

# The Broken Prop



## SEPTEMBER 2004 EDITION

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

### Officers for 2004:

**President**

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810-966-4546

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**Safety Officer:**

Mike Grant

**Field Marshall:**

Gary Smedes

### Instructors:

Todd Litke	810-966-4546
Glen Kolar	810-385-3588
Kirk Churchill	810-987-5916
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

Hi all,

The past few weeks I have been really busy with family stuff and have not had a chance to make it out to the field. I'm kind of bummed because I have not had a chance to fly my new Edge 540 that I just finished. I think I got about 4 flights on it total and my heli has been stuck on the shelf.

This is a reminder to all members and instructors. All pilots and student pilots must be current AMA members to fly at our field. Unfortunately we must be very strict with this rule. Our AMA charter requires it, and we are also obligated to the park to have AMA, for insurance reasons. There are no exceptions to this rule! Without a current AMA card you may not fly. It is also the obligation of all instructors to make sure students have a current AMA card. No card - No fly. AMA membership may be applied for and verified on the web at:  
<http://www.modelaircraft.org>

Student pilots must also join the Propbusters in order to be trained at our field. Membership forms must be filled out before training begins. We are a flying club and we always welcome new members. Anyone using our field should support our club by becoming a member, or a member of an invited club. Membership forms are available on the Propbusters' website. If these rules are not followed, the club runs the chance of losing the club's charter.

One last thing. I would like a call from whoever changed the combination to our frequency board. If there is an issue with a lock not working right, we need to know about the problem so it can be fixed. Just changing the com without telling anyone puts the club at risk. THE FREQUENCY BOARD HAS TO BE ACCESSABLE TO ANYONE FLYING! A frequency pin has to be pulled whenever you are flying.

Thank you!

See you at the field!

## EVENTS CALENDAR

### SEPTEMBER

- 8<sup>th</sup> - Propbusters Club meeting – 6 pm  
11<sup>th</sup> – River District Eagles – Pylon - 9 am \*  
12<sup>th</sup> – River District Eagles – Combat - 9 am \*  
12<sup>th</sup> – St. Clair County Airport Annual Airplane display – 9 to 3. Kids 8 – 17 get free plane ride. Bring your plane for photo.  
18<sup>th</sup> – East Wings RC Club Fund Raiser/Fun Fly  
1632 Kinney Rd (M19) Memphis, MI  
9:30 to 4:00 pm (Rain-day Sept 19<sup>th</sup>)  
\$2 Donation to park for spectators  
Pilots Free Parking w/ AMA card  
19<sup>th</sup> – Port Huron Hobbyfest – 10 to 4 – Pine Grove Park in Port Huron  
25<sup>th</sup> - **Propbusters – Canned Food Charity Fun Fly for Salvation Army** 9:00 am with **Pancake Breakfast** at 8:00 am at our field in Goodells Park

### OCTOBER

- 3<sup>rd</sup> – River District Eagles – Combat - 9 am \*  
9<sup>th</sup> – River District Eagles – Pylon - 9 am \*  
13<sup>th</sup> - Propbusters Club meeting

### NOVEMBER

- 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)

\* Tentatively at Propbusters field in Goodells

## August Meeting

Meeting started at 6:05 pm with 12 members present. Ron/Mike made a motion to accept the secretary's report. Doug/Keith made a motion to accept the treasurer's report and pay current expenses.

There were no 4H-Fair violations. We talked about the loss of Doug's plane during the Fun Fly. Issues with the parking-lot attendants were brought to the membership. They didn't want to let us into our field. Members of Redline Racing were also harassed. Next year we will put something together for our cars to allow us in, including spouses coming in to help us. Todd will talk to someone from the Park.

The driveway base is set. We now need to find out about asphalt grindings to finish the driveway. A motion was made to spend \$150 for gas for delivery with the hopes of getting free asphalt.

Kirk is writing two proposals for electrical wiring costs to give to the park; one Proposal for just the Propbusters and one that includes wiring to Redline Racing.

## August Meeting (continued...)

Brian was given the ok to spray the field for weeds. He will do it some night when he has the time. He's got 2 1/2 gallons and Kirk has another 1/2 gallon.

Workday. We need to move some of the topsoil to fill in low spots. Mike Grant will talk to Lumber Jacks to get a plan and materials to finish enclosing the shed (including skylight). We have a garage door donated already for it from Mike Grant. We will schedule a workday after the charity fun fly at the next meeting.

We need to come up with a lawn care schedule so two guys don't have to do all the lawn care. It takes 2 1/2 hours to mow. We also need to make sure no one is flying while mowing is going on. We need to make a mower combination and key available including instructions on mower operation. Ed suggested putting notes in the forum about the field needing or going to be mowed. Lawn list. Kirk will be in charge of the lawn care. Available mowers are Doug Porrette, Doug McLaren, Gary Wilkerson. Ed O., and Gary Smedes (alternative).

Ed/Doug made a motion to add a rule that **there were be no flying when lawn maintenance is going on.** Motion passed. We need to go through the rules to get an updating listing sent to membership and posted at the field. Also we talked about posting directions to the phone in the conference office, emergency phone number, and GPS coordinates at the field. Mike Grant volunteered to build a display up by the frequency board.

Mike Roberge volunteered to make us some workbenches where you can start the plane, but it's secured. They will hold up to a 1/4 scale. Sheila/Ron made motion to spend \$100 for supplies to build the starting tables. Motion passed.

Mike/Kirk made a motion to reschedule the fun fly until September 25<sup>th</sup> (Saturday). Ron suggested Salvation Army for the charity. Sheila volunteered to help-out at the Pancake breakfast starting at 8am. Flying to follow at 9.

The **Port Huron Hobbyfest** is still scheduled for Sunday, September 19<sup>th</sup> at Pine Grove Park. The Propbusters are going to be above the pump station at the park. Mike will find out for sure where we are.

Carl talked about the field apparel. His wife has some costs for doing coats and shirts.

The annual airport display will be **Sept 12<sup>th</sup>** at St. Clair County airport from 9 am to 3 pm. Bring your plane for the pictures. Kids 8 to 17 get a free plane ride. There is free coffee and donuts. Redline racing is also invited.

Sheila/Doug closed meeting at 7:38.

## Financial Report

Beginning Balance                               **\$1,735.24**

### Expenses

Gary W. – gas/tire	\$	46.98
Keith – postage	\$	8.14
Kirk	\$	22.53
Jennifer – Food	\$	31.25
<b>Total Expenses</b>		<b>\$ 108.90</b>

### Ending Balance

Checking	\$	1,626.34
Cash on Hand	\$	0.00
<b>Grand Total</b>		<b>\$1,626.34</b>

### Membership

	Junior	6			
	Senior	13			
	Lifetime	3			
	Regular	29			
	<b>Total</b>	<b>51</b>			

### New Members (2005)

John Koglin
Al Harbour

## 2005 Membership

It can't be the end of summer already? Well, it's almost here and it's time to start thinking about 2005.

Included with this month's edition of the newsletter is a membership application. 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. You've been notified. Don't delay. Your dues are what keep our club going. You can see your dues in action when you drive down the new driveway, fly on that freshly mowed runway, or when you make a visit to the little yellow shack (isn't the new vent pipe wonderful?)

We look forward to seeing you flying out at the field or just coming to show your support.

## Winter Electrics Indoor Flying

Mike Roberge is still trying to locate a suitable place for flying this winter that won't require a large fee for use and is large enough to accommodate 5 to 15 pilots.

The word from the Birchwood Sports dome is they require \$150 an hour to be available to us.

We have a couple other sites Mike is checking on and we'll let you know before winter.

## Global Ultimate Biplane

45" wing, OSFX .061 2 stk w/Pitts muffler. Futaba Skysport Radio system, 1 year old, about 15 flights \$350.00

Maynard LaParl- Home- 810-765-3915. Cell- 586-242-1063. E-mail [face810@i-is.net](mailto:face810@i-is.net).



## Field Locks

We have again had complaints about locks being improperly relocked. When you are the last Eagles or Propbusters member at the field, make sure the front gate is locked with the padlocks connected in series between the chain and the post so that if either lock is opened, someone can get to the field to fly. Report any lock problems to a Propbusters' club officer as soon as possible.

## Airplane Skis

Are you ready for winter? Kirk Churchill still has some 60-size lexon ski sets available. For more information, call 810-987-5916

## 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**

## **Campaign Statement of Dave Mathewson**

Candidate for AMA President

My name is Dave Mathewson and I'm running for the office of AMA President. I am currently the AMA District 2 Vice President, having held this position for the last four years. Prior to this I was an Associate Vice President for both John Grigg and Wes DeCou.

I have outlined a vision and a set of goals that I believe would enhance AMA's ability to serve our members and advance model aviation. Times change, and AMA needs to make a shift in what have been our priorities.

I believe we need to focus more on promoting model aviation as a worthwhile, recreational activity. This positive exposure would pay off primarily in our efforts to acquire and retain flying sites, our top priority in District 2 during my time here. In fact, AMA's opportunity to testify before a Congressional Committee in Washington, D.C. investigating recreational uses of federally owned lands was a direct result of the work of our members in District 2. Our emphasis on acquiring flying sites led to a dialog with the Commissioner of Parks in New York State that resulted in the implementation of a pilot program to determine the compatibility of modeling activities in the New York State Parks System. Other efforts led to a meeting with the Northeast Director of the US Fish & Wildlife Service. These are the types of efforts I would like to see AMA more involved in on a national level.

We need to continue to support our members who fly competitively. They are part of our original foundation that always has been and always will be a part of AMA. Yet we need to focus more on our members who fly for fun; our largest and fastest growing segment. In 2002 I created an annual District 2 Fly In to help promote that concept. It has become a way for our sport members to come together to meet and fly with those from other clubs in a relaxed atmosphere, the ultimate goal being to enhance their modeling experience.

The average age of our members continues to rise. We need to focus more on education and attracting young people into our hobby. Our best resource to realize this goal lies with our members. For you to be able to accomplish this task we need to provide you with as much support as we can. This is why in 2001 I appointed the first AMA District 2 Education Coordinator. We need to recognize and react to the rapidly growing number of new modelers, many of them teenagers and younger, entering the hobby through "park flyer" type models. Our goal should be to help educate these new modelers concerning issues such as interference and safety. We should do this primarily as a benefit to our existing members. But we also need to recognize that these new modelers may represent both model aviation's and AMA's future.

Many will soon begin to move towards a more diverse form of model aviation. Our job should then be to make them more aware of AMA, our system of chartered clubs, and invite them to become a part of the world's largest sport aviation organization.

Advancements in technology have taken model aviation to new levels. It's not realistic to expect every member of the Executive Council to be an expert in every discipline. Yet we are still charged with creating guidelines under which our members fly, a difficult task at best. To address this problem we need to include those who participate in a discipline in setting guidelines for that discipline. Seeking the input of our Special Interest Groups is a good first step. Part of AMA's mission is a commitment to scientific/technical development. We need to allow our members the latitude to experiment, to try new things, and not stifle their creative efforts. We need to embrace new technologies and encourage those that offer these new technologies to help find a way to safely incorporate them into model aviation. We need to do this without creating an underlying risk to our members' ability to enjoy model aviation. At times this won't be easy, but an effort needs to be made and solutions need to be found.

A trend has developed over the last few years where liability concerns are driving the direction of our Safety Code. I believe this is a mistake. Most of our members make an effort to fly safely. I believe a better alternative would be to tailor the Safety Code to encourage reasonable, safe flying practices without individually targeting certain styles of flying. Then we need to ask for your help to ensure that we all fly within those guidelines. It's you who can be our biggest source of help in implementing a program to reduce risks.

I believe all of these areas need increased attention, yet not at the expense of some of what we are already doing. Our efforts with regard to frequencies, and cementing relationships with government agencies to ensure your continued right to enjoy our hobby should not be overlooked.

Finally, I am a proponent of term limits. I raised the issue before the Executive Council in 2001. I think we owe a debt to the current president for his quarter century of work on behalf of AMA as a member of the Executive Council. But a member organization like ours regularly needs new people with new visions and new enthusiasm to remain a viable, thriving organization whose mission is to meet the needs of the members. I believe that I possess these qualities and I ask for your vote and the opportunity to lead AMA into the future.

[www.mathewson4pres.com](http://www.mathewson4pres.com)

## **Pilot Rules: About Pilots – From Jack DeLisle**

- 1.** As an aviator in flight you can do anything you want... As long as it's right... And we'll let you know if it's right after you get down.
- 2.** You can't fly forever without getting killed.
- 3.** As a pilot, only two bad things can happen to you and one of them will.
  - a. One day you will walk out to the aircraft knowing that it is your last flight in an airplane..
  - b. One day you will walk out to the airplane not knowing that it is your last flight in an airplane..
- 4.** Any flight over water in a single engine airplane will absolutely guarantee abnormal engine noises and vibrations.
- 5.** There are Rules and there are Laws. The rules are made by men who think that they know better how to fly your airplane than you. The Laws (of Physics) were made by the Great One. You can, and sometimes should, suspend the Rules but you can never suspend the Laws.
- 6.** More about Rules:
  - a. The rules are a good place to hide if you don't have a better idea and the talent to execute it.
  - b. If you deviate from a rule, it must be a flawless performance (e.g., If you fly under a bridge, don't hit the bridge).
- 7.** The pilot is the highest form of life on earth.
- 8.** The ideal pilot is the perfect blend of discipline and aggressiveness.
- 9.** About check rides:
  - a. The only real objective of a check ride is to complete it and get the examiner out of your airplane.
  - b. It has never occurred to any flight examiner that the examinee couldn't care less what the examiner's opinion of his flying ability really is.
- 10.** The medical profession is the natural enemy of the aviation profession.
- 11.** The job of the Wing Commander is to worry incessantly that his career depends solely on the abilities of his aviators to fly their airplanes without mishap and that their only minuscule contribution to the effort is to bet their lives on it.
- 12.** Ever notice that the only experts who decree that the age of the pilot is over are people who have never flown anything? Also, in spite of the intensity of their feelings that the pilot's day is over I know of no such expert who has volunteered to be a passenger in a non-piloted aircraft.
- 13.** It is absolutely imperative that the pilot be unpredictable. Rebelliousness is very predictable. In the end, conforming almost all the time is the best way to be unpredictable.
- 14.** He who demands everything that his aircraft can give him is a pilot; he that demands one iota more is a fool.
- 15.** If you're gonna fly low, do not fly slow! ASW pilots know this only too well. (Amen)
- 16.** It is solely the pilot's responsibility to never let any other thing touch his aircraft.
- 17.** If you can learn how to fly as a 2nd Lt and not forget how to fly by the time you're a Maj. you will have lived a happy life.
- 18.** About night flying:
  - a. Remember that the airplane doesn't know that it's dark.
  - b. On a clear, moonless night, never fly between the tanker's lights.
  - c. There are certain aircraft sounds that can only be heard at night.
  - d. If you're going to night fly, it might as well be in the weather so you can double count your exposure to both hazards.
  - e. Night formation is really an endless series of near misses in equilibrium with each other.
  - f. You would have to pay a lot of money at a lot of amusement parks and perhaps add a few drugs, to get the same blend of psychedelic sensations as a single engine night weather flight.
- 19.** One of the most important skills that a pilot must develop is the skill to ignore those things that were designed by non-pilots to get the pilot's attention.
- 20.** At the end of the day, the controllers, ops supervisors, maintenance guys, weather guessers, and birds; they're all trying to kill you and your job is to not let them!
- 21.** The concept of "controlling" airspace with radar is just a form of FAA sarcasm directed at pilots to see if they're gullible enough to swallow it. Or to put it another way, when's the last time the FAA ever shot anyone down?
- 22.** Remember that the radio is only an electronic suggestion box for the pilot. Sometimes the only way to clear up a problem is to turn it off.
- 23.** It is a tacit, yet profound admission of the preeminence of flying in the hierarchy of the human spirit, that those who seek to control aviators via threats always threaten to take one's wings and not one's life.
- 24.** Remember when flying low and inverted that the rudder still works the same old way but hopefully your IP never taught you "pull stick back, plane go up".
- 25.** Mastering the prohibited maneuvers in the Natops Manual is one of the best forms of aviation life insurance you can get.
- 26.** A tactic done twice is a procedure. (Refer to unpredictability discussion above)
- 27.** The aircraft G-limits are only there in case there is another flight by that particular airplane. If subsequent flights do not appear likely, there are no G-limits.
- 28.** One of the beautiful things about a single piloted aircraft is the quality of the social experience.
- 29.** If a mother has the slightest suspicion that her infant might grow up to be a pilot, she had better teach him to put things back where he got them
- 30.** The ultimate responsibility of the pilot is to fulfill the dreams of the countless millions of earthbound ancestors who could only stare skyward ...and wish.