

The Broken Prop



JANUARY 2006 EDITION

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

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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

So here we are, starting a brand new year. With a little luck and some help from each member, we can make it as successful, if not more, than last year. Remember that the key is: A little help from a lot of people, *not* a lot of help from a few people.

I finally had the opportunity to participate in the New Years' fun fly to start the year off right. I bought a pair of skies for my plane with the anticipation of snow being on the ground that day. Wrong! Mother Nature through a wrench in that plan once again. But as I complain about not being able to use my new skies, I must confess, the weather was quite tolerable. With the temperature around 40 degrees and a very light breeze, everyone was able to fly without any problems.

While I was out there, I had a chance to talk with Ed O. about his new Polk Tracker III radio. This is a very sweet radio. If you get a chance, there is an article on it in the January MA magazine or have a chat with Ed the next time you see him. I also noticed while I was out there, that the parking area behind the flight line was a little on the soggy side. Although much better than before; we may have to revisit this problem in the spring.

The last few times I've been out at the field or at the meetings, there has been talk of getting together a combat team for the Propbusters. I think this is a great idea and may get in on it myself. If you have any interest, you may want to start investigating the types of planes and gear you will need to get in on it. A couple of the most qualified to talk to would be Todd Litke or Gary Wilkerson. I know there are more but these are the only two I can think of right now.

And, of course, where might you find something cheap to use as a combat plane? Why, the annual **Propbusters Swap Meet**, of course. January 29th is coming up fast. If you haven't reserved a table yet, you may want to get that done as we usually fill up pretty quickly. And as usual, I have to ask for volunteers to help out where you can. Most items are covered but with no reserves. If you could step in and relieve someone for 15-20 minutes I'm sure they would appreciate it a lot. Remember, this is your club and it needs your participation.

January meeting will be at the Garden Center

Hope to see **you** at the meeting!

Youth Is Our Future

EVENTS CALENDAR

January 2006

- 8th – **Detroit Aero Modelers Swap** – Admission \$4 under 12 free. Tables \$14 / \$17 at door. Managhan K of C Hall 19801 Farmington Rd between 7 & 8 Mile in Livonia. For more info – Charlie (313) 565-2973 DAMswap@comcast.net
- 11th – **Propbusters’** meeting 6 PM at the Garden Center at Goodells County Park. This is the white house closest to our field.
- 20th – Electric Indoor Flying at the **Blue Water Sports Dome** – 9 pm to Midnight – Pilots \$15
- 21st – **Midland R/C Modelers Swap** – starts 9 am Pulaski Hall, 6525 Weiss, Saginaw – Admission \$3 Tables \$10 / \$15 day of swap. For more info – Mike @ (989) 792-7222 or www.midlandrc.org
- 22nd – **RCCD** – 10th Annual Swap Meet - #2733 K of C Hall 25003 Little Mack, St. Clair Shores. Admission \$3, under 12 - \$1. Reserved tables - \$15, \$18 at the door. For more info – Keith @ (586) 786-1474 or www.rccd.org
- 29th – **Propbusters’ 7th Swap Meet & Pancake Breakfast** – 8am to 1pm – Pancake & Sausage Breakfast available – Admission \$3. Tables FREE while they last. Reserve table at (810) 367-6367 or proptreas@comcast.net Limit 1 table reserves

February

- 8th – St. Clair County Propbusters Meeting – 6 pm Community Center Building – Goodells County Park
- 10th – Electric Indoor Flying at the **Blue Water Sports Dome** – 9 pm to Midnight – Pilots \$15
- 18th – **The Thunderbirds R/C Club Swap Meet** – Kalamazoo County Fair Grounds – 10am to 2pm
- 19th – **The Flying Aces R/C Swap Meet** – Flint/Linden, MI – 9am to 1pm
- 24th – Electric Indoor Flying at the **Blue Water Sports Dome** – 9 pm to Midnight – Pilots \$15

April

- 7th, 8th, and 9th – **The Weak Signals 52nd R/C Toledo Show/Expo** – 9am to 5pm - \$7 Admission

Club Hats

We still have some Propbusters Club Hats available for \$13. Contact Sheila if you're interested. We have 11 left.



December Meeting

The meeting started at 6:08 pm with 6 members present. Pat/Ed voted to accept the secretary's report as read by Keith. Keith/Pat voted to accept the treasurer's report as read by Ed and pay bills. Both motions passed.

Sheila O., Todd Litke & Brian McLaren will continue as directors. Pat Donoghue volunteered to be the Safety Officer for 2006. Gary will continue soliciting for the position of Field Marshal.

Ed O. volunteered to handle the raffle. Gary verified we have enough tickets. Ed also discussed the plane kit for the swap. We are looking at getting a 3D type airplane this year. In the past trainers haven't drawn a lot of interest.

Membership totals were incorrect in last month's newsletter. Ed O will try to contact members who haven't renewed their membership yet.

The carburetor was taken off the duck again. A police report was placed including before and after pictures of the duck. We are going to wait until this spring to replace it. The Woods and the Duck have now been moved to the garden center garage for the winter. If anyone has any information, please pass this to any of the club officers.

We discussed the shed door. Pat D. volunteered to look into the cabling on the door.

Ed discussed the skis that he put on his plane. They're Depron skis that he attached to the aluminum landing gear he already had. He paid around \$25 to \$30 for the kit and the skis. He says you could get it at Tower Hobby or Riders down in Madison Heights.

We are having a fun fly on Jan 1st at noon. Ed already advertised it in the Eagles' newsletter.

Sheila brought up that a member had a problem renewing their membership by using our website. There is information about joining, but not renewing. I will add a link on the website to help alleviate this problem.

The club would like to know who owns the keyed lock that's on our main gate. Let an officer know ASAP or the lock will be cut off.

Ed London volunteered to grab the flag & take down the sock for winter storage. We have already added 8 pounds of salt to the Port-a-john for winterizing.

The January meeting will be at the Garden Center. Our meeting room was already in use for January.

We discussed swap meet flyers for the Thunderbirds, the Flint R/C, and the Detroit Aero.

14 tables are currently reserved for the Propbusters Swap. We have the swap building scheduled for 7 am to 2 pm. Sheila will call and verify that we can get it at 7 so we can get the food started and setup at 7:00.

The Birchwood dome electric fly schedule was discussed. Because of the low turnout, the next date will be in Jan and future dates will depend on having at least 12 pilots.

Sheila/Pat voted to close the meeting at 7:13 pm.

Financial Report

<u>Beginning Balance</u>	\$1,987.93
Income	
Dues	\$ 225.00
Total Income	<u>\$ 225.00</u>
Expenses	
Keith G. – postage	\$ 10.81
Total Expenses	<u>\$ 10.81</u>
<u>Ending Balance</u>	
Checking	\$ 2,202.12
Grand Total	<u>\$2,202.12</u>

2006 Membership		2005 Members	
Junior	4	Junior	7
Senior	15	Senior	17
Lifetime	2	Lifetime	2
Regular	29	Regular	38
Total	50	Total	64

Aspire Hanger 9, 2 Meter electric sail plane. Excellent condition – ready to fly. Hitec Focus 3 radio (3 channel), batter, charger. \$200.00
Call Ed (810) 367-6367

Keller Lark OS 108 2 stroke, 537 servos
1100 mah Battery pack, switch harness \$400
Edge 540 – Hangar 9 ARF ¼ scale new \$200
JR Quatro 4 channel NIB \$125
Various transmitters Call
120 Stinger airframe \$100

Ray Dart 326-0929

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.

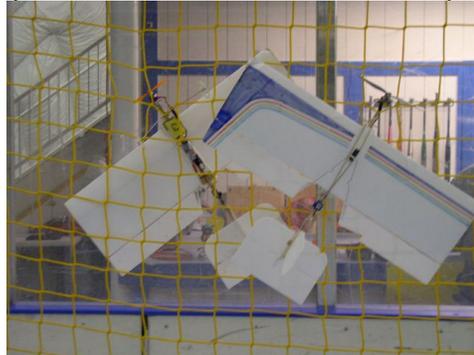
Republic Seabee
70" Wing, 630 Sq In, 8 lbs, 48"length, .40 2-Cycle 4
Control Surfaces

Contact: Mike Grant at (810) 329-6406

Electric Dome Flying



We had 11 Pilots flying at the Blue Water Sports Dome last night. Just about every one of them said they would be back on the 20th to fly again.



There were many crashes, but everyone was still having a good time.



Ed's going to provide instructions for building your own "And Now" on our website. Check it out, build your own and come out on January 20th.

New Year's Day Mud Fly

by Ed Olszewski



I woke up early and checked the weather on the internet; the temperature was hovering well above freezing.



It now seemed apparent I had better pull off the skis and put the wheels back on my Four Star Sixty, or there was little chance I was going to get off the ground. The inch or two of snow from the previous morning had melted. Damp and cool weather seemed to be the order of the day for January First 2006. The trail leading to Eagles mountain was impassable, so several Eagles members planned to take advantage of an open invitation from the Propbusters to join them for a new years day fly in.



Twenty two pilots and spectators came out to the Propbuster field to brave the elements. Ok, braving the elements is a pretty strong statement. It was really a pretty nice day, considering it was the first of January. The sun even briefly tried to come out once or twice, but the day remained overcast with about 40 degree temperatures. The wind sock was almost limp, and a few puddles adorn the runway just to keep takeoffs and landings interesting.

A couple of plates full of holiday cookies and candies found their way to the field. I am not sure if they were brought there for the generous purpose of sharing, or the donors had an ulterior motive of keeping them off their own waistline. Either way, I obliged and had a few more than I should have.



I resisted the urge to ask Dave Waldecker to do his customary low inverted pass for the camera. He flawlessly executed a couple anyways.

For several hours members visited, talked while others flew. It was a perfect way to start a new year. It seems like a good start, I am looking forward to a great year of flying!

MY WINTER PROJECT

Maynard LaParl

For a while now I was thinking of what to do for a winter building project. Now, as some of you may know, I really don't care to build much. Kits are out for me. Even ARF's are too boring because, well, because they're boring. Besides, I don't have much patients any more. And the old hands aren't like they use to be. I have a Sig Kadet Senior still in the box. I've had that for a year and a half sitting on the shelf in my workshop. A simple ARF to build but I have already crashed three other Seniors. If someone wants too, I'll pay him or her to put it together. Seriously. Come to think of it, why am I even writing this column?



One thing I like to do is read. I have three r/c mag's to read every month, not to mention the internet. I do keep up on the latest equipment, gadgets, and the latest in aircraft. I was reading the December issue of Model Aviation when I came across a full-page ad on the Hobbico® HOBBISTAR 60 SELECT RTF trainer that really caught my eye. I like to fly gentle planes. Now the Sig Kadet Senior is about the gentlest plane I have ever flown. This trainer will be just a little more of a sport flyer. Anyway, after thinking all of an hour, I logged on to Tower Hobbies for a price. Since I'm a Tower Hobbies club member, and along with their promo discounts, I just could not pass up this deal. I got, along with the trainer, a Futaba® 6YG six channel radio system w/ ball bearing servos, and an OS® .65 LA engine. All for under \$350. Everything is already installed. Pretty good deal hey?

The wingspan is 71 inches. It does have rubber bands to hold the wing on but I can put up with that, although, I might replace the rubber bands with screws.



The promo ad says after taking it out of the box, you are just 20 minutes from your first flight. Sure... Now, I am extremely slow when I build things. But let me tell you, I had it ready to fly in 1 hour. The assembly manual is only 16 pages but most of it is warnings and check list instructions.



As for the quality, it is unsurpassed. So much for my winter project hey?

Happy flying. Maynard LaParl

New Transmitter

Ed Olszewski

An R/C airplane taxis, then rises about four feet in the air, it begins to roll, slow at first, then very quickly rolls over and crashes into the ground. The damage is almost always severe. This unfortunate maneuver is often caused by a computer radio inadvertently set to the wrong model program, one that had the ailerons operating reversed. Common sense says a good pre-flight would just eliminate the problem, but sooner or later someone forgets. Computer radios are great, allowing pilots to have several models with different mixes and servo throws while only having to bring one transmitter to the field. The only flaw I see in the system is that the pilot must always remember to switch the transmitter to the correct model program, or there is a real good chance that a plane is going to go home in a bag. I have seen it more times than I care to say, and for that reason have long resisted owning a computer radio. The system just does not seem "idiot proof" enough for me not to mess it up.

After several years of resisting, I finally gave into a computer radio for the extra functions and features. I felt I could keep the models straight, and remember to switch back and forth. I was wrong. Finally one day with two models at the field, I hand launched an electric and ended up with crumpled foam. Fortunately I trashed an inexpensive foam plane that day, the mistake could have been with the balsa plane I had spent the winter building and covering. A lesson learned. At the end of the day, I prefer to clean up my plane with a spray bottle and a rag, rather than a rake and a bag.



The very next day an order was placed for a Polk's Hobby- Tracker 3 transmitter. I had seen it advertised in several magazines. It comes in either six or eight channels and has all the usual features and functions that you would expect to find in a medium priced transmitter. But, this radio has one added feature; it does not have a designated channel. Or rather, the radio can be set to any channel you want for each model you have. Now, this was the answer I was looking for. There are other radios on the market with switchable channels, but they use a removable modulator on the back, that must be taken out, switched with a small screwdriver, and then plugged back in every time you want to change channels. This is not what I had in mind. With the Tracker, the switching is all done automatically and electronically when you switch model programs. And I like automatic.



At a glance this sounds scary. But, when the Tracker 3 is turned on, it first scans your frequency to make sure that channel is not in use, and will not allow the radio to be turned on unless that frequency is clear; also an alarm will sound. There is absolutely no way that the radio can be turned on while another transmitter is using that frequency. This is a nice little feature that keeps you from accidentally shooting down the guy at the other end of the field, then buying the remains of what is then an otherwise useless pile of balsa.

I made up channel identification clothespins to attach to the tail of each plane, to be removed before flight and clipped to the transmitter antenna. Most of my planes were on different channels anyways, so I purchased a couple of receiver crystals to get all of them on different channels. The reason for this is simple; if the transmitter is inadvertently set to the wrong model program at the field, it will also be on the wrong channel. At that point there will be absolutely no response from the plane during a radio check. In short, I will not be lulled in to a false sense of security by a quick wiggle of the ailerons when I am not paying close enough attention. Even if I were to completely forget to do a radio check, I would not be able to throttle up to takeoff. As they say, it is all or nothing, and nothing is real easy to recognize. Don't get me wrong, this is not intended to replace a preflight check, but to help identify a certain problem. If a problem is very obvious, it is more likely to get identified and corrected. A problem like no response from the radio during a preflight check is far more likely to get noticed than reversed ailerons, for example.

The retro esthetics aside, the transmitter is an excellent value. The 6-channel version of the Tracker 3 has a 10 model memory and the 8-channel has a whopping 99 model memory, probably enough to satisfy even my compulsive need to add planes to my hangar. The programming is simple, straightforward and intuitive.

Unfortunately, Polk's Hobby was out of stock all summer, and I did not get the radio until November. I have had it out at the field snow flying, and indoor flying at the dome. It works great. One less thing to worry about. Maybe now I can reserve crashes for my dumb thumbs and not for forgetfulness.