

# Propbusters

Publication of  
Rapid City Propbusters  
Radio Control Club

# NEWSLETTER

AMA Charter 591 Rapid City, South Dakota and the Black Hills Area

Volume 48 Issue 1

## News & Notes

*If you are going to be in the LA area, the AMA Convention takes place January 13-15 at the Ontario Convention Center. Be sure to make your plans to attend.*

*Make sure you have your 2006 AMA card stamped by Denny Bernal on payment of your dues.*

*Renewing you AMA dues automatically enters you in the AMA prize sweepstakes if you renew before 03/31/2006. The grand prize is valued at \$6000.*

## Neither Snow nor Sleet nor Fog Shall Keep These Frozen Airmen from Their Tasks

by Jim Tiller

About the only thing I can say positive about the weather at this year's Frost Your Buns Fly on New Years day is that it was warmer than last year. If you remember we had about 18 degrees last year and this year it was double that! But, as you can see from the photos, the visibility was well below VFR minimums. From the flight line you could



barely make out the fence on the south end of the field. And the 'icing' on the cake was literal, as intermittent freezing drizzle accompanied the foggy mist.

That did not deter the electric pilots. Zac and Kurt Roller flew a flatty foamie sometimes into the soup and then back out again. Wayne Zimmerman got a flight in on his profile edge, even though the 5-10 mph wind was about all he wanted. Clancy Kingsbury put a flight on an electric Laser 300 as well.

It also did not deter the chili feast that went on in the storage shed. Doc kept close watch on two

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## Proposed 2006 Event Calendar



The executive council met a few weeks ago and outlined the events for next year. At the January meeting, members will make amendments or changes. Then the calendar will be proposed for adoption.

After a suggestion from a couple of members, I moved the evening fun flies from Wednesday to Thursday. I am proposing this change. The rationale is that some for some groups, especially those with children, Wednesday is reserved for church related activities.

Sunday, January 1st. Frost your Buns Fly. 10:00 A.M.

Sunday, January 22nd. Ski Fly at New Underwood Lake. 10:00 A.M.

Sunday, February 12th. President's day fly at Propbuster Field. 10:00 A.M.

Saturday, February 25th. Proposed date for the Propbuster Swap Meet. 1-4 P.M.

Sunday, March 12th: Race Day at The Promised Land. 9:00 A.M.

Sunday, February 26th: Fun Fly at Propbuster field. 9:00 A.M.

Saturday, April 15th: Field Maintenance Day at Propbuster Field. 8:00 A.M.

Sunday, April 23rd: First Float Fly of the year. 8:00 A.M.

Saturday, May 13th. SDASM Show and E-Flight Demo. 8:00 A.M. to 1:00 P.M.

Saturday, May 20th. CSP Float Show at Stockade Lake. 10:00 A.M. - 12:00 Noon.

Sunday, May 21st. CSP Air Show at the park airport. 10:00 A.M. to 12:00 Noon.

Saturday, June 3rd. Float Fly at New Underwood Lake. 7:00 A.M.

Sunday, June 25th. Float Fly at New Underwood Lake. 7:00 A.M.

Sunday, July 2nd. Tune-Up Race at the

Promised Land. 8:00 A.M.

Thursday, July 13th. Evening Fly and Hot Dogs at Propbuster Field. 5:30 P.M.

Sunday, July 23rd. Promised Land Barbeque. All Day.

Thursday, August 10th. Evening Fly at Propbuster Field. 5:30 P.M.

Sunday August 13th. Warbird Day at Propbuster Field. 8:00 A.M.

Sunday, August 27th. Cross Country Race. 8:00 A.M.

Sunday, September 10th. Spacewalker Fun Fly. 8:00 A.M.

Sunday, September 24th. Float Fly at New Underwood Lake 8:00 A.M.

Saturday, October 14th. Electric Fly and Field Maintenance. 8:00 A.M.

Sunday, October 29th. Halloween Fly at Propbuster Field. 9:00 A.M.



### Traveling Trophy Awarded

At the Frost Your Buns Fly, Wayne Zimmerman, the second recipient of the award, passed the traveling trophy to Gene Steeley for being the best morning flyer. Every time I called he'd be there without fail. Congratulations Gene. The first winner was Bob Olson. Now Gene has the privilege of deciding who the next recipient will be.

## Frost Your Buns

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pots of chili -- one of Arlene's and one from Denny Bernal. Denny himself was a no-show; ditching his flying friends to go snowmobiling with his family.

Both the chili recipes were great. Doc asked us to vote on which was the best and after exhaustive analysis at the poles the vote count was 54-53. Darrell Cassidy brought corn bread. Ken Corrin brought Christmas cup cakes and there were other assorted treats. If anybody went home hungry it was their own fault.

As you might imagine, most of the activity was around the space heater and the chili pots. Several pilots, especially Gene Steeley considered putting up a bigger airplane. The huddled kibitzers all encouraged him; telling him that he would do great if he could keep it inside the fence or he it would be a piece-of-cake if he kept it low to the ground. In the end, Gene decided that low to the ground might mean below the ground and discretion became the better part of valor.

By 11:30 the chili was gone and, pretty soon, so was most of the crowd. Home to the workshop and to see what ol' mother nature throws our way tomorrow.



# The Three Deadly Sins of RC Flying

From the Knox County Radio Control Club, Knoxville TN  
by Jeff Procius

In the three years that I've belonged to the Knox County Radio Control club, Knoxville, Tennessee, I've witnessed my share of crashes and even thrilled my buddies with a few of my own. One thing that amazes me about this hobby is how often we crash. On any given weekend, one or two members will probably lose a airplane. What's even more amazing is that the vast majority of these crashes are entirely preventable.

Most crashes are caused by simple errors that we make before the airplane leaves the ground. Eliminate these errors and you'll have a far better chance of bringing the model home in one piece. Here are the three most common mistakes that lead to crashes and simple steps for avoiding them.

## *Wrong Model Number*

Programmable radios make the sport more fun and arguably safer, too. One of the primary benefits of a programmable radio is that it can store settings for several models. With the click of a button, you can call up the settings for your favorite model, complete with trim settings, end-point adjustments, servo directions, dual rates, exponentials, and more.

But programmable radios have a dark side. If you fail to select the right model number before takeoff, you may find yourself flying with reversed ailerons, a reversed elevator, improper trims or throws, or other ailments. Rare is the airplane that lands safely when the radio is set to the wrong model number.

The solution is twofold. One, remember to check the model number the moment you switch on your transmitter and make sure it matches the airplane you're about to fly. Two, always check the movement of the control surfaces before flying. Even if you forget to check the model number, you'll almost always catch the error if you check the control surfaces before every flight.

Having a radio set to the wrong model number is the most common cause of reversed servos, but it's not the only cause. Occasionally we simply forget to program in the servo directions before flying a new airplane. Again—make it a habit to check the control surfaces before every flight and you'll head disasters off before they happen. Before flying a new airplane for the first time, get a second pair of eyes to go over it with you. If the ailerons are reversed and you overlooked it once, you'll probably miss it again.

## *Improperly Located Center of Gravity*

There's an old saying in this hobby that says "A nose-heavy airplane flies poorly; a tail-heavy airplane flies once." Most

*... the vast majority of these crashes were preventable*



beginners fail to appreciate how big a role balance plays in the performance of an airplane. Balance is important in full-scale airplanes, but it's even more important in RC aircraft, where an inch or so can make the difference between a model that flies well and one that's unmanageable in the air.

Most construction manuals specify where the model's center of gravity (CG) should be located, and a model shouldn't be considered complete until you've ensured that the CG is at or near the recommended location. If necessary, you can add a few ounces of lead to the nose or tail to achieve the recommended CG. Often adding lead isn't necessary; you can achieve the desired CG by moving the receiver

battery backward or forward.

Be certain to check the airplane's CG before flying it for the first time. I usually mark the location of the manufacturer's recommended CG with short pieces of trim tape. That way I can check the CG even if I don't remember precisely where it's supposed to be. Assuming your aircraft's fuel tank is on or in front of the CG, be sure to check the CG with the tank empty. Finally, if your airplane has retractables that fold backward (like the F4U Corsair) check the CG with the wheels up.

Deploying the gear prior to landing will move the CG forward, but it's better to be nose-heavy during landing than tail-heavy during flight.

## *Inadequately Charged Batteries*

If you crave excitement, try flying your favorite airplane without charging the receiver battery. To double the fun, don't charge the transmitter, either. Then you can take bets on which will fail first. Joking aside, charge those batteries before flying, and check them at the field if you're not sure whether they're recharged.

If you don't own an expanded scale volt meter, buy one. You must test your batteries under load to get a true picture of the charge left in the pack. Also purchase the proper extension adapter to make it easy to plug into packs for your radio. The operative word here is *easy*. You want to be able to test your receiver battery often and with little or no hassle.

Another alternative is to install an on-board voltage indicator like the Hobbico VoltWatch. Mount it under the canopy or in a place where it is visible as soon as you turn on the radio.

Most transmitters have built-in voltage meters. Personally, I don't fly if the voltage is less than 10 volts—just to be safe.

Remember—low batteries lead to dead airplanes. This is one case where an ounce of prevention is worth a pound of cure.

# Propbuster Picture Album



Pictures from the Edwards AFB airshow. Find more at: <http://edwards.airshow-journal.com/2005/>. Forwarded by Wayne Zimmerman.



You may have read about this in the magazines or on the internet. Now it is here. Digital radio. No more worries about who's on your frequency. This radio transmits specifically to your receiver and your receiver only!

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The biggest breakthrough in R/C technology since digital proportional control is here at last.

Introducing the revolutionary 2.4 GHz digital spread spectrum DX6.

The system includes the 6 Channel Park Flyer Transmitter with 10 Model Memory 2.4GHz DSM (Digital Spectrum Modulation), R6000 Receiver and S75 Servos.

## Coming Events

- 01/10 - January Meeting. 7:30 P.M. Everyone welcome.
- 01/14 - February Meeting. 7:30 P.M. Everyone welcome.
- 01/22 - Ski Fly at New Underwood Lake. 10:00 A.M. Fly off the ice if conditions permit, the field if not.
- 02/14 - February Meeting. 7:30 P.M. Everyone welcome.

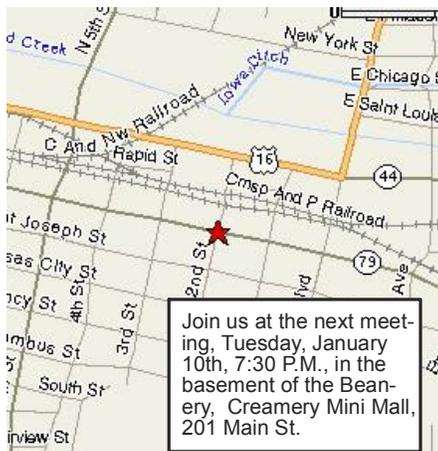
## PROPBUSTERS MONTHLY NEWSLETTER



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- Vice President .....Darrell Cassidy 716-3500
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- Secretary ..... Ken Corrin 342-3663
- Editor .....Jim Tiller 341-9135
- AST Manager ....P.M. McGuigan, MD 348-6676

2815 Maple Av  
Rapid City, Sd 57701



Join us at the next meeting, Tuesday, January 10th, 7:30 P.M., in the basement of the Beanery, Creamery Mini Mall, 201 Main St.