

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. ©

## January 2025 Newsletter

RC Propbusters Club officers for 2025. See page 2.

Renew your RC Propbusters membership online at: <http://rcpropbusters.com/> See page 3.

Register/Renew the FAA registration for your RC aircraft. See page 8.

Take The Recreational UAS Safety Test (TRUST), required by FAA. See page 8.

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Flying on the final day of 2024 at RC Propbusters Gadbois Field. See page 13 for pictures.

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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).

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## *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
ROBERT LARSON	BOTH	MARK O'CONNELL	BOTH
KYLE SWAIDNER	** GLIDERS	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.

\*\* Kyle Swaidner flies everything, and also is offering to introduce you to sidearm and discus launched GLIDERS.

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

Any club pilot can train you, but an instructor must sign you off.

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## **R/C Propbusters, Inc. Officers for 2025**

President:	Ed Deming
Vice President:	Steve Pickering
Treasurer:	John Banks
Secretary:	Bill Fries
Asst. Secretary:	Simon Holly
Safety officer:	Tom Vernon
Newsletter Editor:	Jim Holzworth
Field Marshal:	Shane Duffy
Asst. Field Marshal:	Ray Gilbert
Board of Directors:	Mike DeFranzo, 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](mailto: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 Reminder for all RC Propbusters:

Club bylaws have been amended. Note Article 2 Purpose (c): To establish, equip, own, lease, hold and enjoy a flying field and facilities for flying radio-controlled model aircraft for recreational purposes only. Commercial flying and/or commercial flying-related activities at the flying field and facilities is PROHIBITED.

Our rcprobusters.com website has changed. Go to <https://rcprobusters.com/>

All members are required to fill out the new membership application for 2024 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 lock without displaying the combination.

Strict observance of 400' altitude limitation absent a formal waiver.

Strict observance of FRIA application boundaries, particularly the northern tree line by Route 82.

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.

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## AMA District 1 Outreach team visits RC Propbusters January Meeting

AMA District 1 Outreach team meeting guests Andy Argenio (District 1 Vice-President), Daren Hudson (Senior AVP) and Doug Thompson (AVP) (Daren and Doug are co-leaders of the AMA District 1 Outreach Team – ADOT) gave an extensive presentation on their efforts to retain membership and broaden the membership base. Daren asked us to think about the following questions on a regular basis:

Why are you a member of AMA?

Why is our club chartered with AMA?

What value do we derive from AMA membership?

What *else* would you see as values and benefits from AMA?

Please do so and share your responses with each other and our club officers so that we can strengthen our AMA District membership.

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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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## ***January Aviation Events & Milestones***

19 January 1784 (France) — The largest hot-air balloon ever made, called “*Le Flesselle*” by the Montgolfier brothers, makes an ascent at Lyons, France. The balloon's capacity is 700,000 cubic feet and it goes up to 3,000 feet.

7 January 1785 (England/France) — The English Channel is crossed for the first time by air as Jean-Pierre Blanchard and John Jeffries fly their hydrogen balloon from Dover, England to a forest near Calais, France.

18 January 1909 (France) — The first book to treat the work and accomplishments of the Wright brothers, “*Les Premiers Hommes-Oiseaux: Wilbur et Orville Wright*,” is written by François Peyrey (1873-1934) and published in France.

23 January 1909 (France) — The first flight of the French Blériot XI, one of the most successful monoplanes designed and built before World War I, is made.

19 January 1910 (USA) — Three two-pound sandbags were dropped in the first simulated bomb drop experiment.

1 January 1914 (USA) — The world's first scheduled airplane passenger service operated by an airline company, the “Airboat Line,” begins at 10:00 A.M. when Anthony Janus flies his first passenger from St. Petersburg to Tampa, Florida. The fare for the 22-mile over-water flight was \$5 with a surcharge if the passenger weighs more than 200 lbs.

1 January 1914 (USA) — The United States Weather Bureau begins daily publication of a weather map of the Northern Hemisphere designed specifically as an aid to aviation.

12 January 1929 (USA) — The first United States Air Mail stamped envelopes are available for sale.

11 January 1935 (Hawaii/California) — Amelia Earhart becomes the first woman pilot to fly solo between Hawaii and the United States. She takes off from Wheeler Field, Oahu, Honolulu, to fly her Lockheed “Vega” across the eastern Pacific to Oakland, California. Earhart lands after 18 hours 15 minutes.

2 January 1942 (USA) — General H. H. Arnold directed establishment of new Air Force later designated 8<sup>th</sup> AF.

6 January 1943 (England) — Major General James Doolittle assumed command of the 8<sup>th</sup> Air Force.

29 January 1959 (USA) — The first jet passenger service across the United States is begun by American Airlines using Boeing 707 jet airliners.

27 January 1967 (USA) — Astronauts Grissom, Chafee and White are killed in Apollo 1 fire.

15 January 1991 (Japan/Canada) — The first hot-air balloon to cross the Pacific Ocean takes off from Japan and eventually lands in Canada.

27 January 2002 (USA) — Boeing's 737, the world's most widely use twin jet, becomes the first jetliner in history to amass more than 100 million flying hours. The 737 was launched onto the market in 1965.

<https://www.skytamer.com/January.html>

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# Medal of Honor, Major Gregory Boyington, United States Marine Corps Reserve

3 January 1944: Major Gregory Boyington, United States Marine Corps Reserve, commanding VMF-214 at Bougainville, Solomon Islands, led 48 fighters in an attack against the Japanese naval base at Rabaul on the island of New Britain in the Bismarck Archipelago.

Flying a Vought-Sikorsky F4U-1 <sup>1</sup> Corsair, Bu. No. 17915, Boyington shot down four enemy airplanes, bringing his total score to 28.<sup>2</sup> He was then himself shot down. Wounded by bullets and shrapnel and with his Corsair on fire, Boyington



parachuted to the ocean only 100 feet (30 meters) below. He was rescued by the Imperial Japanese Navy submarine *I-181* a few hours later, and was eventually taken to Japan and imprisoned for the next 20 months under the harshest conditions.

Believed to have been killed, Major Boyington was “posthumously” awarded the Medal of Honor by President Franklin D. Roosevelt. Gregory Boyington was born 4 December 1912 at Coeur d’Alene, Idaho. He was the son of Charles Barker Boyington, a dentist, and Grace Barnhardt Gregory Boyington.

Major Pappy Boyington with a Vought-Sikorsky F4U-1 Corsair, Bu. No. 17740, at Torokina Airstrip, Bougainville, 1943. (U.S. Navy)

Boyington studied aeronautical engineering at the University of Washington in Seattle. He was a member of the school’s boxing team. He graduated in 1934 and then went to work at Boeing Aircraft Company.

Gregory Boyington (then known as Gregory Hallenbeck, after his stepfather) married Miss Helene Marie Wickstrom at the Plymouth Congregational Church, Seattle, Washington, 29 July 1934. They would have three children, Janet, Gregory and Gloria, but divorced in 1941. (Boyington was awarded custody of their children by a court in 1942. While Boyington was overseas, the children lived with his parents.)

Greg Boyington had been in the Reserve Officers Training Corps during college, and had served as an officer in both the Coastal Artillery Corps, United States Army, and the U.S. Marine Corps Reserve.

On 13 June 1935, Boyington enlisted as a private in the U.S. Marine Corps. He was accepted as an aviation cadet 11 February 1936, and trained as a Naval Aviator at NAS Pensacola, Florida. He graduated and was commissioned as a second lieutenant, United States Marine Corps Reserve, 2 July 1937. Boyington was promoted to first lieutenant, 1 July 1940. He served with the fleet until 1941.

The President of the United States takes pleasure in presenting the CONGRESSIONAL MEDAL OF HONOR to

MAJOR GREGORY BOYINGTON, U.S. MARINE CORPS RESERVE,  
for service as set forth in the following

CITATION:

"For extraordinary heroism above and beyond the call of duty as Commanding Officer of Marine Fighting Squadron TWO FOURTEEN in action against enemy Japanese forces in the Central Solomons Area from September 12, 1943, to January 3, 1944. Consistently outnumbered throughout successive hazardous flights over heavily defended hostile territory, Major Boyington struck at the enemy with daring and courageous persistence, leading his squadron into combat with devastating results to Japanese shipping, shore installations and aerial forces. Resolute in his efforts to inflict crippling damage on the enemy, Major Boyington led a formation of twenty-four fighters over Kahili on October 17 and, persistently circling the airdrome where sixty hostile aircraft were grounded, boldly challenged the Japanese to send up planes. Under his brilliant command, our fighters shot down twenty enemy craft in the ensuing action without the loss of a single ship. A superb airman and determined fighter against overwhelming odds, Major Boyington personally destroyed twenty of the numerous Japanese planes shot down by his squadron and by his forceful leadership developed the combat readiness in his command which was a distinctive factor in the Allied aerial achievements in this vitally strategic area."

/S/ FRANKLIN D. ROOSEVELT.

Official Copy.

Lieutenant Boyington resigned from the Marine Corps 27 August 1941, when he joined the 1st American Volunteer Group in Burma, better known as the "Flying Tigers." The AVG was fighting in defense of China in the Second Sino-Japanese War. Flying the Curtiss-Wright Hawk 81-A3, Boyington claimed six enemy aircraft destroyed (though he is officially credited with 3.5) in combat.

In 1942, Greg Boyington returned to the United States and was reinstated in the Marine Corps with the rank of major. After serving with several squadrons in administrative positions, he was placed in command of Marine Fighter Squadron Two Hundred Fourteen (VMF-214, "Black Sheep"), a squadron based in the Solomon Islands. Older than most of the pilots in his squadron, he was given the nickname, "Pappy."

Major Gregory Boyington, United States Marine Corps Reserve, 29 December 1943. (Associated Press)

During an 84-day period, VMF-214 pilots destroyed or damaged 203 enemy airplanes. Eight of these pilots became aces, with a total of 97 confirmed air-to-air kills.

Following his repatriation to the United States, Major Boyington was presented with the Navy Cross by General Alexander Archer Vandergrift, Commandant of the Marine Corps, 4 October 1945. The following day he was presented the Medal of Honor by President Harry S. Truman in a ceremony at the White House.

Lieutenant Colonel Boyington married Mrs. Frances Baker (*née* Frances Reiman) at Las Vegas, Nevada, 8 January 1946. They divorced 13 October 1959.

Gregory Boyington retired from the United States Marine Corps on 1 August 1947 with the rank of Colonel. For the rest of his life, he would struggle with depression and alcoholism.



Boyington's autobiography, *Baa, Baa, Black Sheep*, was published by G.P. Putnam, New York, in 1958. He also wrote a novel, *Tonya*, which was published by Bobbs-Merrill Co., Indianapolis, Indiana, in 1960.

Boyington married his third wife, Mrs. Dolores Tees Shade (also known by her stage name, Dee Tatum), at Denver, Colorado, 27 October 1959; Las Vegas, Nevada, 16 February 1960; and Los Angeles, California, 22 December 1960. (There had been concern over the legality of the first two marriages due to the status of the couple's divorces.) This marriage also ended in divorce, in 1972.

On 4 August 1975, Pappy Boyington married his fourth wife, Mrs. Josephine Wilson Moseman.

For his service during World War II, Colonel Gregory Boyington, United States Marine Corps, was awarded the Medal of Honor, the Navy Cross, Purple Heart Medal, Presidential Unit Citation with bronze star (two awards), Prisoner of War Medal, American Defense Service Medal with bronze star, American Campaign Medal, Asiatic-Pacific Campaign Medal with silver star, and the World War II Victory Medal.

Colonel Gregory Boyington, United States Marine Corps (Retired), died at Fresno, California, 11 January 1988, at the age of 75 years. He is buried at the Arlington National Cemetery.

<sup>1</sup> Boyington's Corsair is usually identified as a "F4U-1A." F4U-1A is not an official U.S. Navy designation, but is commonly used to distinguish late production F4U-1 Corsairs with their blown plexiglas canopies and other improvements from the earlier "bird cage" Corsairs.

<sup>2</sup> The United States Marine Corps History Division biography of Colonel Boyington states that he was "*credited with the destruction of 28 Japanese aircraft. . .*"

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Read this entire article at: <https://www.thisdayinaviation.com/2025/01/03/>

Another interesting website concerning Pappy Boyington:  
<https://homeofheroes.com/heroes-stories/world-war-ii/gregory-boyington/>

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**"The definition of flying is hours and hours of dull monotony sprinkled with a few moments of stark horror."**

— Gregory Boyington, *Baa Baa Black Sheep: The True Story of the "Bad Boy" Hero of the Pacific Theatre and His Famous Black Sheep Squadron*.

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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](https://faadronezone.faa.gov/#/).

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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 **The Recreational UAS Safety Test**

**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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# Rudder: You MAY Be Using It Wrong. Here's Why.

[Tail Heavy Productions](https://tailheavyrc.com/)

Dec 9, 2021

Check out <https://tailheavyrc.com/>  If you've enjoyed Rudder: You May Be Using It Wrong. Here's Why. - consider liking and subscribing! What's that rudder for, anyways? We all know the folks in the RC airplane community who only use their rudder for taxiing and never fly in a crosswind. We'd love to change that mindset and hope this video helps folks with their directional control about the yaw axis in order to prevent an RC crash. Let's forward slip while flying RC planes and take a look at what the folks mean when they talk about things like; side slips to landing, forward slips, cross control, and many other fun topics such as aerobatics/3D flying that incorporate the rudder. We hope this RC Rudder 101 video is helpful for everyone learning how to fly RC!

Watch this video at: <https://www.youtube.com/watch?v=tse8jgEGlQQ>

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# AS-33-Me 4.1m - Full Carbon - Winter Thermal Flight

[Composite RC Gliders GmbH \(Composite RC Gliders\)](https://composite-rc-gliders.com/)

Mar 1, 2023

AS-33-Me 4.1m - Full Carbon - Winter Thermal Flight More information: <https://composite-rc-gliders.com/p/as...>



Watch this video at: <https://www.youtube.com/watch?v=jJ6R9HRLopQ>

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# Is It Official? Has DJI Forgotten the DJI Mini 4 Pro?

[We're the Roberts](#)

Jan 19, 2025 [#dji4pro](#) [#flyappupdate](#)

The DJI Mini 4 Pro is arguably the best drone ever produced by DJI, so why has it been ignored for the last several updates? Our channel, along with many other channels have brought problems with the DJI Mini 4 Pro to the attention of DJI over the past few months, but what are they doing about it? Well, it seems like NOTHING... Today we want to address a problem that's been persistent with the DJI Mini 4 Pro over the past few Fly App Updates as well as try to duplicate another potential Mini 4 Pro problem brought up by one of our viewers. We also want to try to implement another solution suggested by another viewer to fix the original DJI Mini 4 Pro problem, the infamous Rocket Quick Shot camera debacle. Well, I don't want to bring up a spoiler alert, but long story short, the DJI Mini 4 Pro still has problems. Which ones? Stick around and find out... So, please DJI, if you're reading this overlooked description, please address the problems we address in this video and prove once and for all that you're not ignoring or forgetting our favorite drone, the Mini 4 Pro, like you did our other favorite drone, the Mini 2.

Watch this video at <https://www.youtube.com/watch?v=Accq-Zbx2w4>

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November 9, 2021

## WINTER RC FLYING: 5 THINGS YOU NEED TO KNOW



Winter is ~~coming~~ **here**! Can you fly RC planes during winter? The answer is yes and in fact, winter flying can be much more enchanting and rewarding compared to flying in the warmer seasons. The amazing views of the local scenery glistening with frost and snow, combined with the elegance of an RC aircraft gliding just above the dreamy horizon are truly mesmerizing.

As perfect as this may seem, the detriments of the cold season must be prudently accounted for, otherwise, you will be digging your own grave. Here are 5 things you should be aware of when flying in the cold.

### Moisture: Water, Snow, And Mud

Everywhere, including your local club, park, and backyard will be wet. Even on bright clear days, the extra moisture in the grass and soil will somehow get inside your RC model - jeopardizing your electronics. Think the innocent-looking snow is your friend? Well, think again! As pretty as they are, those pesky little snowflakes will get sucked into your RC plane via any possible openings - such as an air duct - and if left unattended, your electronics will get damaged.

Bring along a small towel if you're planning to go out to the fields and dry off your RC plane after every landing. To block out the snowflakes, you could try taping shut the lower openings of your model; and don't worry, in such icy temperatures, not as much airflow is needed to cool off your equipment.

What's worse than water and snow? Mud! It's tempting to pull out your towel and start removing the mud at the field. However, 9 out of 10 times, the moisture in the mud will push soil and small dirt particles into the spaces between the foam beads – and believe me, it'll be tricky to get it looking pristine again after that.

Remove the larger pieces of mud at the field and let your RC model dry for a day or two back at the hangar. Once the mud completely dries out, you can easily remove the remaining pieces with a soft brush - and do so with care as those small particles may get lodged into your motor bearings and other places which can affect future performance.

## **Landings**

Pick your landing area with care. Landing on a soft patch of snow would be ideal as this would act as a natural cushion for your RC plane, however, make sure to snow-proof your model. If you're landing anywhere else, treat it like landing on broken tarmac as any grassy or muddy strip will probably be frozen solid. You may even want to consider using belly landings to protect your gears. After landing and before your next flight, thoroughly run through your pre-flight checks to make sure everything is intact and working properly. The cold temperature will have an adverse effect on both balsa and foam planes, making them much more brittle and prone to damage. While a hard landing in the summer can be easily shrugged off, the same landing can be much more destructive in the winter. Areas we tend to find the most problems due to the brittleness include the propeller, mounts, landing gears, and servo connectors.

## **Batteries**

All batteries including LiPos and NiMH hate the cold! They rely on a chemical reaction to release the energy stored within them and the rate of this reaction is dependent on the temperature. Cooler temperatures will make your batteries react slower and consequently; they will be less efficient. If you were getting 10 minutes out of a battery in the summer, expect to get about 8 minutes from the same pack in the winter. This reduction in battery time also applies to other electronic equipment such as your radio system or FPV camera.

## **Orientation**

You tend to get two kinds of skies in winter: a beautiful cloudless one with sunlight, or a grey and hazy one with marginal sunlight. Orientation can be tricky on those grey murky days, especially if the sun is tucked behind the clouds and your RC airplane lacks bright and colorful decals. Sometimes, you may even lose sight of your plane as it disappears into the greyness – just stay calm and slowly drop your altitude until your plane resurfaces. If it gets way too cloudy, you could try flying just below the legal flight limit to completely avoid the overcast.

For better orientation, you could replace your original decals with bold and conspicuous ones, or even better, install LEDs onto your plane. They are fairly easy to use and you could wire them into a balance tap connector giving you the flexibility to plug it into your flight battery when needed. Adding LEDs can also extend your time on the field as flying at night is possible with these cheap orientation aids.

## **The Pilot**

So far, we have only talked about your RC model and equipment, however, being mindful of yourself – the pilot - is arguably even more important. When we fly, we tend to only move our fingers, eyes, and neck while the rest of our body is pretty much in limbo. Being inactive for prolonged periods while exposed to such low temperatures are the perfect

ingredients for catching a cold. Wear more than you need and focus on layering. Wearing more layers will keep you warmer than wearing a single thick jacket as each layer will act as an insulator and retain more heat.

You may also want to purchase a transmitter glove or muff to keep your hands warm when flying. A regular pair of winter gloves will also work; however, your movements may be compromised. We also love to bring a hot drink (hot chocolate, tea, or coffee) in a thermos to instantly warm ourselves up during recess. Finally, if you start to feel the cold really seeping in and numbing your senses, pack your stuff and go home – nothing is more important than your well-being!

Find this article at: <https://www.exhobby.com/blogs/exhobby-rc-blog/5-things-to-take-note-when-fly-in-winter>

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## ***Tips & Tricks***

# **HOW TO REPAIR AND MAINTAIN YOUR RC AIRPLANES**

by [FliteTest](#) | November 24, 2017

Repairing and maintaining is a skill you'll want to have in your metaphorical RC toolbox! This article aims to provide you with some advice and inspiration for looking after your radio controlled planes so that you can have great experiences and memories with them for longer.

Watch this video at: <https://www.flitetest.com/articles/how-to-maintain-rc-airplanes>

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## **RC Plane Repair**

by [RC Jim](#)

playlist·59 videos

Yes, accidents do happen! But it's OK to stretch the boundaries of your flying abilities if you also can handle the inevitable repairs. Watch Jim as he repairs both foam and balsa RC aircraft.



Watch this video at: [https://www.youtube.com/playlist?list=PLxxXi2c63PIBFxBgVUNI8RDd2\\_FOWLL9D](https://www.youtube.com/playlist?list=PLxxXi2c63PIBFxBgVUNI8RDd2_FOWLL9D)

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## At the Flying Field on the Final Day of 2024



Dick Cavanaugh, Buzz Page, and Tom Picinich



Steve Christley enjoying the day.  
Photo credit: Ed Deming 2024-12-31

### *Early Birds!*



*Len Buffinton and Rob Larson wish us a Happy New Year  
early morning on 2025-01-01!*

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## Model of the Month

No model of the month for January 2025

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## Minutes of the January 22<sup>nd</sup> 2025 RC Propbusters Meeting

Meeting minutes are available on the new website under "**Menu / Our Club / Club Meeting Minutes**" once you are logged in.

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