

Propbusters

NEWSLETTER

Publication of
Rapid City Propbusters
Radio Control Club

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

Volume 53 Issue 9

Propbuster



Meeting

At

West River Electric

On

Tuesday, Sept 12th

Agenda

Field Update

Float Fly

at

New Underwood Lake

On

Sunday Sept 11th

Program

last floater event of
2011

*For this month
only, the
meeting will
be at the West
River Co-op
hospitality
room, 3250 E
Highway 44.*

*You can renew
your AMA
membership
for 2012 on the
AMA website.*

Weather Hampers Summer Events

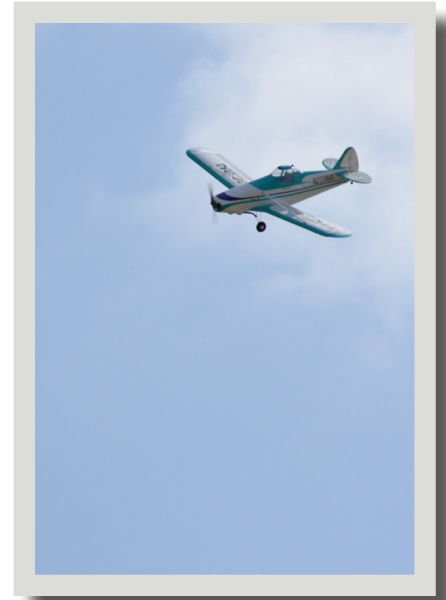
Of the three events we had scheduled for August, one was postponed, the second had low attendance and the third was cancelled. Unseasonable high winds were the offending factor in all three cases.

The first, a float fly, was scheduled for July 31st, but was postponed by high winds. It was rescheduled for Thursday, July 18th. On the weekday, we only had about six flyers attend. And then only 5 after I did the infamous prop strike on my hand. Doc McGuigan, Bob Olson, Jim Kammert, John Kellogg and Ken Corrin were those who did get some float flying accomplished on that sunny Thursday morning.

The Scale Fly was scheduled for Sunday, August 14th. The forecast was for sunny and windy. Windy to the tune of 10-15 mph. Zac Roller, the event coordinator did hold the event, but there were only a few guys brave enough to defy the forecast. There were several flights made, but no official picture was taken of the assembled group. Zac remarked, "it was a little windy, but not what the forecast said. Plus we took the time to do some field work too."

The last event was a fun fly scheduled for Sunday, August 28th. On this Sunday the forecast said winds of 15-25. (What is it with God singling out Sunday to put the wind to work). John Pondish, the event coordinator canceled this event. And that particular weather forecast turned out to be right on the money. It was a good day to stay home and get rid of a few of those 'honey-dos'.

Let's hope September turns out to be better flying weather than August was. That is a good month to have behind us.



Zac Roller makes a 180 degree turn to return to a spray run at the Scale Fly.

Field Lease Renewed

As many of you already know, the lease for our field has been renewed for the 2012 year. Janice Jensen, our landlord, asked for \$300 in rent for the year and our president, Doc McGuigan, has paid that amount to her.

As you know, our 30 year lease ends at the end of September. With this new agreement, the lease is extended to the same time in 2012.

It is our understanding that Janice wishes us to continue using the flying field, which was her husband's creation, but she does not want to sign another long term lease like the one expiring. We are happy to remain there under these conditions.

At the September meeting, we will continue the discussion on the club's options for the future. This will be a very important meeting, so all of you are encouraged to attend.

Among the topics for discussion will be our options for purchasing land, how that might be done, and consideration of a substantial dues increase to add more money to our field fund.

Your Next AMA President

When you renew your AMA for 2012, you will receive a ballot for our next AMA president. There are three candidates on the ballot. Of those three, I would recommend a vote for Jim Rice, the current Executive Vice President of District VIII. He is the current chairman of the AMA safety committee. Jim has a commanding presence and excellent leadership skills. I have no doubt that he is the best of the three choices. To see more about him click here: jimriceforpresident.com.

There are also three candidates for Executive Vice President. The Executive Vice President is another job that requires serious leadership and people skills. I know little about these gentlemen's credentials, but I have met both Bill Oberdiek and Gary Fitch in my dealings with the AMA. I was not overly impressed with either one as potential leadership material. I think my vote will go to the one I know the least; which is Jerry Neuberger. He has good recommendations on some of the internet sites.

Jim Tiller
AMA Associate Vice President for South Dakota.



Meeting Minutes

August 9th, 2011.

Meeting called to order at 7:28 PM at A & A Restoration.

Officers Present: President – Doc McGuigan, Vice President – Darrell Cassidy, Secretary – Ken Corrin, Treasurer – Denny Bernal, Safety Officer – Bob Olson, News Letter Editor – Jim Tiller.

Members Present: Jim Kammert, Paul Evans, Zac Roller, Jerry Thompson, Neal Lutke, Jim Flora, Gene Jobgen, Clint Outka, Clancy Kingsbury.

Guest: Jeremy Kasik.

Minutes of the July meeting were approved as printed in the news letter.

Treasurers Report:

Club.....	\$ 5,812.35
Field maintenance Fund.....	2,580.76
Total.....	\$ 8,393.11

Old Business:

Our current flying site has been leased for the past 20 years at \$ 1.00 per year. Ninety three days before the lease was to expire we were notified that the lease would not be automatically renewed. At the last meeting we decided to try and find a suitable flying site we could purchase. We are considering a 160 acre site north of Caputa. The land has been listed for sale as of today for 540 days. The status of the mineral rights are unknown at this time. If we would purchase this property, then the mineral rights would be researched and we would know who holds these rights. At present there is a person harvesting the alfalfa hay from the property on a 60 – 40 split.

Our club has been in existence for 63 years. We have been a non profit corporation since 1996. We have an EIN (Employer Identification Number). Our club has by-laws and the latest revision is from 2002. If the club should disband, then all bills would be paid and assets sold and left over money would be donated to specified charities. If we purchase this property then some of the by-laws will need to be changed. The land would be an asset and be owned by the club and not by individual members.

The proposal of the executive council would be for members to pay an initial payment to join the club then a second payment each year for dues. After seven years a new member joining would pay 2/3 of the normal initial payment, after 14 years new members would pay 1/3 of the normal initial payment. After 20 years there would be no initial payment..... just their normal yearly dues.

The land is currently listed for \$ 189,900.00. The value of the hay harvested from the field would give the club

an average yearly income of \$ 8500.00. We need to initially put in enough money to make our down payment. Then we need to maintain a reserve of one years payment in our treasury before we make major field improvements. Our club could get a loan for 20 years at six percent with the land as collateral. Normally we could expect to pay a down payment of 20 percent. Recent land sales in this area have averaged 95% of the asking price. The taxes on this property, currently valued at \$ 54,000.00 with a 14.82 mill level, are \$ 828.00. The realtor recommends an offer of \$ 168,900.00. Ernest money doesn't have to be paid until the offer is accepted. Based on 20 members paying an initial payment of \$ 1,500.00 we can come up with a \$ 30,000.00 down payment. Our annual payment would be about \$ 12,500.00 with our income from 20 members and hay sales being about \$ 18,000.00.

To play golf at Hart Ranch, the membership is \$ 1,000.00 per year plus greens fees. The greens fees at Meadowbrook are \$ 800.00 per year. For the Propbusters to purchase and pay for a place at which to fly, and which we have complete control of the land we fly over, we will need to have 20 members pay an initial payment of \$ 1500 and \$ 500 yearly dues.

Motion was made by Doc McGuigan to commit to purchase this land and assess members \$ 1,500.00 for initial payment plus \$ 500.00 for dues. Seconded by Jim Kammert. By secret ballot the vote was 9 yes, and 6 no. Because we need 20 members to agree to the payments in order to finance the land purchase, the motion did not carry.

Jim Tiller made a motion that we table this discussion for two weeks to discuss and think of other options. Seconded by Jerry Thompson. Motion carried.

There was further discussion of the club becoming an LLC and possibly selling shares in the club. This would be a possible way to raise money for the \$ 30,000.00 down payment.

Meeting adjourned at 10:44 PM.



Send me your caption for this photo.

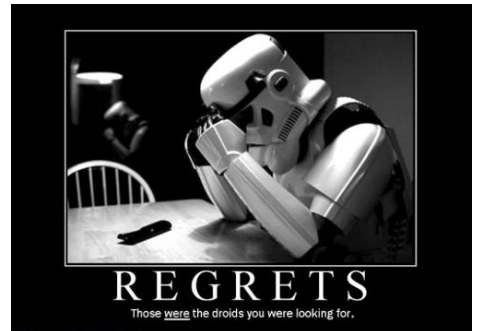


One of these days I am going to give up this job. Opening and answering all this mail just takes too much time. Will you people never stop sending me letters?

I just crashed a big expensive airplane. Now I wish I'd never gotten into this hobby. All I get is grief. Don't you ever regret some of your decisions?

Regretful in Red Owl

No, There are always people with bigger regrets than me.



I saw a guy crash his airplane because he was distracted by others. He had people talking to him and he lost focus on what he was doing. Is there a way to avoid that?

Focused in Fairburn

Avoid what?

Lately I've been thinking I have been spending too much time flying and in the shop. I had a whole list of projects I was going to finish this summer, but spent my all my time flying and building. What should I do?

Guiltly in Gregory

I have always believed in the power of positive thinking. There is nothing you can't do if you really put your mind to it. So, put your mind to it and lose that guilt.

I have been flying for more than a few years now. I am not much past the trainer stage. I still make silly mistakes which often make a 'two bagger' out of my airplane. Will there ever be a time when this will change.

Slow Learner in Sturgis

Yes, eventually you will graduate to larger and more complicated airplanes and then you will create three or even four baggers.

I will leave you with these words of advice: Always borrow money from pessimists. They won't expect it back. Til next time.

FLY RC AIRPLANES FROM YOUR IPHONE

By Ben Coxworth

Part of flying radio-controlled model airplanes involves using big, expensive handheld radios. In the same way that iPhones are taking the place of things like debit machines and meat thermometers, however, a new iPhone/iPod touch system could also make such controllers ... well, perhaps not a thing of the past, but no longer a necessity, either. It's called iPhly, and it's just about to hit the market.



The product is the brainchild of Mountain View, California's Ari Krupnik, an app developer and R/C enthusiast.

It consists of an open-source app, which is already available on iTunes, and an injection-moulded case that the phone slides into. Pretty much any common brand of frequency module, which hobbyists will already have in their conventional controller, plugs into the back of that case (frequency modules can also be purchased on their own, from hobby stores). Electronics in the case receive signals from the phone, via its headphone jack, and relay them to the module – it, in turn, sends them on up to the plane.

To roll or turn their airplane, users just roll the phone to the left or right. The iPhone's gyroscope detects the movement, and the plane's ailerons respond accordingly. Pitching the phone up or down moves the elevators, causing the plane to climb or dive. Swiping the phone's touchscreen controls both the rudder and the throttle level, although if users wish to kill the throttle, they can just give their phone a good shake. The case is also able to plug into a PC, so users can learn to use the system via a flight simulator.

The app can store settings for thousands of different R/C models, and it isn't just limited to planes – iPhly can also be used to control model boats or cars.

Production has just begun on the iPhly phone/module unit, and Krupnik tells us that it should soon be available for purchase. You can already pre-order it through RC4WD, however. The case on its own sells for US\$99.99, while a case with a frequency module and receiver goes for \$134.99.

For more information, click on this link: <http://www.iphly.org/>

YOU SHOULD NOT PUT YOUR FINGER IN THE PROP

Many of you know I recently took over as Editor of the AMA National Newsletter Safety columnist. When I took the job, I lamented to my wife that it would be hard to make the column interesting -- just how many times can you tell someone not to put their finger in the prop.

Well, late in August, I found that the answer is not enough. While adjusting the motor on my smallest motor, a Saito .30 4 stroke, my hand got well into the prop. I had 4 separate prop strikes on the knuckle of my right hand that required 14 stitches to close.

Who do I have to blame? No one but myself -- it was a preventable accident. I got focused on the job at hand (no pun

intended) which was tuning the engine and totally ignored the close proximity to the spinning prop. That is the simple truth. They say a picture is worth a thousand words so I will leave you with this one as a reminder of the damage a prop can do.



What is your left thumb doing?

You know your right thumb is moving while you fly, but what about the left?

Most new students are encouraged to forget about the rudder while learning the basics of controlling the airplane. It is usually much later that they begin to use the rudder and then it is mostly for correcting direction while on the ground. If they become tail dragger pilots, they have to learn to use some rudder on take off and landing to maintain a straight line down the runway. Beyond that many of us, including me, are guilty of only using the left stick for throttle.

Let's put a stop to that! The rudder is there for us, offering its services from the moment we start our takeoff roll to the final taxi back to the pits.

My instructor once said, "the rudder is the first control surface to gain control on acceleration and the last to lose control on landing."

I recently crashed a beautiful biplane. I knew this plane had a history of bad ground handling, I was very careful on takeoff to apply sufficient rudder to keep it straight. Then, much to my surprise, once airborne, the airplane took a sharp turn to the left. Full right aileron had little effect. After several porpoises it ended its wayward journey in an ignoble crash. What was my rudder doing during this short flight? Nothing! As usual, I had allowed the rudder to return to neutral immediately after takeoff. Had I applied some right rudder when the airplane veered to the left, I might have had enough to save it

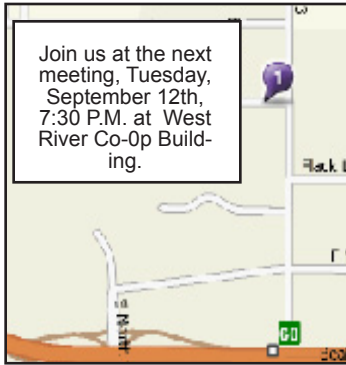
Most full size planes use rudder combined with aileron to keep from skidding through turns. Many R/C aircraft do not require it, but some do, especially large, high wing scale airplanes like Cubs or Beavers. With new computer radios, pilots often couple the aileron and rudder to smooth the turn. Why not give it a try on your own? Add in a little rudder and see what effect it has.

Learn to use rudder to keep a straight line while climbing and looping. The nose will invariably wander as the airplane slows and then re-accelerates on the down side.

Use the rudder to keep a course in crosswinds. Use rudder to straight out rolls as the nose points up or down in knife edge. Get used to moving the left stick. In other words, stop ignoring that forgotten rudder and let it help you expand your flying skills.

from The CAM Journal
Central Arizona Modelers Inc.
Marvin Hinton, editor

PROPBUSTERS MONTHLY NEWSLETTER



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Propbuster's Pictures



Neil Lutke has a great flying electric Stick. Here he is with Zac Roller looking on..



No, my subscription to Model Airplane News does not go back quite that far, but it is a great cover.



Specifications:

Wingspan: 43.2 in (1100mm)
Overall Length: 37.3 in (950mm)
Flying Weight: 41.1 oz (1170 g)
Motor Size: 15-size 960Kv Outrunner (installed)
Radio: 4 channel; 5 channels for retract use
Servos: 4 sub-micro servos (installed)
Speed Control 30A Pro SB Brushless ESC (installed)
Battery: 11.1V 2200mAh 3S 25C Li-Po (included)
Flaps: No
Retracts: Optional



Parkzone Spitfire
BNF \$249.99
PNP \$184.99

ParkZone has brilliantly captured the power and grace of the Spitfire with this remarkably scale, brushless Mk IX replica.
Click here for more info. We have both the Plug-And-Play and the Bind-And-Fly in stock. Cool new electric retracts too.
For more Info, click here.

Coming Events

- 09/11 -Float Fly. 8:00 AM At New Underwood Lake. Everyone welcome. FFD: John Kellogg
- 09/12 - September Meeting. 7:30 P.M. Everyone welcome. At the West River Electric Coop Meeting Room. Program: A/V.
- 09/23-09/25 - Warbirds over the Rockies. Loveland, CO.
- 09/25 - Fall Race Day. 8:00 AM. At the Promised Land. Everyone welcome. RD: Doc McGuigan.
- 10/09 - Warbird Fly Everyone welcome. Warbirds or whatever you have. ED: Jim Kammert.
- 10/11 - Octobert Meeting. 7:30 P.M. Everyone welcome. A&A Restoration.
- 10/23 - Fun Fly. At Janice Jensen Field. Everyone welcome. FFD: Bob Olson.