

# The Broken Prop



## NOVEMBER 2004 EDITION

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

### **Officers for 2004:**

#### **President**

Todd Litke  
810-966-4546

#### **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:**

Gary Smedes

### **Instructors:**

Todd Litke	810-966-4546
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 Todd Litke*

Hello again my fellow flyers!

This month will prove to be a very busy month for the club as it is officer nomination time again. If you have someone you would like to see nominated for any of the board positions in the club please attend November's meeting and speak up! Nominees will be posted in our next newsletter and please plan to attend the December meeting and vote!

You should start to see some changes to the layout of the field here in the next month. A work day has been scheduled for November the 6<sup>th</sup> where we will be moving the shed to the new pilot parking area where it will be enclosed for the storage of our lawn care equipment. Also we will be moving a few other items at the field to help improve the field for the next flying season. Since the driveway is complete, this winter the field will be open for flying but we are going to need to plow the drive.

Swap season is fast approaching! I hope you are all ready to fill some tables at our swap this year! Or swaps over the past few years have been a hit and have been growing. If things keep going the way they have with the swap we will need to find another place to hold this event. If you are going to a swap please print out a few copies of our swap flier and pass them around.

*See you at the meeting!*

## EVENTS CALENDAR

### NOVEMBER

- 6<sup>th</sup> - **Propbusters** Field Workday - 11 AM  
 7<sup>th</sup> - Midwest R/C 17<sup>th</sup> Annual Swap Meet.  
 Northville Senior Rec Center  
 303 West Main Street, Northville, MI  
 10<sup>th</sup> - **Propbusters** Club meeting  
 (Nominations for 2005 Club Officers)

### DECEMBER

- 8<sup>th</sup> - **Propbusters** Club meeting  
 (Voting for 2005 Club Officers)

### JANUARY

- 12<sup>th</sup> - Propbusters Club meeting (New Officers)  
 ?? - **Propbusters Swap Meet** Tentative  
 9 am to 1 pm - Sunday

## **Financial Report**

<u>Beginning Balance</u>	<b>\$1,611.27</b>
<b>Income</b>	
Dues	\$ 305.00
Hats	\$ 39.00
<b>Total Income</b>	<b>\$ 344.00</b>

### **Expenses**

Doug M - Food/Tank	\$ 102.00
Tom N.-Plugs/Tractor	\$ 29.93
Keith - postage/Ink	\$ 75.67
Gary W. - Gas	\$ 26.22
Square Deal-enclosure	\$ 343.40
Pine River Embrod-hats	\$ 190.80
<b>Total Expenses</b>	<b>\$ 768.02</b>

### Ending Balance

Checking \$ 1,187.25

**Grand Total** **\$1,187.25**

### **2005 Membership    New Members**

Junior	4	John Koglin
Senior	9	Al Harbour
Lifetime	2	David LaPorte
Regular	7	Holly LaPorte
<b>Total</b>	<b>22</b>	Jeffrey LaPorte
		Terry Simpson
<b>Total Membership</b>		Archie Kammer
Junior	8	Vern Pearl Sr.
Senior	15	
Lifetime	2	
Regular	31	
<b>Total</b>	<b>56</b>	

## October Meeting

Meeting started at 6:07 with 16 members present. Secretary's and treasures reports were read with motions passing to accept the reports and pay bill.

Disciplinary actions against Kirk were discussed, resulting with removing him from the trainers list.

Hobbyfest. A letter written to Tom Pierce was discussed. According to AMA we followed all guidelines. Hobbyfest had sent out pictures and thank you letters to us and AMA.

Canned Food Fun. We had low spectator turnout and a visit from the health department. As we weren't selling, we were ok. We need to get a permit during the Fun Fly next year. No permit is required for using the kitchen at the community center. The Salvation Army wants to run our concessions for us and they have a permit. We discussed the vandalism that was done to the display board prior to the fun fly. If anyone has any information on this, please let us know.

Our lease being help up by the Finance committee was brought up. The Field Electricity project is put on hold until our lease renewal is approved.

The carburetor was again stolen from the cold duck. We are looking at getting another one. Also the woods mower currently doesn't run. A couple members volunteered to cut the grass with their mowers.

Shed enclosure. We have the materials, now we need the weather. It was suggested that the shed be moved. Doug Porrett, Mike Grant, Todd Litke, and Ed are on the field layout committee.

Greg Feyers donated the crushed concrete layer for the driveway and Brian rolled it. Weed spraying will occur next spring. We will post another field workday on the website when we find a good day. Mike Roberge hasn't started the Plane Stands yet. He will try during winter. Doug/Keith made a motion to accept the new members.

Club hats were displayed. They sell for \$13.00. It was suggested to get some surplus of hats. Sheila is in charge of ordering the hats.

Swap Meet. Mike Grant will be in charge of reserving the tables. Doug will do the food stand. Ed suggested it be a swap pancake breakfast including sausage, coffee and eggs. It's normally the Sunday before Super Bowl Sunday (which is February 6<sup>th</sup>). This would mean January 30<sup>th</sup> for the swap.

We discussed the benefits of having AMA Intro Pilots for our club when dealing with a non-AMA new pilot. We are looking for 3 members.

Field rules changes are tabled until the next meeting. Todd will talk to Mark Brochu about relocating the grill. Sheila/Doug meeting closed at 7:56.

## Electric 102

by Ed Olszewski

Last month we looked at the IPS electric system. That system is fine for the smaller planes, up to the seven ounce mark. This month we will look at the next size up.



The larger "Blue foam" airplanes such as the 3DX require a larger power assembly. This is achieved by the GWS Electric power system (EPS for short) 300c series. The "D" gear reduction in this system produces up to 10 oz of thrust. A 12-6 prop will pull the plane around quite nicely.



As in most of the GWS power systems, components are series numbered, making it easy to match components. The ICS-300-Esc is an 8 amp speed controller that plugs in effortlessly with the rest of the system. The motor/gearbox combo and speed controller will set you back less than 40 bucks.

Servos can be either micro, or pico. Pico servos will save weight, a micro servos will cost less, and are less fragile. Since to me, weight is more a factor, I have opted for the Pico servos.

Lithium Polymer is still the battery of choice with this size power plant. A two cell-7.4 v, with at least 1100 MAH battery is required. It is important to note that the rating of the LiPo battery (MAH) not only dictates flight time, it also dictates maximum amperage draw of the battery. Most batteries are rated at "6C", which means that a motor should draw no more amps than six times of the MAH rating of the battery. 1000 MAH is equal to 1 amp for 1 hour. That is to say a 1100 MAH battery should not be asked to produce any more than 6.6 amps without risking damaging the battery. This also means you will get 10 minutes (1/6 of an hour) of flight time if you draw 6.6 amps from this battery. Newer batteries that boast higher discharge rates (or "C" values) are coming to the market, but I do not see the point. The higher the amp draw imposed on a battery also means a shorter flight time. I see it like a small gas tank with a big hose.

Up to now, we have talked about brushed motors. A brushed motor uses a set of brushes and a commutator, to time and power the motor action. Give the motor more power and it goes faster, less and it goes slower. Not much torque, and the brushes get dirty and eventually wear out.

**In comes the brushless motor.** A brushless motor receives the power from the speed controller in regulated pulses to the three sets of windings on the motor, controlling the speed and power of the motor. That is why this is often referred to as a three phase motor. And because the speed is regulated by pulses, more power can be applied at a lower speed pulse, giving the motor much more low-end torque. Since there are no brushes to wear out, the motor will also last much longer. Since it must now send out a regulated pulse, a brushless controller (ESC) must be used. It may cost from two to three times the cost of a brushed controller for a given amp rating.



The brushless motor is usually from 2 to 4 times more efficient, depending on the motor. This means longer flight times, more power to fly with and, less weight per ounce of thrust. All this is not a free-bee, the brushless motors are much more expensive. A brushless motor may cost from 3 to 10 times that of a conventional brushed motor, and usually do not come with a gearbox.

Brushless motors are usually direct replacement sizes for standard gearboxes. Pull out the brushed motor, install a pinion gear on the shaft and slide the new motor in place of the old one. For the small foam planes we are talking about, figure on spending about 90 to 150 dollars for a brushless motor, speed controller and gearbox, Depending on your size needs.

I replaced the motor and the controller with a brushless motor and controller, on my 7 ounce white Depron foam plane. The motor was a direct size replacement for the IPS "A" drive. The performance improvement was dramatic, and I still get an easy 30 minutes of fly time. The cost of the conversion - 90 bucks.

Was it worth it? YAAA, OH YAAAAA.

## Propbusters Swap Meet

Open to all R/C related sellers.

**January 30, 2005.** Community Center Building at Goodells County Park. Starts with a **Pancake, sausage, and eggs breakfast at 8 AM.** Swap runs from 8 am to 1 pm.

**Admission fee \$3**

**Free table** with reservations. Call Mike Grant at **(810) 329-6406** to reserve your table today. Be sure to arrive ½ hours early for setup.

(Flyers available on the website)

## Field Rules (for revision)

- All AMA Rules Apply.
- There will be a place in the frequency board to sign in, all pilots must sign in.
- Pick up your frequency pin number and deposit your AMA card in its place.
- If your frequency pin number is not there, place your radio in the compound area until the pin is returned.
- All aircraft must be tethered before starting the engine in the pit area.
- Radio and aircraft must be pre-flight checked before the first flight of the day.
- Do not taxi aircraft from the pit area.
- When flying stay inside of the flight station.
- Pilots must have a spotter during club events or when a large number of people are at the field, or if they are a first-time guest.
- No more than 4 aircraft are allowed in the air at the same time, except for combat exhibitions.
- All pilots must have their AMA card visible at all times.
- You must have a Propbusters dues card or be a guest of a club member to fly.
- When you leave the field always make sure you clean up any mess you or your guest might have made.
- Members will be responsible for their guest.
- No flying while lawn maintenance is being performed and no lawn maintenance will be started while members are flying.

## New 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.



## Propbusters 2005 Membership

It can't be fall already? Well, it's here and it's time to think about 2005. Dues are accepted from September 1<sup>st</sup> to December 31 for 2005. Don't wait until the last minute and end up paying a late fee.

## 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

**For more information, contact:**

**Mike at (810) 329-6406**

## River District Eagles

The Radio Control Flying club is looking for approx. 6 acres of suitable space for runway and parking adjacent to approx 40 acres of over-fly area, which could be wooded or suitable for agricultural use.

**Contact: Gary Wilkerson (810) 388-1066**

# REDLINE RACING

Their first full year of outdoor racing has come to an end. They could barely contain the energy to redo the track layout to make for a more exciting and challenging time next year.

Here are some pictures of the new layout.



Right now they're making plans on building their indoor track. It sounds like setup day is Saturday November 6<sup>th</sup> and 7<sup>th</sup> starting at 9 am. They tentative indoor race schedule is November 21<sup>st</sup>, December 5<sup>th</sup> and 19<sup>th</sup>, January 2<sup>nd</sup>, 16<sup>th</sup>, and 30<sup>th</sup>, February 13<sup>th</sup> and 27<sup>th</sup>, and March 13<sup>th</sup> and 27<sup>th</sup>.

Keep watching the Forum section of the website for more information.

## Propbusters & Redline Racing Web Pages

If you have internet access, check out some of these places on our website.

We have over 1 gig of videos and pictures on our website right now.

On the Redline Racing page there's a cool Power Point presentation put together. They also have a Highlights video put together by Nate.

Here's a quick breakdown on our website:

Mon	Sites	Visits	Pages	Files	Hits
Nov	265	223	461	2146	3191
Oct	870	1570	3673	17405	29180
Sept	1050	1696	4073	21477	33090

For October, 672 unique people visited our site. A majority of these hits were to the forum pages. The newsletter was downloaded 136 times and our Bylaws were viewed 34 times. People found our website by looking for redline and r/c videos. They also were looking for leases and track insurance.

This month we've logged 428 unique visitors.

## AMA Election

Did you vote this year? Did this include voting for who will take care of AMA business?

If you haven't, it's still not too late. Your vote must be postmarked by November 12.

You can view candidate Statements from the members section of the AMA Website.

<http://modelaircraft.org>

Elections are being held for the offices of AMA President and District Vice President in Districts I, V, and IX. All Open Adult members (19 or older) will receive a ballot to vote for the office of president. Only Open Adult members in Districts I, V, and IX will receive a ballot to vote for vice president in his or her district. Ballots will accompany the 2005 membership renewal. This is the only acceptable ballot; reproductions are not valid. Each member who votes shall submit one ballot only. Votes must be postmarked by November 12, 2004.

Only ballots that are mailed to the Post Office box of our Auditors—Brady, Ware & Schoenfeld—will be valid. Each year several ballots are received at AMA Headquarters. Ballots received at AMA Headquarters will not be counted.

## "HERE I GO AGAIN"

by Maynard LaParl

As some of you may know, I "had" three Kadet Senior ARFs in the past two years. All three managed to go to the cloud Gods.

- #1: Builders error. Bad hinge glue job.
- #2: Lost radio communication after take-off.
- #3: Spectacular mid-air this past April.



I had parts in my work shop from the remains of all three. After the last mishap I "bandsawed" all three into a single garbage bag. End of story? Well, for a while until I cooled off a bit. Actually all summer. Then I got to thinking (my wife hates that). Am I really going to let all that make me think this model is just a jinx? Nope!!! After 2 1/2 months back order, #4 arrived Halloween week. Go figure. Of all weeks.



I WILL take my sweet time constructing this one. I will make sure it is not ready until next spring. Not before. This aircraft is too pretty and flies as well as it looks.

Wing span: 80.5 in.

Wing cord: 15 in.

Total wing area: 1180 sq. in.

Fuse length: 64 3/4 in.

Required engine: 40-53- 2 stroke or 52-65 4 stroke w/ a 4 channel radio.



I use an OS .70 4 stroke engine and a 120 size main landing gear for strength. I am not a "hot-dogger". I just like to sport fly with not too much fancy stuff. This aircraft is probably the best trainer money can buy. The seasoned pilot could use the Kadet in many ways besides a trainer because of the light wing loading such as parachute drops, aerial photography, candy drops, just to name a few. Suggested price \$299.00 from Sig. Yep, here I go again.....

