AMA GOLD LEADER CLUB

RC Propbusters of Salem CT

www.rcpropbusters.com

AMA Club No 191
Founded 1937

Jim Holzworth, Newsletter Editor
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February 2025 Newsletter

Renew your RC Propbusters membership online at: http://rcpropbusters.com/ See page 3.
Register/Renew the FAA registration for your RC aircraft. See page 6.
Take The Recreational UAS Safety Test (TRUST), required by FAA. See page 7.
Propbusters Field Cleanup April 6 (rain date April 7)

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In Memory of Casey Crafton

As everyone in the club knows, we lost Casey Crafton, husband to Rachel Gadbois-Crafton, father to Greyson, Easton & Knox, and son-in-law to our landlord John Gadbois and his wife, Ruth (Rachel's parents), in the tragic air disaster in DC. Casey was an amazing person, and father of one of our junior members, Easton. The club stepped up to support the family through generous individual donations in the name of our club, and we as a club are donating to Casey's favorite charity in his memory, per his wishes. We greatly miss Casey and will strive to help Rachel and her family in any way we can.

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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
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, LLC. 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

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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

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 rcpropbusters.com website has changed. Go to **https://rcpropbusters.com/** Our website is working well. A few issues were fixed very quickly. NOTE: Membership cards for 2025 can be printed from our website by members once membership is paid.

Membership renewal price is now $80 (after Feb 1).

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.

Reminder – Noise control efforts will still be required for 2025 when flying gassers/glow – careful observance of northern boundary and use of spotters recommended.

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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 membership list. If you have a new email address, or need to make a correction, please contact Jim Holzworth at jimholzworth@gmail.com. Our membership list will be updated.

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February Aviation Events & Milestones

18 February 1832 (France) — Octave Chanute (1832-1910), first great historian of aviation, is born in Paris, France. Brought to the United States when young, Chanute was a civilian engineer before turning to aviation. In 1894 he published *Progress in Flying Machines.* The book became a bible for the Wright brothers.

4 February 1902 (USA) — Charles Augustus Lindbergh (1920-1974), one of the most famous aviators in history, is born in Detroit, Michigan.

5 February 1919 (Germany) — The first regular, daily passenger service in the world is launched at Berlin's city airfield. A German airline, Deutsche Luft-Reederei (D.L.R), operates the new service on route from Berlin to Weimar via Leipzig.

22 February 1925 (England) — Geoffrey de Havilland takes off in his newly built D.H.60 “Moth” (G-EBKT) heralding a new age of light aviation.

15 February 1926 (USA) — The Ford Motor Co. becomes the first United States private air carrier to operate a contract airmail (CAM) route. Ford begins operations with CAM-6 between Detroit and Chicago and CAM-7 between Detroit and Cleveland.

18-19 February 1934 (USA) — Capt. E. V. RickenBacker and Jack Frye, of Transcontinental and Western Air, Inc., fly from Los Angeles, California, to Newark, New Jersey, in 13 hrs. 2 min., making new record for passenger transport. (Douglas DC-1, 2 Wright “Cyclone” motors.)

13 February 1943 (Solomon Islands) — The Vought F4U “Corsair” naval fighter makes its operational debut in Solomon Island, escorting PB4Y-1 “Liberators” (the United States Navy's version of the B-24) raiding Bougainville.

4 February 1945 (Yalta) — United States President, Franklin D. Roosevelt touches down at Yalta, the Crimean resort, in his presidential airplane “Sacred Cow” for a crucial summit with British Prime Minister Winston Churchill and Soviet leader Joseph Stalin. The leaders met to discuss the terms for German surrender and the shape of post-war Europe.

23 February 1945 (Iwo Jima) — Flag Raising on Iwo Jima.

5 February 1949 (USA) — An Eastern Air Lines Lockheed “Constellation” lands at LaGuardia, New York, at the end of a flight of 6 hours 18 minutes from Los Angeles, a coast-to-coast record for transport aircraft.

26 February 1955 (USA) — The first supersonic ejection takes place when North American test pilot George F. Smith ejects himself from his diving North American F-100 “Super Sabre” off Laguna Beach, California. He is unconscious for five days but recovers.

6 February 1956 (USA/France) — William Judd lands his Cessna 180 in Paris after a solo flight of 25 hours 15 minutes across the North Atlantic from the United States.

11 February 1959 (USA) — A United States meteorological balloon achieves a record height of 146,000 ft. carrying a special package of detectors sending information by radio signal to the ground.

9 February 1969 (USA) — First flight of the Boeing 747 “Jumbo Jet” airliner takes place in Seattle, Washington. The wide-bodied, long-range transport is capable of carrying 347 passengers, and is the largest aircraft in commercial airline service in the world.

12 February 1973 (North Vietnam) — USAF Lockheed C-141 “Starlifter” lands in Hanoi to pick up first returning POWs.

18 February 1977 (USA) — The converted Boeing 747 Space Shuttle carrier makes its first flight with the shuttle “Enterprise” on its Back, at NASA's Dryden Flight Research Center.

21 February 1979 (USA) — Former astronaut Neil Armstrong climbs to 50,000 feet in Kitty Hawk, North Carolina in just over 12 minutes in a Gates Learjet Longhorn 28, breaking five world records for business jets.

24 February 1983 (Mexico) — The youngest pilot known to have made a solo flight in a powered, heavier-than-air, flying machine takes to the air for the first time at age of 9 years 316 days. The flight takes place near Mexicali, Mexico and the aircraft the boy pilots is a Cessna 150.

8 February 1988 (USA) — The Federal Aviation Administration (FAA) retires an aircraft registration number for the first time (USA) — that of Amelia Earhart's airplane, which disappeared over the Pacific in July 1937.

25 February 1990 (USA) — Smoke-free flights become mandatory throughout North America for all United States airlines.

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

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"Hobbies take place in the cellar and smell of airplane glue."
— John Updike

"I was hooked on aviation, made model airplanes, and never thought I would be able to fly myself. It cost too much. But then World War II came along and changed all that."
— John Glenn

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RC Propbusters of Salem CT

Our club was founded in the Waterford/ New London area back just prior to WW II around 1940. Most noted founding member was Ed Avena who, during the war, served in the Army Air Corps on B-24 Liberators as an engineer. In later years, he was noted for design and machine shop talents ...and ran the local hobby shop and helped a lot of us modelers get all the equipment we needed, also providing flight instruction for many beginners. The club started out prior to R/C with free flight modeling and shortly after the war with control line modeling evolving into R/C in the 50s and 60s. We've been at our current field since 1977 and have had many community and youth events.

Tom Vernon

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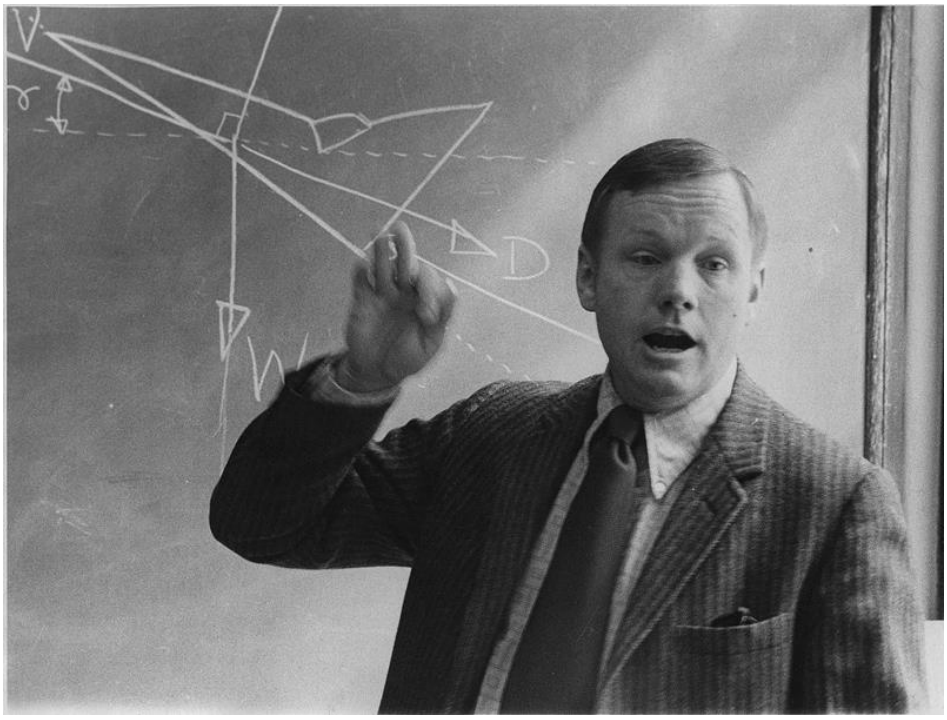
19–20 February 1979



Professor Neil A. Armstrong in his classroom at the University of Cincinnati College of Engineering, 1974. (Peggy Palange, UC Public Information Office)

Professor Neil Armstrong and co-pilot Peter Reynolds in the cockpit of the record-setting Learjet 28.

19–20 February 1979: Professor Neil Alden Armstrong of the University of Cincinnati College of Engineering, a member of the Board of Directors of Gates Learjet Corporation, former United States Navy fighter pilot, NACA/NASA research test pilot, Gemini and Apollo astronaut, and The First Man To Set Foot On The Moon, set five *Fédération Aéronautique Internationale* (FAI) and National Aeronautics Association class records for time to climb to an altitude and altitude while flying the prototype Learjet 28, serial number 28-001.

Armstrong, with Learjet program test pilot Peter Reynolds as co-pilot, and with NAA observer Don Berliner aboard, flew the Learjet 28 to 15,000 meters (49,212.598 feet) in 12 minutes, 27 seconds over Kittyhawk, North Carolina, on 19 February.[1]

On the same day, during a flight from Wichita, Kansas, to Elizabeth City, North Carolina, Armstrong flew the Learjet to 15,584.6 meters (51,130.577 feet), setting records for altitude, and for sustained altitude in horizontal flight.[2] [3]

… continue on next page.

The following day, 20 February 1979, flying from Elizabeth City, North Carolina, to Florence, Kentucky, Armstrong again set altitude and sustained altitude in horizontal flight, in a different class, by taking the Learjet to 15,585 meters (51,131.89 feet).[4] [5]

Learjet 28, serial number 28-001. (NASA)

… The record-setting Learjet 28 is in the collection of the Armstrong Air & Space Museum, Wapakoneta, Ohio.

Neil Alden Armstrong, one of America's most loved heroes, passed away 25 August 2012.

Read the entire article at:
https://www.thisdayinaviation.com/19-20-february-1979/

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The history of Radio Control

Written by Bob Noll

It all started with Dr. Walter Good and his twin brother, Bill, in 1937. They could never have imagined what the hobby of RC model airplanes would be today. I'll take you with me as we travel along the timeline of RC development since the Good brothers made their historic flights at the Kalamazoo, Michigan, airport. Those first flights were made with an 8-foot Free Flight (FF) model into which the brothers installed their primitive RC equipment. They designed and built their Big Guff airplane in 1938 specifically for RC.

That same year, Ross Hull, an avid modeler from Australia, flew a 13-foot RC glider at a famous glider site near Elmira, New York. As early as 1938, Leo Weiss was recognized as describing the first tone reed system, an eight-channel radio system. Raytheon developed its ultrasensitive RK-62 tube, which enabled the development of the single-tube receiver.

Howard McEntee published details with schematics for his twin-frequency transmitter in 1939. One of the earliest publications of a multifunction, single-channel RC system was by Thracey Petrides and Leon Hillman in 1941. The U.S. Army used RC airplanes called Radioplanes as artillery target drones during World War II.

The Good brothers, Bill (L) and Walt, at the 1940 Nats. The pair won the RC Nats in 1938, 1939, and 1940. Photo by Ted Just.

FCC Order 130-C went into effect on March 1, 1946, and created the 6-meter band allocation for the amateur service as 50 to 54 MHz. Many modelers, such as I, quickly learned some radio theory and Morse code to be able to fly on the 6-meter band, which gave them an almost personalized frequency at local fields.

The first examination-free frequency was provided by FCC in 1949. It was 465 mc and was limited to 5 watts. That same year, Ed Rockwood developed a multichannel system, which was the first commercial venture for an audio-frequency-modulated reed radio.

Read this classic article at: https://www.modelaviation.com/article/history-radio-control

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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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What is Pattern?

Radio Controlled Precision Aerobatics is usually referred to as “Pattern” since a predetermined “Pattern” of maneuvers are flown. Some fly in a pattern competition to to try and win, but most fly to have fun and improve their flying skills.

The Basics of Flying Pattern - MB Gosson, Syracuse, NY AMA 6288

What are the Classes?

There are six pattern classes: Club Class, Sportsman, Intermediate, Advanced, Masters, and FAI-F3A. Each class is more difficult than the previous both in complexity and number of maneuvers. There is a point system, which determines how quickly one will advance from one class to the next.

Why Fly Pattern?

Flying pattern maneuvers won’t necessarily make a person a better flyer, however the practice that goes along with it will. Most of the maneuvers flown in pattern are ones that may be flown at any given time by a sport flyer, but the challenge is in doing the maneuvers in their proper sequence, without any pauses, and flying them as smoothly and precisely as possible. Practice is the best way to improve one’s flying, and the discipline involved is what makes pattern such a good tool to do so.

What Equipment is Needed to Fly Pattern?

First of all, an expensive pattern plane is not needed to get started; most sport planes are all quite capable of performing Club Class and Sportsman class maneuvers with ease. Even today, one of the most capable and clearly affordable airplane capable of flying modern day maneuvers is still the “Kaos”, dollar for dollar the best flying airplane for the money.
There is no size and weight limitation for "Club Class". Sportsman only has a size and weight limitation. The size limitation is an airframe no larger than two meters square with a total weight not exceeding 11 pounds.
A plane that rolls well and has some inverted capability is all that is needed for Club Class and Sportsman class. As one begins to get a handle on the maneuvers and starts to move up to the higher classes, then they should think about getting an airplane that is designed specifically for the more difficult pattern flown. That airframe does not necessarily need to be state of the art. It can be a used airframe designed and flown 10 years ago or more even.
One could spend a lot of money on a pattern plane, but when first starting out it is probably wiser to spend money on high quality batteries and PRACTICE. While the Club Class and Sportsman maneuvers are all relatively easy, the difficulty comes in doing each one in sequence in front of judges.

Read the entire article at: https://www.amaflightschool.org/getstarted/what-pattern

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Flying a Drone in Winter

5 Things You Must Know

Winter drone flying can sometimes be challenging in extreme conditions. Low temperatures can impact flight performance, and weather can be unpredictable. It's possible that you will encounter rain, fog, or snow during flight.

So how can you have a safe flight and capture great shots during the winter months? Here are some safety and camera settings tips* to keep in mind when flying your drone during winter.

Battery

Like many of the latest portable devices, DJI drones use Lithium-ion (Li-ion) batteries. Cold temperatures can put your batteries out of their comfort zone, decreasing the chemical activity within batteries. Follow the tips below to ensure a safe flight:

- Only use fully charged batteries.
- The battery should be used in an environment ranging from -10°C to 40°C. When the flight environment is below 5°C, the battery should be preheated in a room temperature environment in advance, thoroughly heated to above 20°C. Use a battery heater if one is available for your product.

- Hover for about a minute to allow the battery to warm up.
- Only push the control sticks gently to prevent any battery voltage drops.
- Batteries drain faster in cold temperatures. Always check your drone's battery status during flight.

Environment

Reduced visibility and the moisture of snow can be the hidden dangers behind shooting spectacular winter scenery. It's essential to take the right precautions:

- Before flying your drone, check the weather conditions. Avoid strong wind, rain, and snow.
- Do not fly in temperatures below 0°C (32°F).
- Avoid contact with snow. Moisture can damage the motors. It's recommended to use a landing pad for taking off and landing your drone.
- Ensure that the GPS signal is strong.

Stay Warm

Ever experienced your mobile device unexpectedly shutting down from the cold? As explained at the beginning, cold temperatures can shorten a Li-ion battery's life. So while taking good care of your Intelligent Flight Batteries, don't forget to keep your mobile device warm.

Additionally, watch out for frostbite. Operating a remote controller with numb hands is dangerous. It's a good idea to wear gloves when flying outdoors during winter months.

Camera Settings – Exposure and White Balance

To capture the beauty of snow, you need to manually set camera exposure and white balance. Shooting in Auto mode can result in dark images. This is because the camera's exposure system can sometimes underexpose snow, tricked by its brightness.

By adding additional stops, you will slightly overexpose your photos but get the right compensation for snow shots. Similarly, you need to adjust the white balance accordingly to get the right color balance of the snowy landscape. Otherwise, the snow may look grey.

Storage

If your drone is idle for a long time, its performance might be affected. Storing it properly is key to a safe flight. Make sure to:

- Fully charge and discharge the battery once every three months to maintain battery health.
- Remove the propellers and attach storage cover when storing your drone.
- Store your drone in a dry, non-magnetic place at around 25°C (77°F).

From: https://store.dji.com/content/winter-drone-flying-tips

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Fore and Aft Balance:
Initial Safe Center of Gravity (ISCG)

By Ken Myers
November 2011
Updated: January 2018

Selecting the **initial safe** fore and aft balance point (longitudinal balance point), commonly referred to as the **CG**, is important for a successful first flight on any aircraft. Having an **initial safe CG (ISCG)** can make or break a plane, literally. Roy Day stated in his article "Get the CG Right", "A nose-heavy airplane may fly poorly, but a tail-heavy airplane may fly only once."

Keith Shaw stated in his Tech-talk to the EMFSO, "Fine Tuning the CG", "As the airplane gets close to its ***perfect center of gravity***, the drag of the airplane drops dramatically, which means it takes less power to fly." He also noted, regarding the CG, "It really depends on what you want to do and what means something. If flying overhead with transparent covering is desired, then you can do anything. (*Within reason. KM*) If super long flight times mean something, then that means efficiency."

Keith's statements imply a range of acceptable CG points and that the desired CG may vary with the purpose or mission and even with the pilot's skill level.

The purpose of the **initial safe CG (ISCG)** is to get the plane flying so that the ***perfect*** and/or ***optimal*** CG may be determined for the plane's mission and the pilot's flying style and skill.

Often times, the CG point or a CG range noted on plans, or in an instruction manual, does not indicate the **ISCG**. If the **initial safe CG** is not noted, it is possible for the plane to be uncontrollable during the first flight. The results are usually a 'broken' plane and 'broken' expectations.

Only monoplane conventional plan forms are discussed here.
(For other plan forms, consult rcplanes.online/cg_calc and rcplanes.online for other valuable information regarding RC aircraft design.)

CG Balancers:

There are many ways to verify the CG of model aircraft.

A common technique is to use the '**index finger**' or '**index finger tip**' method. The technique is especially useful at the flying field, but may be equally effective 'on the bench'.

At the field, depending on the model's size, one or two people may perform the CG check. How the fingers are placed depends on the size of the plane. On small planes, a finger on each hand is used to suspend the plane. Larger planes may require two fingers on a hand and a helper using two fingers. The fingers are repositioned until what appears to be the datum line of the fuselage is horizontal to the ground. The technique is used with the aircraft either upright or inverted, depending on the wing's placement on the fuselage. The mass of the fuselage is 'below' the wing when the CG is being checked. The plane's CG is roughly shown by the finger position on the wing. It may or may not be the **initial safe CG**, but it is the approximate CG the plane has at the time of the test.

A measuring device is not usually available at the flying field. The CG placement is "eyeballed" and its approximate relationship to the mean aerodynamic chord (MAC) is noted. After using the technique, and questioning the CG placement, experienced pilots may recommend adding some weight to the nose to move the CG further forward for the first flight. They are 'recommending' an **initial safe CG**.

The **ISCG** may be set 'on the bench' using the '**index finger**' method.

The aircraft's **initial safe CG** is marked with a line segment on the wing's surface where the fingers will be placed. Only the **initial safe CG** line segments, closest to the tips, needs to be marked.

Read more at: https://www.theampeer.org/cg/cg.html

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Tips & Tricks

A Pilot's Guide to RC Aircraft Maintenance: Best Practices for Durability

November 4, 2024 FMS model

Flying RC aircraft is an exhilarating hobby that combines the thrill of aviation with the satisfaction of hands-on control. However, the joy of flying comes with the responsibility of proper maintenance—a crucial aspect that can make the difference between a smooth flight and a costly mishap. Whether you're piloting a foam trainer, a sleek racing drone, or a complex scale model, understanding how to care for your aircraft is essential for both safety and performance.
In this guide, we'll talk about practical maintenance tips that will help keep your RC aircraft in top condition, ensuring countless hours of successful flights.

Table of Contents

Read this helpful guide at: https://www.fmshobby.com/blogs/rc-airplanes/rc-aircraft-maintenance-guide?srsltid=AfmBOorqODP9-dPGB9jBStYoAVunsvqt9vYjxvDkGDGC6oDQl2Qbc4K4

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Model of the Month

Steve Pickering showed his 3D printed Talon 1400 airplane for our February Model of the Month. Ask Steve about it.

Experience the perfect blend of compactness and outstanding flight performance with our Talon 1400.3D Printed plane designed for maximum flight optimization. It boasts ample space for a large battery pack and extra equipment while maintaining modularity. Crafted with precision through CFD analysis and real-world flight testing, the Talon 1400 offers up to an impressive 4-hour flight time when equipped with a large Li-Ion 4S6P battery.

Read details at:
https://flightory.com/product/talon-1400/

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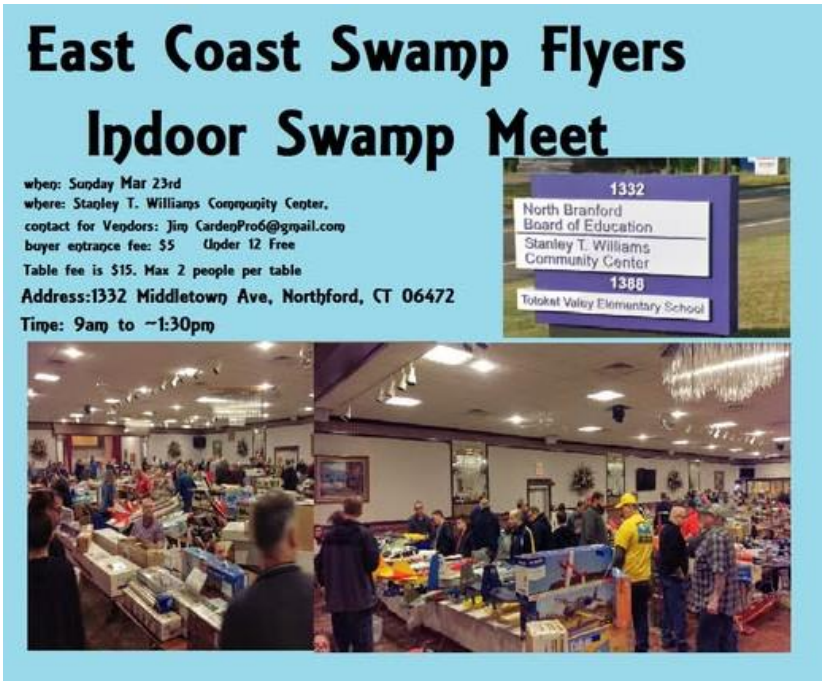

Swamp Flyers have invited all clubs to participate in their Swap Meet event on March 23rd, 9:00am-1:30pm

https://www.facebook.com/groups/amadistrict1/posts/9120964051321787/

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Minutes of the February 18th 2025 RC Propbusters Meeting

Meeting minutes 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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