

Propbusters

Publication of
Rapid City Propbusters
Radio Control Club

NEWSLETTER

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

Volume 47

Issue 9

News & Notes

The results from all the NATs venues is available on their website at: www.natsnews.org. There are plenty of good pictures and all the placings of each of the events that took place this summer. This is going to replace some of the coverage in the magazine.

The web site is back up and should be fairly up to date. Let me know if you have any trouble viewing the material there.

Promised Land Pictures and Races 'Area 51' Races Photographed for National Publication

by Jim Tiller

Last December, after the club decided to jump into the Spacewalker project, it was decided use Doc McGuigan's Promised Land as a venue for racing our new machines. His two wind socks are placed at the AMA spacing for pylons. In May, we were contacted by Cheryl Sadler of Riverbend Books. She wanted pictures for a coffee table book promoting the Rapid City area. As it turned out the races at the Promise Land coincided with the availability of her photographer, Eric Francis. Early Sunday morning, I headed toward Doc's with Eric Francis in tow. After traversing last mile over the pasture to the Promised Land, Eric remarked that this place is hidden better than Area 51.

At any rate, Area 51 was buzzing with activity when we arrived. Wayne Zimmerman had his helicopter up in the morning's light breeze. Bob Olson, Gene Steeley, Doc, Darrell Cassidy, Ken Corrin, Denny Bernal, Zac and Ben Roller were also in attendance and readying various aircraft for flight. I pulled out my new 1/5 scale Piper Cub ARF and joined the group.

Eric, our friendly photographer, had a few ideas on what he wanted to photograph and we spent most of the first hour flying various craft for him and trying to place them in a position where he could snap some photos as they passed. And, miracle of miracles, the wind stayed down while the tempera-

ture went up -- a perfect morning for flying. Wayne's twin, Zac's PT-19 and Sukhoi, Gene's Laser, Bob's Cub, Ken's electric glider and Doc's P-51 were among the aircraft showcase we put up pictures.



Photographer Eric Francis and the first heat of the great Spacewalker races.

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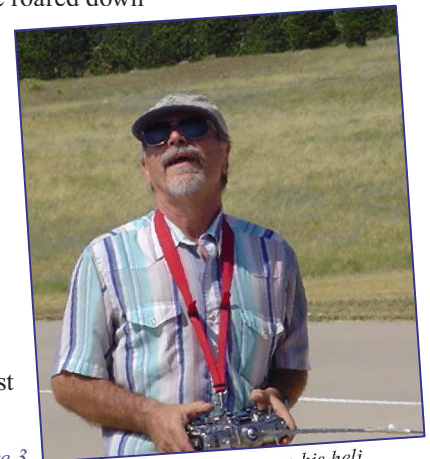
Wayne's twin, Zac's PT-19 and Sukhoi, Gene's Laser, Bob's Cub, Ken's electric glider and Doc's P-51 were among the aircraft showcase we put up pictures.

By 10:00, it was decided to throw caution to the wind and begin the Spacewalker races. Five Spacewalkers were in attendance and four lined up for the first race.

Doc McGuigan's craft was grounded with fuel tank

problems. In the first heat it was Darrell Cassidy, Denny Bernal, Gene Steeley and me.

With the Spacewalkers, the take off is the most interesting part of the flight. We managed to get all in the air without mishap and circled to the north of the runway for the regatta start. Doc called the start and we roared down the runway past the two wind socks we were using for pylons. At the very first left turn on the south end, fate took the reins. Darrell's prop caught Denny's Spacewalker just forward of the



Wayne concentrates on his heli

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Propbusters meeting on August 9, 2005

Meeting called to order at 7:30 PM at the Beanery in the Creamery Mall.

Officers present: President- Doc McGuigan, Treasurer- Denny Bernal, Secretary- Ken Corrin.

Members present: Bob Olson, Wayne Zimmerman, Jim Tiller, Ben Roller, Jim Kammert.

Minutes of the July meeting were approved as printed in the newsletter.

Treasurers report: Club \$ 4021.42
AST \$ 2580.76
Total \$ 6602.18

Old business:

The Air Show Team flew at Waggoner Lake north of Philip on Sunday August 7, 2005. There were about 50 spectators at the air show.

Ron Alley from The Air & Space Museum asked if the club could put on a show the weekend of August 13, 2005. Zac Roller and Jim Tiller declined but said we could come out in September.

The official AMA Air Show Team guidelines and regulations were discussed.

New Business:

Race day at the Promised Land is scheduled for 7:00 AM Sunday August 21, 2005. A photographer will be there to take pictures for Riverbend Books for a magazine to be made available as handouts at tourist attractions. Everyone should bring various types of models and wear their AST shirts for the photo session which will be from 8:00 AM to 9:30 AM. Clancy from Who's Hobby referred them to our club.

Show & Tell:

Jim Tiller brought in a roll of covering material from World Models called LightTex.

Looking for a Realistic Flight Simulator?

by Wayne Zimmerman

Want to fly just for fun? Want to learn to hover a plane? Want to learn to fly a helicopter? REFLEX XTR flight simulator just may be your answer!

I started out on a Great Planes RealFlight Classic simulator and upgraded to G2. While it was pretty good, it was still missing something. I purchased the Hobbico REFLEX and it was not much better than the G2 except that the planes and choppers flew a little more like they do in real life.

Still, there was something missing. I then upgraded from REFLEX, to REFLEX XTR. Now I found out what was missing. Reality. To look at the screen during a flying session you would think that it was videotape if you didn't know better. It is that real!

To operate this simulator it takes a very powerful computer and video card. The results however are worth it. Here are the minimums:

PC Pentium 4 1200 MHz
256 MB RAM
1 GB available hard disk
DirectX 8.1-capable 3D hardware accelerated video card with at least 32 MB video ram - AGP2x or better. Shared RAM is not supported.
CD drive
USB port

I had to install a different video card in my HP Pavillion 753 to make the program run smooth, and flicker free, as my video card was an on the motherboard type with shared memory. As soon as I had installed the video card I knew that I had a winner. The screen came alive with all the exciting action that you could hope for.

REFLEX XTR comes with a variety of planes and choppers and even includes a number of electric foamies that will fly in the indoor gymna-

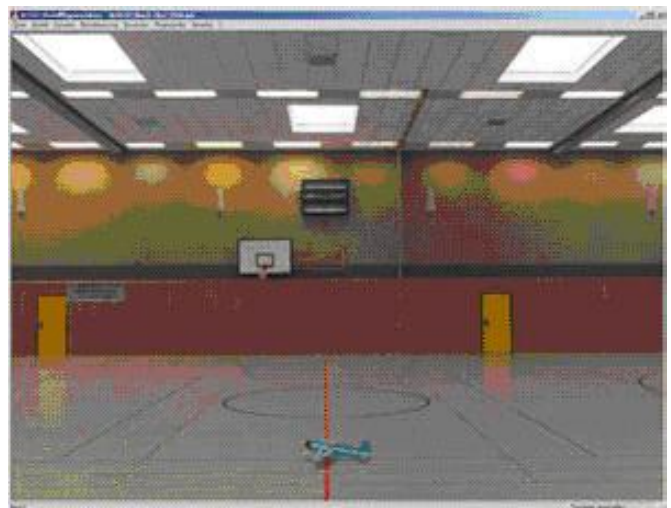
sium, which is also included. There are 5 outdoor flying fields, with varying sun and clouds, one indoor gym, and a computer-generated field, which was the one used in the original REFLEX. Also included are 32 airplanes and 21 helicopters. And of course you can change parameters on everything from wind to wing shape. My personal favorites are the Raptor 50 heli, the Kyosho Flip 3D, and the Edge-treme foamie in the gym.

The XTR also comes with a hover trainer for heli s and a torque trainer for airplanes. With these features you can use only one control at a time to learn to hover either a heli or an airplane. Airplanes start with throttle only, and the computer controls the rest of the inputs, and when you master throttle you then add elevator and so on. You can even record your flights and play them back to see how you really did.

The XTR sells for around \$185 but for me it is worth every penny. It has helped me to learn to fly a helicopter faster than I could without a simulator. Not to mention that it can be just downright fun.

I have also upgraded my RealFlight G2 to G3. What a disappointment. G3 is no match for the reality of the XTR. Even though there are many features in G3 that make it an excellent simulator, it still plays like a TV game. REFLEX XTR is no TV game. It is as close to the real thing as you can get.

Here is an example of the video, foamie in the gym.



Defensive Flying -- Take Responsibility for your Actions

by Jim Tiller

Editor's note: This is the 6th installment of our series on defensive flying. This month we look at rule number 7: Take responsibility for yourself and your actions but also keep an eye on the other guy.

I believe I have been a member of the Propbusters for almost 10 years now. One of the reasons I have stayed so long refers to the rule we will discuss today.

The Propbusters are a very responsible bunch of flyers. We follow the rules of the field and watch out for one another. In the air, we are accomplished and careful pilots. Although we all allow ourselves those low passes across the field and the occasional show boat maneuvers, we do it in with common sense. I have not seen irresponsible or reckless flying from any of the members in all the times I have flown with them.

Yes, we have been guilty, occasionally, of an act of stupidity or lapse of memory. I

recently took off without hooking up the aileron servo -- the first time I have ever done that one. But, our members are careful and practiced pilots. The mistakes we do make are legitimate and acceptable. If we err, it is usually on the side of caution.

As instructors, the Propbusters demand the same in their student pilots. It makes it easier to teach when your own actions are a good example.

At the field the same attitude prevails. If something is broken or in need of a replacement, it is usually taken care of and then reported at the club meeting as a problem that has already been corrected. The perennial job of keeping the field mowed and looking nice is shared by all members. No one stands aside.

And we are respectful of each other. At a recent visit to another flying site, I was reminded how much I missed having the other pilots in the air with you give you their intentions. At the Propbuster field, the other pilots let you know if they are

'on the field', 'taking off' or 'landing'. Most will even inform you if they are making a pass over the runway or doing something that could affect your concentration. This is not just a good safety practice, it shows courtesy and respect.

Another good practice is to fly with a spotter. We do this without fail at our air shows, and, if more than a few flyers are present, it should become second nature at all times to help out those who are in the air. A spotter is your only way to see things outside that small cone of vision you use keeping your airplane under control. That second pair of eyes not only helps you fly safely, it helps you improve your flying.

This is not to say we do not have room for improvement. I'm sure we can do better. As a club, we are always looking for ways to improve, but we can all take pride in the fact that we have all contributed to making our flying experiences safe and enjoyable. Here's looking forward to the next 10 years.

Promised Land Races

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tail plane -- neatly cutting the fuse a couple of times but more important, shearing off one of the elevators. Darrell continued on without a hesitation. Denny's Spacewalker snapped to the right and was in the ground in a matter of seconds.

The race continued for the full ten laps. My Spacewalker, the trusty #3, crossed the finish line first, but I have to admit I may



The majestic lift off of Denny's B-25

have cut a pylon or two (possibly).

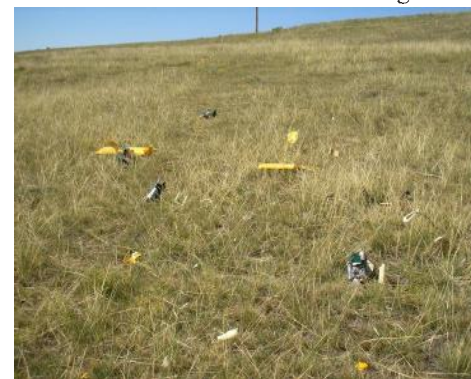
We salvaged what we could from the hole Denny made in the pasture. In true CSI fashion we dissected the remains and

even found green paint on Darrell's prop thereby proving who the cutter was. No blame was placed since it was just one of those racing deals and it was certainly a one-in-a-million occurrence.

We had two more heats with the three remaining aircraft and they were just as much fun. Darrell took one race and Gene the other so I guess we can call it all a draw. Or, since no one was really counting very well anyway, I guess it is better to say we all won. Everyone had a great time racing -- even Denny.

The last event of the day was the first flight on Denny Bernal's B-25. As I understand it, this Royal kit has been under construction for quite some time. Denny purchased it half completed finally got the parts all to reside in the same place for the first time on Sunday. After some tuning on the O.S. .40 s, it was time for some pictures, the taxi and the take off. With everyone watching, the B-25 lifted off gracefully and climbed out briskly. After some nervous moments with the trims, Denny had it sorted out and put in some

blistering passes over the runway. I guess that answers the question of whether or not there is enough power. After some spirited flying and even a couple of rolls, Denny came in for a hot landing in the grass beside the field. He said one of the engines



The crash site and remains of Denny's Spacewalker.

sounded a little rough and he thought if he brought the throttles back too far the one engine would quit. At any rate, the B-25 looks like a winner and I guess it made up a little for the loss of the Spacewalker.

What a great time we all had. Everyone went home with smiles and looking forward to more racing.

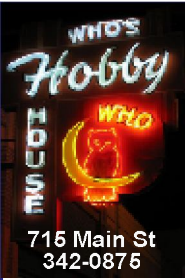
Propbuster Picture Album



Ben Roller and Mike Wagner's 4-star .60s.



Gene Steeley is the spotter as Wayne puts in some time with his Raptor.



Who's own Mike Kiewel, a long-time plastic modeler, has recently turned his painting skills to R/C pilot figures. If you are interested in a classy pilot for your next creation, stop and see Mike.



A standard ball bearing servo for \$12.99? Yes, we have the new JR Sport line in stock. Take a look at these budget priced accessories.

The new line includes, servos, battery packs, connectors, extensions, switch harness and all kinds of other goodies at rock bottom prices. You have to see these to appreciate them.

Coming Events

- 09/11 - Float Fly. 7:00 A.M. Everyone welcome.
- 09/13 - September Meeting. 7:30 P.M. Everyone welcome.
- 09/24 - Good Samaritan AST Performance -10:00 A.M. AST performance at Propbuster field for the the New Underwood folks.
- 10/02 - Float Fly or Fun Fly. 8:00 A.M. Float fly if weather permits. Everyone welcome.
- 10/11 - October Meeting. 7:30 P.M. Everyone welcome.
- 10/22 - FFall Back Fly. 8:00 A.M. Everyone welcome.
- 11/06 - November Meeting. 7:30 P.M. Election of 2006 officers. Everyone welcome.

PROPBUSTERS MONTHLY NEWSLETTER



Join us at the next meeting, Tuesday, August 13th, 7:30 P.M., in the basement of the Beanery, Creamery Mini Mall, 201 Main St.

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
- AST ManagerP.M. McGuigan, MD 348-6676

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