fulfill the requirement.

Ed read the Treasurer's Year-end report. Tractor status. Todd has to move the tractor from the old shop to the new building so they can start on it. Doug will try to get the carburetor for the cold duck during the next week.

Drainage ditch. Redline drainage was discussed. They are thinking about running it at the end of the field by the fence. Doug and Ron will work together on it. We're waiting for the frost to break to finish ours too. Todd hit the pipe sticking out of the runway with his plane.

Bylaw Additions. There was considerable discussion on the wording of the proposed amendment. Proposed amendments are tabled until the next meeting. Sheila/Ed voted to table it. Motion passed. Bring any ideas to the next meeting or send suggestions by email to Gary.

We discussed why the club didn't have a tax-exempt number. Ed will talk to the treasurer of the East Wings to see how they got their exempt number without having to pay the \$350 state fee. Stan said AMA has something about helping get cheaper non-profit status.

AMA has recently lifted the 3 introductory pilots per club limit. Now it may be a reasonable number.

The need for a small map with the location of a phone, emergency number, and GPS coordinates at the field was discussed. Ed has the map and Gary volunteered to do the letter.

Ron Pennell has asked to be an instructor so he could train his daughter. Todd Litke, the Head instructor, has authorized him. Stan was also given permission to fly with George.

Bulk Fuel Order - 1 order was placed.

Whirlybirds have asked to use our field Sept 18th for their Fun Fly. Doug/Todd made a motion to allow them to use our field. We will take care of the field and the port-a-johns. It was mentioned to remind the Whirlybirds about the concession stand Food Permit requirement if they plan on NOT having precooked hamburgers or hotdogs. It was suggested to ask for a donation to help cover field costs.

Last year's actions taken against Kirk C. were rehashed.

Doug/Todd made a motion to pay our AMA charter renewal.

Gary selected Todd Litke, Sheila Olszewski, and Brian McLaren as directors at the end of the meeting.

Todd/Doug M. closed meeting at 8:36.

Financial Report

Beginning Balance **\$2,067.61**

Income

Dues	\$ 35.00
Total Income	<u>\$ 35.00</u>

Expenses

Keith - postage & ink	\$ 7.40
AMA Insurance renewal	\$ 60.00
Total Expenses	<u>\$ 67.40</u>

Ending Balance

Checking	\$ 2,035.21
Grand Total	<u>\$2,035.21</u>

2005 Membership New Members

Junior	7	Bailey Pennell
Senior	16	Ron Pennell
Lifetime	2	
Regular	31	
Total	56	

Hinge Pinning

Ed Olszewski

Several years ago while watching a friend put the maiden flight on a newly completed ARF, we watched with horror as the tail of the airplane fluttered to the ground from two hundred feet, proceeded by the rest of the plane. Several of us at the field searched for about an hour to find all the pieces of the elusive quarry. Needless to say, the bits and fragments more resembled pick up sticks than the shiny new aircraft it was just a short time earlier. The remnants were laid on a table to salvage any good parts that remained from the wreckage. Sorting of course led to speculation of what caused the failure that sent the plane to the ground. It seemed logical to start with the tail, since its falling off was the first indication of a problem. The horizontal stabilizer was broken cleanly where it met the fuselage on both sides, and the elevator was pulled out of its hinges. In fact, other than being broken off the plane and separated, they looked in pretty good condition.

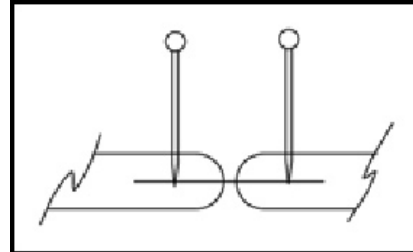
One of the guys speculated that the hinges pulled out, leading to extreme deflection of the control surface causing it to fracture the horizontal stab then breaking it off, causing loss of control, followed by a catastrophic failure of the airframe as it strained through a tree. Wow, I was impressed; this guy should work for the FAA. Another guy nodded his head and said that is why you should always pin your hinges. To illustrate the point, then he picked up what was left of the wing, gave the aileron a firm tug and easily pulled it out of its hinges. My first reaction was not enough glue, but was now happy to keep that theory to myself.

This was news to me; I always follow the directions that come with the hinges. Nowhere had any reference to pinning been made. I listened intently while the friend explained the procedure. Afterwards I researched the matter further, talking to other pilots and looking on the internet. The practice seemed sound enough, and it certainly would not hurt anything. The following is what I learned.

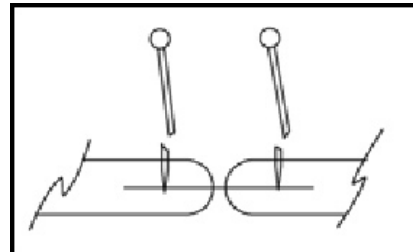
1) Glue the hinge in the slot on one side first, working medium CA into the slot. When the glue has cured, give each hinge a good tug to make sure they are secure. This will allow you to check one side of each hinge and reduce the likelihood of hinge failures in half.

2) Next, slide the control surface in, as you would normally, and glue with plenty of thin CA, this is no time to chinch with the CA - use plenty. After the glue dries, pull on the control surface at each hinge, and make it a good tug.

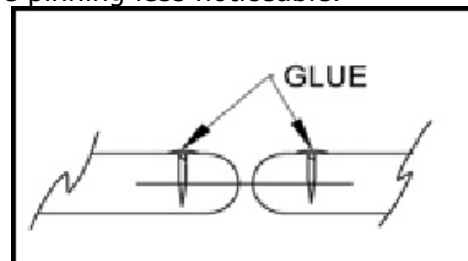
3) Now the pinning part; Raid your wife's stick pin cushion, you will need 2 pins for each hinge.



On each side of the hinge, push a stick pin through the balsa, just piercing the hinge (you will be able to feel it), stop and clip off the stick pin with wire cutters just above the surface.



Now push the remaining bit of the pin below flush. Last, apply a dot of CA to secure the pin and seal the hole. Repeat this procedure at each hinge. Hint: If you insert the pins from the bottom of a wing will make the pinning less noticeable.



Wanting to test this, using a couple pieces of scrap balsa, I tried pinning alone without gluing, and when pulled, it had to rip a chunk of balsa to get the hinge to come out. When I tested a glued and pinned hinge, the entire test piece broke, but the hinge did not pull out.

Checking to make sure your hinges are secure should always be a part of a normal preflight check. If you are afraid your aileron will pull out while testing them, you should be more afraid of flying with them. Pinning your hinges is probably a little like wearing suspenders and a belt. Gluing alone will seldom fail; both used together will probably never fail. NASA calls it redundancy.

REDLINE Racing

The indoors racing is almost done for another year. There is racing April 10th and 17th. After the last race, plans are to start tearing down the indoor track. April 24th will be a final cleanup date before moving outdoors. If you haven't had a chance to watch the races, now's your chance. Racing starts at noon on Sunday.



The guys have been setting up a National Race with ROAR. We should have lots of visitors coming to Goodells on September 17th and 18th. Mark your calendars and plan on coming out to help support our neighbors.

Club Caps

Embroidered St. Clair County R/C Propbusters club caps will be available for order at the next club meeting. The caps are kaki top with a hunter green bill. Orders will be available for your pickup in about two weeks, or at the following months meeting. The price will be \$13.00. See Ed Olszewski for more details.

Grant's custom Aircraft

PBY 5-1 Catalina

106" Wing, 1/12scale, 1270 Sq In, 23 lbs
64"length .60 2-Cycle 3 surfaces & Motor
Servo, Motor.90 4-Cycle, Landing Gear Valve
Servo, Float Valve Servo.

Grumman G-44 Widgeon

80" Wing, 1/5 scale, 15 Sq Ft, 24 lbs,
60" length .60 2-Cycle 3 Control Surfaces & Motor
Servo, Motor .90 4-Cycle Servo, Landing
Gear Valve Servo, Float Valve Servo.

Republic Seabee

70" Wing, 630 Sq In, 8 lbs, 48"length, .40 2-Cycle 4
Control Surfaces

Contact: Mike at (810) 329-6406

For Sale ARF Multiplex Cargo



Items Included with plane:

- Castle Creation Griffin 55 ESC
- Four (4) Hitec HS 81 servos
- One (1) JR 531 servo (operates cargo door)
- One (1) 8cell 2400mah nicad battery

Sell Price \$210.00

For Sale -1 Marvel Updraft Carburetor. Will fit most Ford N series tractors and some large scale aircraft. \$50 Call Kirk at 987-5916



FOR SALE

This RC10-GT is for sale for \$150. If you're interested give Tony a call at (810) 327-6530.

Toledo Expose - I hope you made it to the swap. The directions Todd gave me made it a breeze...except for the construction. My kids got a kick out of the free airplanes given out. I will post the pictures I took and the ones Ed sent me on the web site for everyone to see. Catch you later.