

# Propbusters

## NEWSLETTER

Publication of  
Rapid City Propbusters  
Radio Control Club

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

Volume 49

Issue 5

### News & Notes



*AMA District VP Mark Smith sent us a copy of the AMA's new Quick Start Guide; A CD-ROM based information source for new modelers. See the AMA website for more complete information. Let us know if there is anyone you think could use the new CD. It is intended to be handout to those new to RC to help them be successful and also introduce them to the AMA*

## Performing a Pre-Flight Check

from the East Valley Aviators, Apache Junction, Arizona by Bill Cummings

You might think this is a simple thing to do, but each time I'm at the field, I see mishaps that could have been avoided if the pilot would have only taken the time to make some routine checks. A good preflight check should start before your airplane is assembled. You should go through a meticulous check of all parts of the airplane before assembly, because some very important things cannot be accessed afterwards. Start at the front of the airplane and proceed to the rear.

1. Propeller/Spinner - Check the spinner for cracks, especially around the screw holes. A cracked spinner could come apart when the engine is started and injure you or someone standing close by. Also check the propeller for cracks and nicks. Propellers take a beating. A damaged propeller can be very dangerous if the blades come off at speed.

2. Throttle linkage – Check to make sure that the screws are secure and the pushrod (or cable) is firmly attached and not damaged.

3. Engine mount bolts – Make sure all bolts are present (obvious) and they are tight. Do not forget to check the bolts that hold the motor mount to the firewall!

4. Muffler – Check to make sure the muffler bolts are tight. Also check that the tailpiece is tight and will not rotate.

5. Firewall – Grasp the airplane by the propeller and fuselage, and rock back and forth to make sure the firewall is not loose.

6. Landing gear – Check the wheel collars and axles to make sure they are tight. Spin the wheels to make sure they rotate freely. If you have wheel pants, check that they are secure and tight. Check the landing gear attachment bolts to make sure they are tight.

7. Servos/Linkages – With the wing off (or through an access cover) check each servo to make sure the attachment screws are in place and tight. Check each control-rod linkage to make sure it is firmly attached and bolts, screws, and connectors are tight. While in this area, check any wire connections you have access to such as battery, switch, etc.

You should also check wing-attachment points to make sure they are solid and tight.

8. Check the batteries with a load test-type checker. The batteries must remain in the safe zone even under load. If they do not, recharge before you fly. Make sure the load test meter is the proper type for the kind and number of cells you are testing. If you have mixed batteries in your airplane (for example a Lithium Ion on the receiver and NiMH on the ignition) it is a good idea to put a note on the charge jack as to type and size as a reminder for both charging and testing.

9. Horizontal stabilizer – Grasp and pull on the stabilizer to make sure it is attached solidly. Pull on the elevator (both halves) to make sure the hinges are tight. Check the control horn and the control rod to make sure they are attached solidly. Also check that you have a "safety device" (i.e. piece of fuel line) to make sure the linkage cannot come loose from the control horn. If you use flying wires, check to make sure they are tight.

10. Vertical stabilizer – Grasp and pull on the fin to make sure it is attached securely. Pull on the rudder to make sure the hinges are tight. Check the control horn and the control rod to make sure they are attached solidly. Also check that you have a "safety device" (i.e. piece of fuel line) to make sure the linkage cannot come loose from the control horn.

11. Antenna – If your antenna is accessible,

*Continued on page 2, column 3*

**May 2007**

# Propbuster Meeting Minutes



## Pre-Flight Check

cont'd from Page 1

April 10th, 2007

Meeting called to order at 7:32 PM at the Beanery in the Creamery Mall.

Officers Present: President – Doc McGuigan, Vice President - Darrell Cassidy, Secretary – Ken Corrin, Treasurer – Denny Bernal.

Members Present: Bob Olson, Wayne Zimmerman, Ray Hrachovek, Zac Roller, Jim Kammert.

Doc read the March minutes and they were approved as read.

### Treasurers Report:

Club.....	\$ 5,332.85
Maintenance Fund.....	2,580.76
Total.....	7,913.61

### Old Business:

Ben Roller and Mike Wagner worked on the lawn mowers. Both mowers are at the field and except for the flat tire on the red mower they are in good condition.

Doc said we need to reconsider the runway resealing project. Our twenty year lease with the Jensons expires in 2011. We would like to visit with the Jensons and negotiate another twenty year lease if possible. If we can't negotiate a new lease we should consider making repairs ourselves to the runway.

The Custer State Park open house is May 19th and 20th. The club will be flying from Stockade Lake on the 19th and from the airport on the 20th. Flying will be from 10:00 AM to 12:00 noon on both days.

Ken reported on a new field table design for twin engine airplanes. The old shed at the flying field is in need of some repairs. We will look it over and estimate what is needed.

We have purchased hot dogs for the hot dog fly. The first hot dog fly is

April 29th.

Wayne reported on the AMA safety requirements for electric and nitro powered 3D flying and helicopter flying along with general sport flying at the club field. He also presented four new flying site safety rules. A motion was made, seconded and approved that we adopt the new flying areas at our field along with the new safety rules. Wayne will write a detailed article for the next newsletter that explains the new procedures and safety rules.

### New Business:

Doc reported on spread spectrum equipment. He suggested that we add five pins to the frequency board that say "spread spectrum" so we can maintain the habit of always getting a frequency pin before we fly.

Rod Renz has rejoined the club as a new member.

The U S Air Force wants the club to put on an air show at EAFB for their open house on Saturday June 23rd. The members present didn't show much interest in putting on a show.

Bob Olson has a five pound fire extinguisher that he will donate to the club for use at the field.

Zac said there was a problem with stains on the carpet in the Beanery after the swap meet at last months meeting. Oil and fuel dripped from one of the aircraft and stained the carpet. The club has paid the owners of the Beanery \$ 50 to help pay for cleanup. In the future when you bring in an aircraft for show and tell or for a swap meet you are responsible for any fuel or oil leaks.

The Prop Restoration Fund was won by Wayne.

Meeting adjourned at 8:50 PM.

check it for nicks or breaks.

12. Wing – Check the wing for obvious damage such as tears in the covering, broken ribs, etc. Grasp and pull on each aileron and flap to make sure the hinges are tight. Check each control horn to make sure they are tight and the control rods are attached solidly. Make sure you have a "safety device" (fuel line) on each clevis to ensure they cannot come loose during flight. Check wing bolts or any other means used to attach the wing.

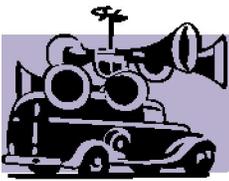
Now attach the wing, and check to make sure the bolts have the correct torque to hold the wing solidly.

13. Check controls - Once the wing is in place, turn on the radio and, with the antenna collapsed, check all controls for ease of movement and correct direction of travel.

14. If this will be the first flight on the airplane, verify that the Center of Gravity (CG) is within the safe range. If you are unaware of what that range is, it is usually safe to test fly at 25% of the chord of the wing from the leading edge. That should leave the airplane a little nose heavy, which is a safe way to test fly. Remember: A nose-heavy airplane flies poorly – A tail-heavy airplane fly's ONCE!

15. Range check, engine off - With the antenna still collapsed, walk about 60 to 80 feet away while moving the controls. There should be no interruption or chattering from the servos. It is helpful to have someone stand near the airplane to listen for chattering.

16. Range check, Engine running –MAKE SURE YOUR AIRPLANE IS RESTRAINED BEFORE STARTING THE ENGINE! Start the engine, and with it running and the antenna collapsed, walk around the airplane checking controls. This should be done at idle and at full throttle. I know some of you will look at this list and say, "If I do all that before each day of flying, I will not have time to fly!" In fact, if you make this checklist a part of your "routine" every time you put an airplane together, after a while you will find it will only take a few minutes to complete.



## From the Desk of the President

On Sunday, 29 April 2007, we will be holding our first Hot Dog Fly of the year. Initially it was to be a Fun Fly at the club field. However our first Float Fly of the year didn't go well due to low water at New Underwood Lake and those present felt quite strongly that we should get another water flying event under our belts prior to our show at Stockade Lake in Custer State Park in May.

Therefore a group of us checked out Curlew Lake this past Sunday and found it very suitable for float flying and for our hot dog grilling event as well.

In addition to flying off the water there is an area of flat grass nearby where those not bringing water planes can fly. Following are the details of the plans for that day.

We will meet at the club field at 0700 to start loading up the boat, grill, tool kit, extra propane bottle and the green mower. Hopefully we'll be heading north up the New Underwood Road by 0730. About nine miles up we will turn right (East) on Curlew Road and proceed about four miles to Niagara Rd. That is the access road to Curlew Lake and we will turn left (North) on it and follow it in to the lake. We'll launch the boat at the boat ramp and somebody will drive the boat to the NW end of the lake. The rest of us will proceed north across the dam and then turn left on the gravel road that runs along the north side of the

lake. We'll set up at the parking area at the NW end of the lake and pack our water flying gear down to the water. The parking area will be our base of operations for the hot dog grilling and for those who want to fly off the grass.

There are a couple of outhouses by the boat launch area and the main parking area, but nothing of that nature in the area we will use for flying. Quite a few people use the lake for fishing but it seems most of the fishing boats favor the south end of the lake.

We are hoping we will remain pretty isolated at the NW end of the lake so that we don't bother any of the fishing people with our operations.

The club will be providing the hot dogs, buns, condiments, paper plates and napkins. Each of you will be responsible for bringing whatever else you want to eat as well as whatever beverages you like. The hot dog feast is scheduled to start at noon. We'll be bringing three dozen hot dogs and buns so we are hoping for a good turnout.

Hope to see all of you there.

\*\*Doc\*\*

Two Eskimos sitting in a kayak were chilly, so they lit a fire in the bottom of the boat. Predictably, it sank, proving once again, that you can't have your Kayak and heat it too.

## Warning Old R/C Modeler Syndrome

The AMA has determined that the average age of the R/C modeler is over 50. There are quite a few of AMA members that are over 60. Yes, the AMA is an aging community. In light of this, a private research company was hired to determine if this is a problem. The answer they came up with is a resounding: YES. The conclusion of the study group was: Older R/Cer Syndrome or ORCS should be labeled as such and those afflicted should be given substantially more room at the flying field and, if found in their workshop, should be left there until they come out on their own.

As a concerned R/Cer, PLEASE READ and memorize these signs of ORCS. It is also important to remember that those suffering with ORCS should be treated with courtesy, because someday you will have it. As frightening as that may sound, it is unavoidable. Put a check mark beside each symptom you find.

- Has more than one large box of scrap balsa.
- Saves pieces of MonoKote that are as small as one square inch.
- While in the workshop, is unable to recognize sounds except for engine noises and grandchildren's laughter. Spouses' voice is especially undetectable.
- Keeps broken propellers.
- Has called the local hobby shop owner at home to ask if he would open up on Sunday so he could purchase repair parts for the airplane he just crashed.
- Can tell a radial engine airplane by sound and runs out to the yard to see one when they fly over.
- Can tell you the last RPM reading on his 4-stroke, but not the last time he changed his pants.
- The ratio of unflyable to flyable models in the workshop is greater than 10 to 1.
- Considers buying a larger vehicle so he can build a third scale Cub.
- Could tell you the color of the model on the cover of R/C Report, but not the color of the bikini of the model holding it.
- Does not know the street address of his daughter and son-in-law, but can tell you how to get to the hobby shop that is closest to it.

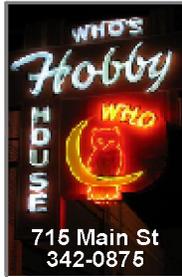


# Propbuster Picture Album



Darrell Cassidy's new kit bashed Goldberg Tiger to Tiger twin.

Doc and Zac retrieve Zac's Sky Raider.



Specifications  
Wing Span: 38 in (960 mm)  
Fuselage Length: 23.5 in (600 mm)  
Wing Loading: 24.7 g/dm  
Wing Area: 19.18 dm  
Flying Weight: 17 oz  
Power System: Brushless motor and ESC  
Radio required: 4ch, 4 mini servos  
CG: 1.46 in from the upper wing front edge

List: \$219.99  
Our Price: \$175.00



The Maxford Jenny is a beautiful Scale AFR. 99% pre-assembled including the wires. Includes motor and ESC. Carbon fiber on the front edge of wings, pull-pull tail, wires are pre-installed.

## Coming Events

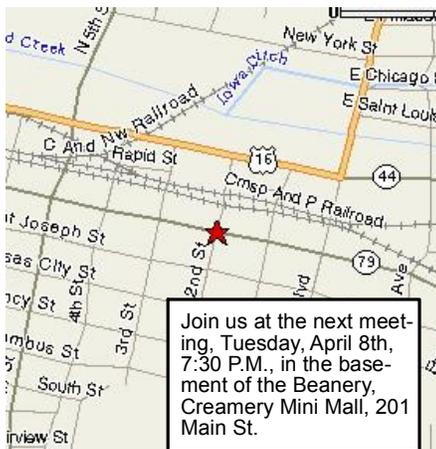
- 04/29 - Hot Dog Fly #1. Lunch at 12:00 P.M. FFD and Chief Chef: Doc McGuigan. Everyone welcome.
- 05/08 - May Meeting. 7:30 P.M. Everyone welcome.
- 05/19-05/20 - CSP Fly. 10:00 A.M. Float Fly on Saturday, at CSP airport on Sunday.
- 06/03 - Float Fly at Curlew Lake. 7:00 A.M. Fun Fly if the weather not favorable for float flying.
- 06/10 - Promised Land Steak Fry and Fly. All day. Members and guests.
- 06/13 - June Meeting. 7:30 P.M. Everyone welcome.
- 06/21 - Solstice Hot Dog Fun Fly. 5:00 P.M. Everyone welcome.

# PROPBUSTERS MONTHLY NEWSLETTER

### Officers

- President ..... P.M. McGuigan, MD 348-6676
- Vice President ... Darrell Cassidy 716-3500
- Treasurer ..... Dennis Bernal 342-5209
- Secretary ..... Ken Corrin 342-3663
- Editor ..... Jim Tiller 341-9135

2815 Maple Av  
Rapid City, Sd 57701



Join us at the next meeting, Tuesday, April 8th, 7:30 P.M., in the basement of the Beantry, Creamery Mini Mall, 201 Main St.