AMA GOLD LEADER CLUB

RC Propbusters of Salem CT

www.rcpropbusters.com

AMA Club No 191
Founded 1937

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RC Propbusters, Inc. ©

November 2026 Newsletter

General Reminders for all RC Propbusters. See page 3.
Solar Charging Station Update. See page 4.
Register/Renew the FAA registration for your RC aircraft. See page 14.
Take The Recreational UAS Safety Test (TRUST), required by FAA. See page 14.

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https://www.facebook.com/LakelandAircraftModelers/posts/happy-thanksgiving-everyone/5271217632895497/

Question: Why did the turkey cross the road? Find answer on page 18

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RC Propbusters meetings are held on the third Tuesday of every month @ **7:30 PM**. Meeting location is the historic Salem Center School at 250 Hartford Road (Route 85), about one mile north of Salem Four Corners (Circle).

Learn to Fly!

If you have an interest, come to our field. There is usually a member there who will give you the opportunity to try flying a trainer type model either powered by an electric motor or fueled engine. The gentlemen listed below have generously offered to help you learn to fly r/c airplanes, helicopters, drones, and gliders.

INSTRUCTORS

TOM VERNON	CHIEF PILOT	JOE COMEROSKI	HELICOPTERS
DENNIS DUPLICE	FIXED WING	ED DEMING	BOTH
		LEN BUFFINTON	* GLIDERS
DAVE GRAINGER	FPV RACING	RICHARD CROOKS	FIXED WING
DAVE PRATT	FIXED WING	STEVE CHRISTLEY	FIXED WING
RAY GILBERT	BOTH	STEVE PICKERING	FIXED WING

* Len Buffinton is a Glider and Aerotow expert who can also help you with fixed wing flying.

If you are a student, hook up with one of these members and get trained.

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R/C Propbusters, LLC. Officers for 2026

President:	Ed Deming
Vice President:	Steve Pickering
Treasurer:	John Banks
Secretary:	Bill Fries
Asst. Secretary:	John Greenwood
Safety officer:	Tom Vernon
Newsletter Editor:	Jim Holzworth
Field Marshal:	Shane Duffy
Asst. Field Marshal:	Ray Gilbert
Board of Directors:	Chris Osborne, Mike Likar, Mike Carabillo, and Peter Nosal

CHECK OUT OUR WEBSITE:
http://rcpropbusters.com/

Please submit ideas and tips for the newsletter to Jim Holzworth at jimholzworth@gmail.com

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Propbusters Meeting Location



Regularly scheduled Propbusters monthly meetings are held at the Salem *Center School*, 250 Hartford Rd Salem, CT 06420. The *Center School* is in the Salem CT historic district.

https://historicbuildingsct.com/center-school-salem-1885/
41.491289, -72.275949

Monthly meetings will simultaneously be conducted electronically using Zoom.

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General Reminders for all RC Propbusters

PLEASE CHECK OUR WEBSITE (https://rcpropbusters.com) REGULARLY, particularly the NEWS AND ANNOUNCEMENTS section up front for current notices and information. It is updated at least weekly.

All members are required to fill out the new membership application for 2026 to certify agreement to follow all RC Propbuster, AMA and FAA rules/regulations as a condition of membership and flying privileges. John Banks asks us to **PLEASE press the Submit button only once** after completing the online registration form.

When opening and closing the flying field for the day, leave gate locked without displaying the combination.

Strict observance of FRIA application boundaries, particularly the northern tree line by Route 82. This is especially important with our new 1200' ceiling waiver.

Mark all your models with required FAA and AMA markings.

All pilots must have FAA registration cards and proof of TRUST completion at the field while flying.

Noise control efforts will still be required when flying gassers/glow – careful observance of northern boundary and use of spotters recommended.

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2026 Propbuster Event Schedule

~~Field Cleanup OPTIONAL~~	~~April 11~~
~~Memorial FunFly~~	~~June 13 (rain date, 6/14)~~
~~Electric FunFly & Swap Meet~~	~~July 18 (rain date, 7/19)~~
~~Neighborhood FunFly~~	~~August 8 (rain date, 8/9)~~
~~Club FunFly / Picnic~~	~~September 12 (rain date, 9/13)~~

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COMMON SENSE, RESPECT FOR OTHER PILOTS, AND GOOD FIELD ETIQUETTE ALL GO A LONG WAY TOWARDS MINIMIZING REQUIRED RULES. REMEMBER: IT'S ALL ABOUT HAVING FUN WITH AVIATION MODELING IN A SAFE AND ENJOYABLE MANNER. SAFETY IS EVERYONE'S RESPONSIBILITY! IF YOU HAVE ANY QUESTIONS OR DON'T UNDERSTAND ANY OF THESE RULES, DON'T HESITATE TO ASK YOUR CLUB SAFETY OFFICER, ANY CLUB OFFICER, OR ANY EXPERIENCED PILOT FOR CLARIFICATION.

R/C Propbusters Flying Field Rules, Page 6, Updated 9.6.2023

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RC Propbusters Outerwear
available at



26A Bushnell Hollow Rd., Baltic, CT 06330
Phone: 860-822-9777
Email address: jdembroidering@aol.com
https://www.facebook.com/JDEmbroidering/

NOTICE (from the Editor): Do we have your correct email address?

If you are currently a member of R/C Propbusters in good-standing and can only receive the monthly newsletter from our website (http://www.rcpropbusters.com), maybe your email address has changed, or was incorrectly entered on our membership list. Monthly newsletters are sent individually (directly) to each club member at the email address listed on the website membership list. If you have a new email address, or need to make a correction, please log into our website and update your profile.

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November Aviation Events & Milestones

8 November 1881 (France) — Robert Albert Charles Esnault-Pelterie, early aviation pioneer is born. He invented ailerons and coined the word astronautics.

9 November 1904 (USA) — Wilbur Wright flies for five minutes, four seconds over Huffman Prairie, Ohio, covering 2¾ miles.

7 November 1907 (USA) — The United States Army Signal Corps is allotted $25,000 to procure an airplane.

10 November 1907 (France) — Louis Blériot introduces what will become the modern configuration of the airplane. His N°VII has an enclosed or covered fuselage, a single set of wings, a tail unit, and a propeller in front of the engine.

30 November 1907 (USA) — Glenn Curtiss founds the Curtiss Aeroplane Company. It is the first United States airplane manufacturing company.

22 November 1909 (USA) — Wright Company is incorporated with a capital stock of $1,000,000. Formed to manufacture airplanes, the company's president is Wilbur Wright and his brother Orville is the vice president.

14 November 1910 (USA) — The birth of the aircraft carrier occurs when Eugene Ely takes off from the cruiser *USS Birmingham* in Virginia, on a Curtiss biplane. The warship has an 83-foot platform built over the foredeck for the take-off.

9 November 1914 (Austria) — Hady Lamarr (born Hedwig Eva Maria Kiesler in Vienna, Austria-Hungary) was an actress and the co-inventor of a radio guidance system for Allied torpedoes that used spread spectrum and frequency hopping technology to defeat the threat of radio jamming by the Axis powers. See: https://en.wikipedia.org/wiki/Hedy_Lamarr

6 November 1915 (USA) — The first catapult launching of an airplane from a moving ship is made from the USS North Carolina in Pensacola, Florida.

20 November 1919 (USA) — The first municipal airport in the United States opens in Tucson, Arizona and is still in use today.

6 November 1930 (USA) — Capt. Edward V. RickenBacker is awarded the Congressional Medal of Honor for World War I action.

6 November 1945 (USA) — The first jet plane to land on an aircraft carrier is a Ryan FR-1 “Fireball” piloted by U.S. Navy Ensign Jake West.

15 November 1949 (USA) — Pratt & Whitney receives $10-million United States Air Force contract for development of its R-4360 "Wasp Major" engine.

8 November 1950 (Korea) — The first jet plane aerial combat in history took place in Korea.

20 November 1953 (USA) — The first man to exceed Mach 2 is American test pilot Scott Crossfield in a Douglas D-558-2 “Skyrocket.”

29 November 1961 (USA) — NASA successfully recovers a chimpanzee and capsule which had orbited the globe two times as part of the Mercury program.

15 November 1965 (USA/Global) — The first flight around the world over flying both Poles is made by U.S. airline Flying Tiger Line Captain J.L. Martin.

26 November 2018 (Solar System) NASA Mars InSight Lander touches down safely on the Red Planet.

https://www.skytamer.com/November.html

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Nomination for our club officers

Nominations for 2027 Club Officers are being accepted right up until our December meeting, when we will elect President, Vice President, Treasurer, Secretary, Asst Secretary, Field Marshal, Asst FM, Safety Officer/Chief Pilot, Newsletter Editor, and 2 of 4 Board of Director (BoD) At-Large positions

At the November meeting Ed Deming nominated the existing slate of Club Officers for re-election except for the following exceptions:

Current vice president Steve Pickering has chosen to step down as vice president. Steve now accepts a nomination for a BoD position, replacing Mike DeFranzo. Stan Shumbo has also accepted a nomination for a BoD position, replacing Mike Carabillo. Chris Osborn was nominated to replace Steve Pickering as vice president.

Elections will be at the December meeting.

Here (below) is the listing of club officers and respective duties:

Club Officer Duties (from the By-Laws)

President: Presides at Club and Board of Directors meetings, ex-officio member of all committees. Acts as spokesman for the Club in all matters. May delegate other members of the Club to act as spokesman for the Club if deemed necessary. Acts in temporary emergencies when Club or Board of Directors action is not feasible.

Vice-President: Assumes the duties of President in his absence. Assist and represents the president at committee meetings etc., as requested by the President.

Secretary: Keeps a correct record of business proceedings, official membership list, list of committees, copy of By-Laws, conducts correspondence, keeps corporate books and minutes, has charge of corporate seal, maintains AMA charter & insurance, etc.

Assistant Secretary: Assists the Secretary with his duties and acts in his stead during the Secretary's absence.

Treasurer: Custodian of funds, collects all monies, pay all bills, gives financial report at regular Board of Directors and Club meetings, prepares written financial report at end of annual terms of office.

Financial Agent: Duties limited to stand-by authorized officer who can make approved deposits or withdrawals of Club funds into or from banks or other depositories, for savings or checking accounts. The Financial Agent may also hold an additional club officer position concurrently.

Only the treasurer and financial agent shall have authority to make deposits into or authorized withdrawals of Club funds from banks or other depositories.

Safety Officer: Shall have a committee of assistants. Maintains safe flying at the club flying site(s). He may inspect or have a qualified person inspect aircraft when new (never flown), repaired after a crash or suspected (because of erratic flight characteristics) of being unsafe. Any persistent flying of unsafe aircraft shall be reported to a club officer who will report any serious or repeated infractions to the Board of Directors for appropriate action as per Article X of these by-laws. He shall enforce the AMA safety code and conduct safety classes at Club meetings as required.

Field Marshal: Supervises field layout, parking, flight line, frequency control, and the general flying area. Handles Public Relations for the club with new people and the general surrounding community, has familiarity with local medical and emergency facilities, supervises field maintenance, and handles disruptive individuals. Presents issues and requirements to the Club at open meetings on problems. Should have personal knowledge of public officials to contact if needed (if field is a public property) to handle problems.

Assistant Field Marshal: Primary duty is to manage the mowing crew and mowing schedule. Assists the Field Marshal with his duties and acts in his stead during the Field Marshal's absence.

Newsletter Editor: Writes, prints and mails the monthly newsletter. The editor will print pertinent input from the membership as received for inclusion in the newsletter.

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This Day in Aviation History: Howard Hughes Made The First And Only Flight In His H-4 Hercules

Moreno Aguiari

Published: November 2, 2023



Nov. 2, 1947: The Hughes Aircraft H-4 Hercules "Spruce Goose" during short flight in the Long Beach-Los Angeles Harbor. This photo was published in the Nov. 3, 1947 LA Times.

by Bryan R. Swopes of This Day in Aviation

On November 2, 1947, Howard Hughes' Hughes Aircraft Company H-4 Hercules flying boat, NX37602, made its first and only flight at the harbor of Los Angeles, California. The new media called it *"The Spruce Goose"* due to its strong but lightweight wooden construction. As with the famous de Havilland DH.98 Mosquito fighter-bomber, the use of wood freed up valuable metal alloys during World War II.



Hughes H-4 Hercules NX37602 in San Pedro Bay, 2 November 1947. Two U.S. Navy heavy cruisers and a fleet oiler are in the background. On the horizon is Santa Catalina Island.

Conceived by Henry J. Kaiser, the airplane was initially called the HK-1. It was designed to carry as many as 750 fully-equipped soldiers on transoceanic flights. The H-4 is 218 feet, 8 inches (66.650 meters) long with a wingspan of 320 feet, 11 inches (97.815 meters). Its height is 79 feet, 4 inches (24.181 meters). The Hercules' designed loaded weight is 400,000 pounds (181,437 kilograms). The H-4 is 218 feet, 8 inches (66.650 meters) long with a wingspan of 320 feet, 11 inches (97.815 meters). Its height is 79 feet, 4 inches (24.181 meters). The Hercules' designed loaded weight is 400,000 pounds (181,437 kilograms).

The flying boat was powered by eight air-cooled, supercharged 4,362.49-cubic-inch-displacement (71.489 liter) Pratt & Whitney Wasp Major VSB11-G (R-4360-4A) four-row 28-cylinder radial engines with a compression ratio of 7:1. The R-4360-4A had a Normal Power rating of 2,500 horsepower at 2,550 r.p.m. to 5,000 feet (1,524 meters), 2,200 horsepower at 2,550 r.p.m. to 14,500 feet (4,420 meters), and a Takeoff rating of 3,000 horsepower at 2,700 r.p.m. The Military Power rating was also 3,000 horsepower at 2,700 r.p.m., to an altitude of 1,500 feet (457 meters), then decreased to 2,400 horsepower at 2,700 r.p.m. to 13,500 feet (4,115 meters). The engines turned four-bladed Hamilton Standard propellers with diameters of 17 feet, 2 inches (5.232 meters) through a 0.425:1 gear reduction. The R-4360-4A was 8 feet, 0.75 inches (2.457 meters) long, 4 feet, 4.50 inches (1.334 meters) in diameter, and weighed 3,390 pounds (1,538 kilograms).
On its only flight, the H-4 Hercules traveled approximately one mile (1.6 kilometers) at 135 miles per hour (217 kilometers per hour), remaining in ground effect. It never flew again, and its estimated performance was never verified through flight testing.

https://vintageaviationnews.com/warbird-articles/this-day-in-aviation-history-howard-hughes-made-its-first-and-only-flight-in-his-h-4-hercules.html

https://vintageaviationnews.com/

https://vintageaviationnews.com/category/warbird-articles/today-in-aviation-history

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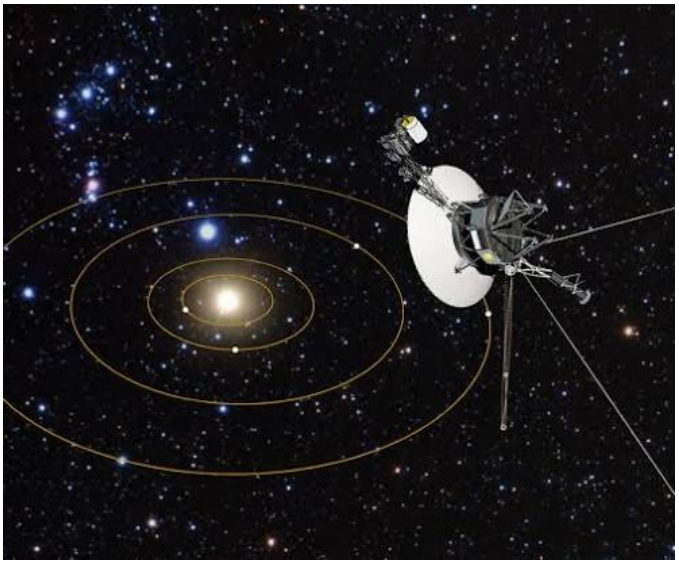
Voyager 1 is officially one light-day away from Earth



Voyager 1 is a NASA space probe launched on September 5, 1977**,** and is the most distant human-made object from Earth. On November 18, 2026, it became the first spacecraft to reach a distance of **one light-day** (about 16.1 billion miles or 25.9 billion kilometers) from Earth.

Current Status & Distance

Distance: Over 16.1 billion miles (25.9 billion kilometers), or about 173 AU and one light-day from Earth.
Signal Delay: Radio signals take 24 hours one way, meaning a two-way command-and-response cycle takes 48 hours.
Speed: Travels at roughly 38,000 mph (61,000 km/h).

Find more details at:
https://www.google.com/search?q=voyager%201

See also: https://www.popsci.com/science/voyager-1-one-light-day-away-from-earth-nasa/

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THE FIRST JET TO LAND ON AN AIRCRAFT CARRIER (DELIBERATELY)

Sylvia Wrigley

15 May 2026

"**The Vampire was the first jet to land on a moving aircraft carrier deliberately**."

This quote from Airshow Luke, our MC at the Legacy of Liberty airshow, made me almost lose sight of the jet. Not because I doubted the claim. The DH-100 Vampire was one of the first single-engine jets and so it made sense that it could have been the first to land on an aircraft carrier. No, it was the use of the word "deliberately" that threw me.

How do you land on an aircraft carrier by accident?

It seems difficult to imagine what this might mean, so of course I had to go looking…



DH-115 Vampire Jet at the Legacy of Liberty airshow.

The first aircraft to land on a ship was in 1911. The aircraft was a Curtiss Pusher biplane, flown by Eugene Burton Ely, part of the Curtiss Exhibition Team. The Navy asked Ely directly if he'd like to give it a go, which he did, and Curtiss thought this was a grand idea. First, the Navy modified USS Birmingham with an 83-foot wooden platform (just over 25 metres) and attached floats to the wings of the Curtiss Pusher.

I have to say, I'm not sure I'd describe that take off as all that successful.

Here's the account from National Air and Space Museum.

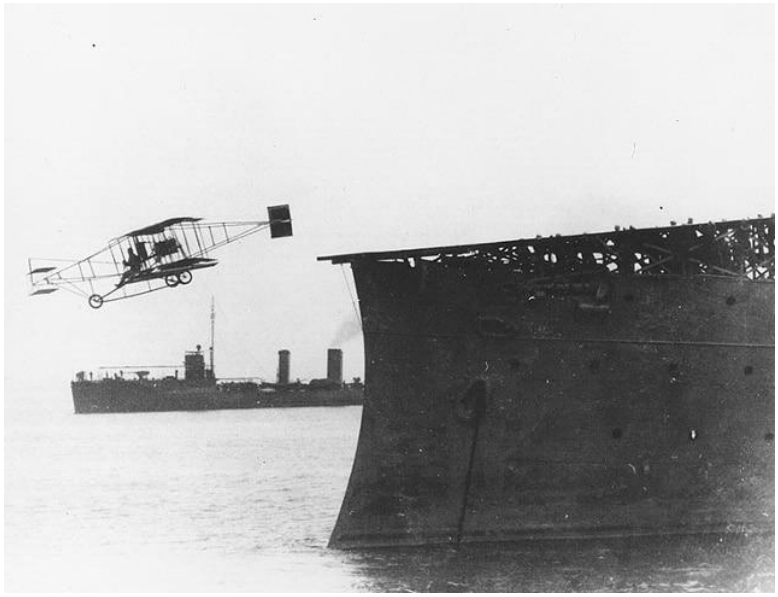
Ely succeeded in making the first take-off from a ship, barely. The Curtiss rolled off the edge of the platform, settled, and briefly skipped off the water, damaging the propeller. Ely managed to stay airborne and landed 2 ½ miles away on the nearest land, called Willoughby Spit.

Nevertheless, Ely was ready to try the landing. For this attempt, the Navy added a 120-foot platform to USS Pennsylvania, paid for by the Curtiss Aeroplane Company. They strung twenty-two hemp cables across the platform, held in place with 50-pound sandbags. At the end of the platform was a canvas awning to catch the aircraft.

The Curtiss Pusher was modified to have longer wings and hooks on the landing gear. Ely wore bicycle inner tubes and a football helmet.

Again from the National Air and Space Museum:

Crowds lined the shore and boats collected in the harbor to witness the daring flight. At 11:00 a.m., Ely took off from nearby Tanforan Race Track and headed for the Pennsylvania. To the delight of thousands of spectators, Ely made a safe landing, the arresting equipment working perfectly. After lunch with the ship's captain and a few photographs, the platform was cleared and the Pennsylvania was pointed into the wind. Ely took off, flew past the crowd, and landed safely back at Tanforan. Naval aviation was born.



Eugene Ely makes the first airplane "take-off" from a warship in a Curtiss pusher airplane from the cruiser _USS Birmingham. _Courtesy of the US Naval Historical Center.



This head-on view shows pilot Eugene B. Ely guiding his Curtiss Model D biplane for an imminent landing on a platform constructed on the stern of the ship. Courtesy of the Smithsonian National Air and Space Museum

That brings us to why it was a struggle to land turbo-jet powered aircraft, specifically. The problem is that an aircraft carrier is a moving runway, dipping and rising with the swells. With a piston engine, you can quickly open the throttle for a bit more lift, or throttle back for more drag. But jet engines are slow to respond, which means it is much harder to get the aircraft in sync with the ship.

The US Navy claim that the "first landing of a jet-powered aircraft on an aircraft carrier" was achieved by a Ryan FR-1 Fireball, flown by US Navy pilot Jake West.

To my amusement, the issue with this "first" is *not* that he accidentally landed on an aircraft carrier, but that he was *accidentally a jet*.

The Ryan Fireball was designed as a fighter for aircraft carriers. Fast and light, it was a composite-powered aircraft, with both a piston engine and a jet engine. Landings were made

using the piston engine on its own, but when West was on approach to land on the USS *Wake Island*, the piston engine failed. The ship raised a crash barrier for the emergency landing. West air-started the jet engine and continued with the landing on the jet engine. The Fireball blew through all the arrestor cables but the last, before crashing into the crash barrier.

The point here is that West did not *intentionally* land a jet on an aircraft carrier. There's also some question as to whether the piston engine suffered only a partial failure, so that West was able to use both the piston and the jet in order to land.

Despite these caveats, the US Navy still claim this as the first jet landing on an aircraft carrier, which I suppose it is if you avoid the words "deliberately" and "successful".



US Navy Ryan FR Fireball, courtesy of the San Diego Air and Space Museum

One month later, in December 1945, Royal Navy test pilot Eric Melrose Brown landed a prototype de Havilland Vampire (LZ551/G) on HMS *Ocean*.

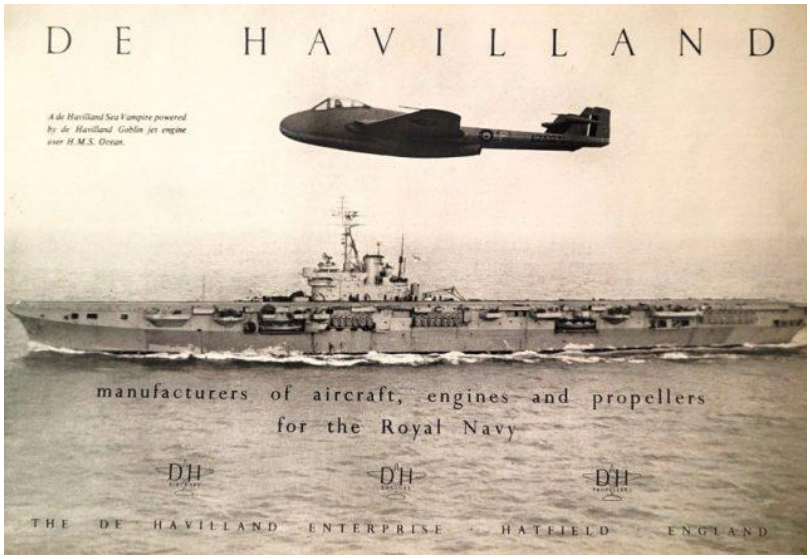
He had already gained success by trialing the de Havilland Mosquito for aircraft carrier landings so he was the obvious choice for this test.

Brown explains:

After this, the idea of landing a jet on an aircraft carrier came up.

Brown was immediately interested, as he admitted in a history.net interview, because he was "tremendously keen to beat the Yanks".

This time, the aircraft was the second prototype of the DH-100 Vampire, Britain's first single-engine fighter jet. The prototype was modified with larger flaps, heavy duty shock absorbers in the landing gear, and a reinforced structure (presumably in case it also ran into the crash barrier).



De Havilland advert showing Brown flying the DH.100 Vampire past HMS Ocean.

On the day of the test flight, the weather was marginal; the flight took place in what Brown called "a knife-edge decision" to attempt a landing on HMS *Ocean*.

The waves were high and the ship was rocking in the swells. According to Vulcan to the Sky's interview with Brown in 2015, the carrier signalled him to return to Ford. Brown claimed that he did not have sufficient fuel to return. The captain cleared the deck and Brown aimed for the fourth of the ten arrestor wires. But then he misjudged the upswing of the heaving deck.

"Landing on deck is a bit like Russian Roulette", Eric says, due to the pilot being at the mercy of the sea. This prompts his second revelation. "I landed too soon. You try to catch an upswing. I didn't quite get the upswing at the right moment. This meant I landed more aft than I intended". And so Eric in fact landed on the first wire (and the back end of the Vampire touched the deck).

Brown then took off again in what was indisputably the first jet take-off from a carrier, commenting later that the Vampire took off "like a scalded cat!" Brown made four landings that day (and caught the fourth arrestor wire on the fourth try).

The first take-off and landing from a US Navy carrier was seven months later, in July 1946, a McDonnell XFD-1 Phantom.

So that is the mystery complete: Airshow MC Luke is completely correct in saying that the Vampire Jet was the first jet aircraft to land on an aircraft carrier deliberately.

Read the entire article and watch videos at: https://fearoflanding.com/history/vampire-first-jet-aircraft-carrier/
Visit Sylvia Wrigley's website at: https://fearoflanding.com/

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26 November 2003

26 November 2003: Concorde 216, G-BOAF, made the final flight of the Concorde fleet when it flew from London Heathrow Airport (LHR) to Bristol Filton Airport (FZO) with 100 British Airways employees on board. The aircraft was under the command of Captain Les Brodie, with Chief Pilot Captain Mike Bannister and Captain Paul Douglas, with Senior Flight Engineers Warren Hazleby and Trevor Norcott. The duration of the flight was just over 1 hour, 30 minutes, and included both supersonic and low-altitude segments.



Concorde G-BOAF, the last Concorde to be built, makes its final landing, 26 November 2003. (photosreunited.blogspot.com)

Concorde 216 was the last of twenty Concordes to be built. It was originally registered G-BFKX and made its first flight at Bristol Filton Airport, 20 April 1979. The new airliner was delivered to British Airways 9 June 1980 and was re-registered G-BOAF. “Alpha-Foxtrot” had flown a total of 18,257 hours by the time it completed its final flight. It had made 6,045 takeoffs and landings, and had gone supersonic 5,639 times.

Read this article at: https://www.thisdayinaviation.com/2025/11/26/

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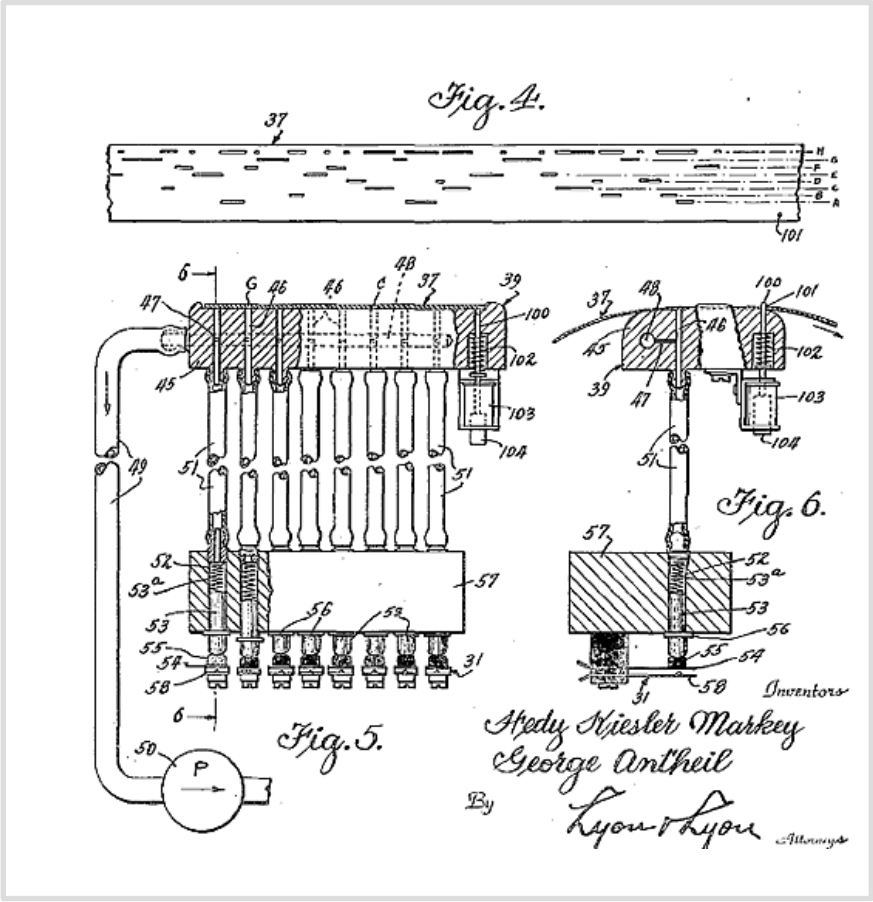
Hop, Skip, and a Jump



Hedy Lamarr, the actress, contributed to the invention of spread spectrum technology. …

Along with co-inventer George Antheil, Hedy …

Here is one of the diagrams included in the patent application. In this diagram, time flows horizontally across the paper tape pictured at the top. Rows A thru H represent different PN codes. These holes in the paper tape are similar to holes in a player piano music roll.

According to Jennifer Ouellette, (Hop, Skip and a Jump: Remembering Hedy Lamarr: Lamarr and Antheil had less success convincing others their idea was feasible. “Examiners at the National Inventor's Council questioned the robustness and accuracy of the internal clockwork mechanism responsible for moving the perforated tape through the system, while the U.S. Navy felt the clockwork mechanism was too bulky and unreliable to use with a torpedo, although Antheil argued it should be possible to miniaturize it to fit inside a watch. As Antheil later recalled:

In our patent Hedy and I attempted to better elucidate our mechanism by explaining that certain parts of it worked like the fundamental mechanism of a player piano. Here, undoubted, we made our mistake. The reverend and brass-headed gentlemen in Washington who examined our invention read no further than the words "player piano." "My god," I can see them saying, "We shall put a player piano in a torpedo."

https://blogs.scientificamerican.com/cocktail-party-physics/hop-skip-and-a-jump-remembering-hedy-lamar/

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FAA Recreational Flyer Registration

Register your RC aircraft at:
https://faadronezone.faa.gov/#/register
Renew your RC aircraft registration at:
https://faadronezone.faa.gov/#/

How much does it cost to renew a registration?
$5 through the FAADroneZone.

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The Recreational UAS Safety Test (TRUST)

All Propbusters are now required to take and pass The Recreational UAS Safety Test (TRUST),
… but don't worry!



The Academy of Model Aeronautics is an FAA-approved Test Administrator of The Recreational UAS Safety Test (TRUST). TRUST is a collaboration between the FAA and industry to provide TRUST and educational safety material to Recreational Flyers.

https://www.modelaircraft.org/trust

The Recreational UAS Safety Test (TRUST) FAQ

June 22, 2021, UPDATED TRUST INFORMATION:
The AMA has now been approved to administer The Recreational UAS Safety Test, or TRUST. AMA has worked closely with the Federal Aviation Administration (FAA), ensuring that TRUST meets the intent of Congress without placing an undue burden on our hobby community.

Since 1936, the AMA has been dedicated to the hobby of model aviation, to educational programming, and safety in the airspace. We are offering the TRUST to the entire community of model aviation enthusiasts free of charge.

Q: What is "TRUST"?
A: "TRUST" stands for **T**he **R**ecreational **U**AS **S**afety **T**est

Q: Why do I need to take TRUST?
A: The Knowledge and Safety Test is a congressional mandate in the FAA Reauthorization Act of 2018. **All UAS users** must pass the test in order to operate a recreational model aircraft (UAS) within the National Airspace System (NAS).

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Flying Turkeys Attack Hunters

•May 3, 2014

Backcountry Bowhunter



Watch this short video at: https://www.youtube.com/watch?v=IzA6sBFQxj8

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Turkey Battle: Wild vs. Domestic

Nov 15, 2018
Inside Science

(Inside Science) -- They may sound the same, but wild and domestic turkeys do have their differences, from their dramatically different looks to their distinct meat flavor and tenderness. But scientists wanted to delve deeper into why and how the turkey -- that ends up on the plates of more than 46 million Americans each year -- turned out the way it is.



“The changes in the domestic turkey have largely been due to selection for increased meat production. And so that's led to very large birds,” said Kristin Stover at the University of California, Irvine. Stover and her colleagues wanted to see how these large birds compared to their wild turkey counterparts. “So, I raised the wild and domestic turkeys myself.” Wild turkeys can run up to 20 miles per hour. Using high-speed cameras, Stover measured how fast both turkeys could run. “I found that the domestic turkeys were much slower than the wild turkeys,” said Stover. Which isn’t too surprising considering most domestic turkeys are bred to carry more meat on their bones. “I was interested in looking at the bone support that's

actually carrying all this weight," she said. To study this, Stover also took CT scans of both turkeys. "I CT scanned the turkeys every two weeks until they were 14 weeks old. And the biggest reason that I stopped was because the domestic turkeys got too large for the rotating C-arm of the CT scanner." The results showed that domestic turkeys were not just a bigger version of wild turkeys. "They actually have shorter bones than you might expect based on their increase in body mass. So even though a bone is short, it's very strong," said Stover. Another unique difference, and fun fact, is that domestic turkeys waddle when they walk but wild turkeys don't. So genetically speaking, wild and domestic turkeys are the same species, but that's about where their similarities end -- according to science.

Watch this video at: https://www.youtube.com/watch?v=sQvuy_mZfLg

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Tips & Tricks

SMALL-FIELD FLYING

Model Aviation December 2018

Winter build season is upon us

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As winter closes in and another summer flying season slips into obscurity, I look forward to the new building season. The bench is still slightly cluttered with a few lingering summer maintenance and repair projects, but there are big plans for a very productive winter. There's nothing like getting started on a fresh, new project, so clear the bench and get started.

But first, nothing is as efficient as a good, clean work area, so before you take the top off of the box for your latest endeavor, it is well worth taking the time to clean up those little messes and get your tools organized. After your work begins, there won't be a lot of wasted time hunting for those items that you use all the time.

Read this article at:
https://www.modelaviationdigital.com/modelaviation/december_2018/MobilePagedArticle.action?articleId=1442835#articleId1442835

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Practice, Practice, Practice ……

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Model of the Month

Rob Larson's CY Models 118" Stearman





Photo credit: Ed Deming

From the Warbird Models website (https://rcwarbirdmodels.com/products/stearman-biplane), the Legendary 118" Stearman Biplane:

"This meticulously crafted model captures the essence of the iconic Boeing-Stearman Model 75, a biplane renowned for its rugged construction and role as a primary trainer for the US Army Air Forces and Navy during the 1930s and 1940s. More than just a trainer, the Stearman went on to have a long and illustrious career in civilian roles, becoming a favorite for crop-dusting, airshows, and recreational flying."

See Ed Deming's video of Rob flying his CY Models 118" Stearman with 250cc Moki 5 cylinder radial at: TheRealCrashEd, https://www.youtube.com/watch?v=7g1KhZisBW4, Dave Pratt is assisting and spotting for Rob.

Ed Deming purchased pneumatic retracts for his Black Horse 89" P-47



Ed with his Black Horse 89" P-47 with stock retracts.

Ed writes: "The high amplitude, low frequency vibrations from large single cylinder gas engines like the DLE-55 in my Black Horse 89" P-47 are known to damage most electric retract landing gear motors, resulting in gear-up belly landings. The only fail-safe solution is pneumatic retracts. I will be installing these Sierra Giant Scale pneumatic retracts over the winter to correct the issue and add an extremely authentic set of retracts to an already highly-scale warbird. The project will require significant modification of wing structure to accommodate the significantly larger Sierra retracts, as well as addition of the pneumatic actuation system. A great winter project."

The new Sierra Giant Scale pneumatic retracts (pictured below) are scale to the full size P-47. The stock Black Horse retracts are lower left and upper, respectively, in the below photos.



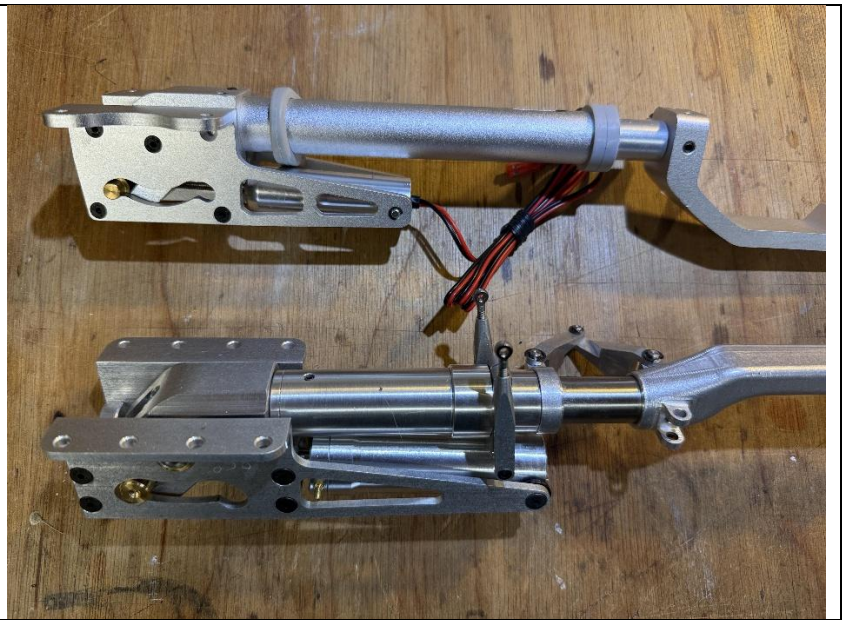

Photo credit: Ed Deming

Visit Sierra Giant Scale at: http://www.sierragiant.com/

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Propbusters Meeting Minutes

Minutes of the November 17th 2026 RC Propbusters Meetings will be available with a password on the RC Propbusters website.
In the menu of our www.rcpropbusters.com website look for: "**Our Club => Meeting Minutes**".
The password is the same number as the one for the gate lock at our flying field.

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Question: Why did the turkey cross the road?

Answer: To prove he's not a chicken.

Read More - "Hens vs. Toms: Does Your Turkey's Gender Affect Its Taste?"

at: https://1440wrok.com/does-turkey-gender-affect-taste/