

The Broken Prop



MARCH 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

Hang in there everyone; we're almost there. It's the beginning of March, the days are getting longer and the weather *should* be getting warmer pretty soon. If you didn't go through your planes in the fall, now is the time to do it before the warm weather chores take up most of your time. Basically, your just doing an 'in depth' pre-flight check of all your planes, double and triple checking everything. Better to take the time now than paying for it later. And don't forget your flight box. Replace any tools that may have been taken out during the winter and remember to charge that battery – that one is easy to forget.

A friend of mine sent me an e-mail with a list of all the items he had for sale. Seems, up until a few years ago, he was flying RC planes for quite a few years. He has decided to sell off his glow fuel planes and move up to the gassers. So I went over there to see what he had for sale and ended up with my first 120-size plane. It's a Stinger 120 with a Super Tiger G200 engine and a few modifications to the plane itself. Should make for an interesting first couple of flights. Check out the "For Sale" column for all the other items he has for sale – the prices are quite reasonable.



We are attempting to re-structure the club Bylaws for those who want to be members but not fly airplanes. Join us at the next meeting for the discussion. Your input is always welcome.

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

Youth Is Our Future

EVENTS CALENDAR

April

7th, 8th, and 9th – **The Weak Signals 52nd R/C Toledo Show/Expo** – \$7 Admission
 401 Jefferson Avenue Toledo, Ohio 43604
 Fri/Sat 9am-5pm/Sun 9am-3pm

May

20th – Chet Brady Memorial Float Fly – Seven Lakes State Park, Holly – starts at 9:30 am
www.skymasters.org

June

17th – **Holly Cloud Hoppers** Fun Fly – starts at 10 am
www.hollycloudhoppers.org
 18th – **Aero R/C Club's** Father's Day Air Show – 10 am to 4 pm – Buell Lake Air Field aeroshafrclub.com

September

9th & 10th – - Midwest Regional Float Fly – Island Lake State Park, Brighton starting at 9:30 am both days.
www.skymasters.org

Financial Report

Beginning Balance **\$2,976.55**

Income

Dues \$ 45.00
Total Income \$ 45.00

Expenses

Keith – postage/ink \$ 10.92
 AMA Insurance \$ 90.00
Total Expenses \$ 100.92

Ending Balance

Checking \$ 2,920.63
Grand Total \$2,920.63

2006 Membership		New Members
Junior	4	John Diver
Senior	17	
Lifetime	2	
Regular	32	
Total	55	

In Memory, **John "Tom" Gall**
 March 8, 1938 - February 21, 2006

It is often the different personalities that make life most interesting, and most of all, the ones that make you laugh, chuckle or just smile. Personalities are the glue that binds friendships together, and makes them soar up with the clouds.



--Ranger Tom's humorous wit and candor will be missed.

February Meeting

The meeting on February 8th started at 6:10 pm with 10 members present. Al/Pat made a motion to accept the secretary's report as read by Keith. Gary/Al made a motion to accept the treasurer's report as read by Ed and pay bills. Motions passed.

Swap results. We discussed looking for a bigger location for next year's swap. Nothing was decided, as we still had not used the tables in the conference room and still had a couple empty tables in the main room; also we had use of the kitchen with its included Health Permits. Another area we could improve on is providing directions to the park.

The **lease** has been paid and Redline has reimbursed the club for 1/2 of the cost.

Gary and Ed worked on the rolling **shed door** for 5 1/2 hours and got it working. It was suggested in the spring to add extra anchoring inside that wall on either side of the door to strengthen that wall. Also needed are some French-drains around the outside of the shed and some kind of gravel base inside the shed. We also talked about putting in a smaller door into the shed.

The **old frequency board** will be converted to an AMA rule display board after removing the eaves troughs. We also discussed the location of the canopy.

Sheila will provide information about club incorporation at the meeting next month.

NEW BUSINESS. Ed and Sheila volunteered to provide a Propbusters' event listing after researching other clubs.

Tom Nichols volunteered to be the **Field Marshall**.

We discussed necessary repairs for the duck to be done this spring. No problems were reported with the Woods.

Ed is getting price quotes for getting gravel put down this spring.

We talked about the Propbusters' qualification for Leader Club for AMA.

It was decided the Propbusters members would join for **breakfast** the first Saturday each month during the summer before going to the field to fly. The 1st breakfast will be held at the Wadham's County Kitchen starting next month and will run from 9 am to 10 am.

We discussed members who haven't renewed their AMA membership. Ed/Ed L made a motion to **amend the Bylaws** to allow members to be in the club, but not allowed to fly. Currently the Propbusters don't have any kind of associate type membership. There are people who would like to financially support the club, but never intend on flying. The proposed bylaw amendment will be posted in the March newsletter to be discussed and voted on at the March meeting.

Sheila/Pat voted to close the meeting at 7:44 pm.

FOR SALE

Airplanes – Complete with engine, radio and servos.

Ultra Sport 1000 – Engine: ST 3000
Radio: Futaba 6ch (Ch 20) \$175.00 ran 2 times.

Goldberg SU-26 – Engine: OS 1.20-4C
Radio: Futaba 6ch (Ch 41) \$175.00 ran 3 times.

Hobbico 60 Trainer ARF \$50.00

Wings B-25 – Needs to be completed \$100.00 – was \$425.00 new

Wings B25 – Retracts \$100.00 – was \$325.00 new

Radios – TX & RX

Futaba 6 ch – Ch 56 \$40.00

Futaba 4 ch – Ch 54 \$30.00

Engines

Super Tiger (2) .51-2C new \$40.00 Each

OS (1) .40-2C new \$30.00, (1) .61SF used two times \$50.00

Magnum (4) .52-4C new \$50.00 Each,
(3) .25-2C new \$25.00 Each
(1) .80-4C new \$75.00

Gas Tanks – (1) Box

(1) 16oz, (1) 14oz, (1) 10oz, (4) 8oz,
(9) 10oz, (1) 4.5oz, (1) 6oz. \$20.00

Props – APC

(1) 16x12, (3) 16x8, (1) 16x10, (3) 11x14,
(2) 11x10. \$15.00

Retracts

GP (2) Mains, (1) Nose – mech. \$15.00

Robart (2) Mains, (1) Nose – mech. \$15.00

Springair AT-6 type \$50.00,

(2) Mains with struts \$50.00

(2) Mains, (1) Nose \$50.00

Robart (2) Struts for 3 inch

wheels #653 3/8 inch \$40.00

Landing Gear – (1) Box

(25) of all types \$10.00

CONTACT:

Ken Humbert

5088 Booth Rd., China, MI. 48054

810-765-5954

pondviewalpacas@aol.com

Aspire Hanger 9, 2 Meter electric sail plane.
Excellent condition – ready to fly. Hitec Focus 3
radio (3 channel), batter, charger. \$190.00
Call Ed (810) 367-6367

Keller Lark OS 108 2 stroke, 537 servos
1100 mah Battery pack, switch harness \$400
Edge 540 – Hanger 9 ARF ¼ scale new \$200
JR Quatro 4 channel NIB \$125
Various transmitters Call
120 Stinger airframe \$100
Ray Dart 326-0929

Club Hats

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



Grant's custom Aircraft

PBY 5-1 Catalina

106" Wing, 1/12 scale, 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

Classified Ads

There's no charge for placing an ad here in the
Broken Prop. Spring cleaning is coming and it's
time to empty some space. Contact the
secretary at keith@sccpropbusters.com.

Proposed BYLAW Changes

The sole purpose of these proposed rule changes are to allow Propbusters membership to individuals who do not fly model aircraft, but want to participate in the model aircraft hobby and club activities without requiring AMA membership. This group may include, but not limited to: model builders who chose not to fly, or those with physical disabilities that prohibit them from flying models. The proposed changes would allow those non-flying individuals the option not to incur the additional cost of personal AMA membership (flying insurance which they do not need). AMA membership would not be a requirement for Propbusters' membership, but it would remain a requirement to fly at the field.

All members who fly models will still be required to have and maintain AMA membership. Display of AMA cards on the frequency board has proven to be a very effective way of making sure any and all pilots flying at our field are insured by AMA. The current bylaw calls for expulsion from the club for any members without AMA membership-even if they do not fly models. The proposed rule change allows for expulsion of any member jeopardizing our club and the park by flying at our field without personal AMA membership.

Article II – Membership

Section I. Membership is open to virtually all people, provided they acquire AMA membership within 30 days of acceptance.

Change to:

Section I. Membership is open to virtually all people. The privilege of flying model aircraft at the Propbusters' field also requires personal membership in the Academy of Model Aeronautics (AMA).

Article III – Dues, Initiation Fee and Assessments

Section VIII. All members will show proof of AMA membership (AMA card, confirmation via e-mail, etc.) before receiving dues card for the next year. The due date for showing proof of the card is January 31; otherwise member could be subject to termination from the club.

Change to:

Section VIII. All club members who fly model aircraft at the Propbusters' field will provide proof of AMA membership (AMA number) to club secretary upon receipt of AMA membership, and annually at Propbusters membership renewal for verification and clerical purposes as required of the club by AMA. Display of AMA membership card on frequency board is required to fly at the Propbusters' field.

Article III – Dues, Initiation Fee and Assessments

Add:

Section X. Any member, who ceases personal AMA membership for any reason, shall notify the Propbusters club secretary and give up the privilege to fly at the Propbusters' field, subject to reinstatement upon restoration of AMA membership and notification to the Propbusters' club secretary.

Article V – Resignation, Termination, Disciplinary Action, Expulsion and Reinstatement of Membership

Section II. If any member ceases to have the qualifications necessary for membership in the AMA, his/her membership in the club shall thereby terminate, subject to reinstatement upon restoration eligibility.

Change to:

Section II. Any member flying model aircraft at the Propbusters' field without personal AMA membership may be subject to termination from the SCC Propbusters club.

Thoughts

By Jack DeLisle



Well, I saw an ad in the RC Report or one of the other hobby magazines and it sure caught my eye. The ad showed an Extra 300S ARF with a 65-inch wingspan and powered with a 92 or so four cycle engine for the price of \$159.95 plus shipping from AJ Hobbies out Iowa way.

I showed the boss the ad and said I had that nice Magnum 92 4cy and a nice radio just laying around collecting dust from the U-Can-Do and looking for a home and she just shrugged her shoulders and I took that for a yes so got on the web and ordered the Extra 300S.



The plane came and when I opened the box I found that everything was whole and unblemished and laid most of the pieces out on the floor so that it looked like an airplane and took the above picture.

I'm going to start out by telling you what I consider the bad stuff and finish up with the good stuff.



The first problem I ran into was that the holes from the aileron servo hole to the base didn't run in a straight line. In fact the hole in the base rib didn't exist and another was holed in the wrong place.

(Continued next page)

THOUGHTS Continued

No problem if you have a long drill, which I didn't so I resorted to making the hole you see here and bending a coat hanger that reached the servo opening.

The next problem was when I attempted to mount the Magnum 92 4cy engine. The supplied mount was too short to get the distance needed for the prop and spinner. It was about 1/4 inch too short. Probably would work with a 120 4cy but it was cheaper to go and buy a longer engine mount. Which I did.

The pictures that replaced the instruction book showed the landing gear attached using the supplied metric machine screws and blind / t-nuts. When I went to drill the clearance holes for the gear I ran into some metal???? Thinking it was a "sandwich" type of deal I tried installing the first t-nut and that didn't work so I got some self tapping sheet metal screws and my drill motor and mounted the gear using sheet metal screws.

The pictures also showed that each aileron had four "CA" hinges but only three were supplied and only slotted for three. I sealed the hinge lines with transparent Monocoat ® so I'm going with the three.

There was no spinner supplied but that is good because I have seen those plastic spinner usually supplied literally "explode" and that ain't good.



Now for the good stuff. Pictured above is the wing joiner method. What you are looking at is an aluminum joiner tube and an aluminum locating pin. Instead of having two wing halves the wing halves are epoxied together and the tube and locator made for what I consider perfect alignment. The tube is epoxied to a "strong box" so if that wing breaks it is because it met mother earth in the wrong way.



An interesting method of operating the rudder is shown above.

The rudder servo is mounted about as far aft as space will allow and the supplied servo arm is bolted to the standard arm and the rudder hooked up as shown. Works great with no binding that I can see or hear.

Another nice feature was the plastic servo covers for the aileron servos. The cowl and wheel pants are fiberglass and maybe a little thin so we'll have to see how they hold up? The canopy is already dyed and is first rate.

Mounting the wing and tail feathers was a no brainer, and that is a good thing.

The wing fit to the fuselage was fine and when I lined up the tail feathers using the eyeball method and viewing from the front and back left nothing to be desired so they were permanently epoxied in.

I did choose to use "American" 8/32 machine bolts and t-nuts instead of the supplied metric because they supplied two machine screws that were just long enough and I wanted some a bit longer and that I could replace at any good hardware store cuz you know I'm going to lose some in the grass don't you!

Actually, other than the spinner, the "kit" was complete including a nice fiberglass landing gear. I did use everything but the engine mount and wing hold down bolts.



And now to the nervous part. I've always said that when I quit having the shakes on a first flight I'd take up knitting. Well, I still get the jiggles so on with the show.

The engine idle was high but since I had the plane together I took most of the high idle out with the electronics. Not enough as soon proven.

I taxied out to the strip and turned into the breeze and took off. Not my intention. I wanted it to sit so I could get up my nerve. The Extra needed like three clicks of aileron and elevator and it was hands off. The stall didn't happen mostly because the plane wouldn't slow down to landing speed and I had to keep flying until my eyes were watering and after like five attempts I got the Extra down with no damage.

As soon as I got home I took off the cowl and mechanically adjusted the throttle linkage and it's now all right.

If you have to be led by the hand with written step-by-step assembly instructions then this plane shouldn't be your first attempt. For the rest, and for the money, I doubt if you will get a better deal. It's a really nice airplane.