

# 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 11

### Propbuster



#### Meeting

At  
West River Electric

On  
Tuesday, Nov 8th

#### Agenda

Elections, Swap Meet,  
Winter Banquet

### Fun Fly

at  
Janice Jensen Field

On  
Sunday, Nov 6th

#### Program

Doom and Gloom fly  
celebrating loss of  
daylight

Want to send  
a youngster  
to the AMA  
aeromodeling  
camp next  
summer?

Details on the  
AMA site.

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

## Anyone for Electric Racing? Anyone?

For quite a few years, many of us have enjoyed racing with our .46 size airplanes. These are not only great racers, they turned out to be fun knock-around airplanes for fun flying as well.

In the last few years, we have welcomed some electric flying into the club and there are more and more that have ventured into the realm of watts and volts.

Just as the .46 racers ushered in some great fun for our illustrious members, I am wondering if it might be time to investigate the possibility of turning our efforts to some electric racing.

As we did for the glow racers, we would have to do the same kind of research. If you remember, only a handful of racers were initially built. The first airplane we picked was the infamous Space-walker. There may be one of those left out there somewhere, but most went on to an early demise. It wasn't until we found the Skyraider, /LA Racer that racing really took flight (pun intended).

With that lesson in mind, for a foray into electric racing, it would be time well spent to do some testing and evaluation.

I'm sure there are many great airplanes and if we decide to jump in there will be many suggestions. Here are a few that may stimulate your interest.

The *Parkzone T-28* might be a good choice. I found a couple of clubs on the west coast that are using this one. It is easy to fly and has proven remarkably sturdy. It is a good all around flyer I'm told.



This is a 480 size motor that takes about a 1200 maH pack, which is a fairly common size. The BNF version sells for about \$239.

Another choice might be the *Parkzone Corsair*. There are already a few of those in the club. These are great flyers too and in about the same size range. If we stayed with the stock setup, the price would be about the same too.

A more structured approach would be to go with the NMPRA introductory racers. These use a standard E-Flite 15 or 25 size motor. The first was the *Pogo from E-Flite*, but there are 4 or 5 different planes out there now. These are a little bigger and little more spendy -- probably over \$300 to get started. They might not be as well suited to sport flyers, they can be real hot rods.

One more is the *Multiplex Dogfighter*. This is also a .25 size motor, but the kit only costs about \$100. The motor, speed control and battery would run another \$100. I have seen some great video of these and they seem to be easy to fly. If any of you have seen my FunCub, they are made from the same Elapor foam which I have found to be extremely durable.

Last, we might try micro airplanes for indoor racing. The *Parkzone Micro T-28* comes to mind, but there is also an Extra, a Mustang and a Polecat racer. These cost about \$100 to get started. The guys at Who's say there are quite a few more coming too.

Anyone interested in electric racing?

## Election Time

For the first time in more than a few years we have more than one candidate for the Propbuster offices. As of publication, we have the following candidates that will appear on ballot at the November meeting. Be sure to be there to vote.

President	<input type="checkbox"/> Doc McGuigan	<input type="checkbox"/> Zac Roller
Vice President	<input type="checkbox"/> Darrell Cassidy	<input type="checkbox"/> Gene Jobgen
Secretary	<input type="checkbox"/> Ken Corrin	<input type="checkbox"/> Gerry Thompson
Treasurer	<input type="checkbox"/> Denny Bernal	<input type="checkbox"/> Neal Lutke



# Meeting Minutes

October 11, 2011

Meeting called to order at 7:25 PM at West River Electric meeting room.

Officers present: President- Doc McGuigan, Vice President- Darrell Cassidy, Secretary- Ken Corrin, Treasurer- Denny Bernal, Safety Officer- Bob Olson

Members present: Jim Kammert, Mike Rossman, Neal Lutke, Paul Evans, Gene Jobgen, Zac Roller, Clint Outka, John Pondish, Jerry Thompson, Clancy Kingsbury

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

Treasurers report:

Club.....	\$ 5436.80
Field Maintenance Fund.....	\$ 2580.76
Total.....	\$ 8017.56

Old Business: Doc appointed a nominating committee consisting of Jim Kammert, Jerry Thompson, and Ken Corrin as chairman.

The Executive Committee will recommend the dues for 2012 at the November meeting.

Our Janice Jenson Field lease has been renewed through September 30th 2012

and the only change is that it is not automatically renewable.

Gene Jobgen and Jerry Thompson reported on several flying sites they have been researching and will keep us informed of any suitable sites that are available for lease or purchase.

New Business: Zac reported that due to the recent incident of an R/C aircraft with a bomb on board, the TSA is becoming concerned with R/C aircraft operations. The TSA recommends that R/C flyers police themselves to watch for any suspicious people asking questions about R/C aircraft operation. Questions such as: how much weight will a plane carry, how far can it fly, how fast will it go, etc.

Our current meeting room has facilities for audio-visual including internet. Doc has it reserved for our November meeting.

Show and Tell: Zac showed a new generation of a foamie Extra 330 that is being developed and tested for indoor flying. Troy Lapp has some foamie Yaks and Edges for sale along with an indoor combat plane. See Zac for prices and availability.

The Prop Restoration Fund was won by Bob Olson.

Meeting adjourned at 8:05 PM.

## Advice to the Propworn



Opening and answering all this mail takes a lot of my time. Once again, I must implore you all to stop sending these stupid and inane questions. Don't you have anything better to do?

*Some guy told me he carries a roll of tape in his field box to make repairs to covering at the field. I can see repairing a small hole, but just how much tape can you put on a plane and have it still fly?*

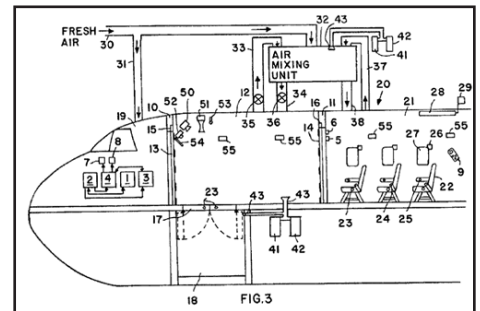
*Taper in Tilford*

We all know duct tape is the handy man's friend. There are few things you can make or repair with tape, but a whole airplane? I don't think so.



*Here's something really unusual I found on the internet. Do you know what it is?*

*Stumped in Scenic*



Yes, I do. It is a patent application diagram for a proposed airline safety device. And if you can tell me what it is, you get a really nice prize at the November meeting.

*I know a guy who flies a bomber at Ellsworth. He says that flying one of those gives you a real boost. He says it even improves his sex life at home. Could that be possible?*

*Elated in Ellsworth*

Did he say he is flying a B-1 bomber or a B-12 bomber?



Gene Jobgen has, once more opened his garage to all you guys looking to unload a treasured item or snag a great winter project.

He is currently working on some sort of an indoor fly for Saturday, November 19th.

*Click here to go to our website and download a copy of this poster.* Please pass it on to anyone you feel might be interested. The more the merrier.

As you know, table space is limited, so you might send a note to Gene, telling him approximately how much space you will need.

# SWAP MEET



Sunday Nov 20<sup>th</sup>

9:00 AM -- 4:00 PM

A & A Restoration

2630 Dane Lane

Rapid City, South Dakota

Free Admission

- absolutely no buyers or sellers fees
- bring your own tables and chairs
- RSVP is requested
- all modeling paraphenalia ok: r/c, plastic, trains, sims, etc.
- no hazardous materials
- all fuel tanks must be empty
- swap meet items are the owner's responsibility
- food available on premises

For more information call or email:  
Gene Jobgen at: 605-943-9452 (aarestitution@hotmail.com)  
Zac Roller at: 605-981-5508 (zr@rap.midco.net)

# The World of Minature Warbirds

By Bruce Bird, Author of 'Model Airplane Secrets'

War has never been of any use to the world. The only benefit arising usually comes from advances in technology and this century has particularly seen massive advances in aircraft and aerospace. If it had not been for the demands of the 1939-45 war, we would still be flying around in airships which in the 1930s were streets ahead of fixed wing aircraft in terms of load capacity, range and safety. But the world's



Jim Marshall's beautifully detailed Heinkel He-219 Uhu (owl) German night fighter, a typical example of a WMWA bird.

predilection for conflict has seen a multitude of military aircraft developed, commonly known as 'warbirds', and if there's a full size airplane then we can make a model airplane to emulate it and so were born the Miniature Warbirds.

In the modelling community Warbirds are looked after by the World Miniature Warbird Association (WMWA) <http://www.wmwa.org>, a Special Interest Group of the Academy of Model Aeronautics (AMA). The WMWA defines warbirds, has created a community of model airplane warbird enthusiasts, a group directory covering participants all over the world and a number of special events.

The WMWA defines a 'Warbird Aircraft' as a model of any aircraft used for military purposes by any Country at any time. It must be a scale or semi-scale rendering, recognizable as such, and marked accordingly. Any prototype offered to the military but not accepted would also fall into the category of a 'Warbird Aircraft.' It cannot be a model of any aircraft made to look like a 'Warbird Aircraft' by applying military markings to it." (WMWA Constitution)

Anyone with a love of building or flying warbirds is welcome in the WMWA. To maintain this friendly environment the rules for warbird status are pretty relaxed with no specifics about size, or engines or even scale provided only that the model airplane looks like a warbird. It's the definition of

the original warbird aircraft that defines a warbird model.

Contrary to the original purpose of the aircraft on which it is based, friendship is the name of the game in the WMWA. Members of the association gather in a spirit of camaraderie rather than conflict. This niche of the model airplane hobby really does take pleasure in the process of construction, often replicating the originals in painstaking detail, plus the joy of watching those lovingly constructed model airplanes take to the air.

The main miniature warbird event is the fly-in. Spectacular model airplanes make their mark in the sky and on the ground as fellow RC aviators and spectators look on. Fly-in events also include like intro pilot training programs, guest speakers, and

low-key contests. It is quite astonishing to witness tens of museum-quality aircraft, with wingspans from two to thirty plus feet, decorated to the hilt, en masse.

One of the characteristics of the WMWA for model airplane enthusiast is the worldwide network of 'Wings' which specialize in particular types. This can be of great benefit to individual members as it puts them in touch with other members with their specific interest. They can then pool their research efforts, exchange information and generally collaborate to produce the most accurate representation in their model airplane of the full size airplane on which it is based – wherever in the world it may have originated from.

So if you are interested in building or flying a warbird then the World Miniature Warbird Association is the best place to start. You need to base your model airplane on the definition published by the WMWA to ensure that your model airplane qualifies. You can select from any type; bombers, fighters, transport airplanes or helicopters and you can start from scratch or base it on an existing kit or plan.

Any type, any method as long as the finished model airplane gives a good representation of the original as defined by the Association. It's a great project for the winter months – so maybe do some planning this summer and then get to it as next winter approaches.

## Winter Meeting Programs

Winter meetings are on us, once again. The response to last year's programs at the winter meetings was good, so I am trying to set that up again this year. We have a lot of expertise within the club and we have some resources in the community that we could utilize.

I took the step of arranging the program for the December meeting. I have a commitment from Willy's Saw Shop to come and do a little show and tell about gas engines with emphasis on Walbro carburetors. They have rebuilt a few for the members of the club, and I thought it they might enlighten us all with their expertise in tuning and maintaining gas motors.

Beyond that, I thought I'd leave it up to the membership. Please think it over and bring some ideas to the November meeting. What would you like to see discussed during the winter meetings?

As a reference, last year we did programs on building hints, photography for the RC pilot, engine break-in, and an IMAC judging school.

## Indoor Flying

Josh Franke has, once again, secured the South Middle School Community Center for several days this winter. This means we will once again be doing some indoor flying. Here's the schedule as of this date:

Saturday, Nov. 26th 4pm-8pm

Saturday, Dec. 17th 4pm-8pm

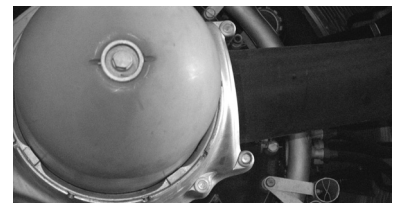
Saturday, Jan. 14th 12pm-4pm

Saturday, Jan. 28th 12pm-4pm

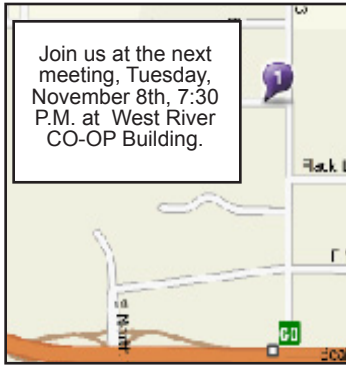
Saturday, Feb. 25th 12pm-4pm

Saturday, Mar. 10th 12pm-4pm

Josh's last post on Flying Giants indicated he had secured the site on Saturday night, November 19th from 4 to 8 PM. This would be the night before the swap meet and give us a chance to gather for some Battle Yak time.



# 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

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Rapid City, Sd 57701



## Propbuster's Pictures

Here's another photo from the NWMRA web site. A 1/3 scale Sopwith Camel..



These pictures are from the giant scale racing web site. Just thought it might make you feel a little better to see a bigger, more expensive pile than the one you created this summer.



*Specifications:*  
Wingspan: 59.0 in (150 cm)  
Overall Length: 58.0 in (147 cm)  
Wing Area: 825 sq in (53.2 sq dm)  
Flying Weight: 6.60 - 7.50 lb (3.00 - 3.40 kg)  
Engine Size: 2-stroke .46-.55; 4-stroke .72-.82; 4-stroke gas 14cc  
Motor Size: Power 52  
Radio: 4 channel minimum  
Servos: 4 standard size (3 standard for EP) + 2 mini servos for dual elevator  
Trim Scheme Colors: Cub Yellow (U844), True Red (U866), Black (U874), Silver (U881)



**Hangar 9 Katana 50**  
**\$249.99**

**Like the sword for which it's named, the Hangar 9 Katana 50 was designed to be exceptionally lightweight without sacrificing strength or rigidity. The result is explosive aerobatic performance that will let you boldly explore the limits of your abilities while enjoying absolute precision and control at every corner of the envelope.**

*For more info, click here.*

## Coming Events

- 11/06 - **Doom and Gloom Fly.** 10:00 AM Everyone welcome. FFD: Neal Lutke
- 11/08 - **November Meeting.** 7:30 P.M. Everyone welcome. West River Electric CO-OP Meeting Room. Program: AV.
- 11/20 - **Swap Meet.** 9:00 A.M. - 4:00 P.M. A & A Restoration 2630 Dane Lane, RC.
- 12/13 - **December Meeting.** 7:30 P.M. Everyone welcome. West River Electric CO-OP Meeting Room. Program: Walbro Rebuild.
- 01/10 - **January Meeting.** 7:30 P.M. Everyone welcome. West River Electric CO-OP Meeting Room. Program:
- 01/13 - **Winter Banquet.** 6:00 PM Happy Hour, 7:00 PM Dinner. At the Gaslight Saloon, Rockerville. Members and Guests.