AMA GOLD LEADER CLUB

RC Propbusters of Salem CT

www.rcpropbusters.com

AMA Club No 191
Founded 1937

Jim Holzworth, Newsletter Editor
jimholzworth@gmail.com, 860-885-9260

April 2025 Newsletter

NOTICE – 1200' ceiling for our Salem field is now enacted.
General Reminders for all RC Propbusters. See page 3.
Renew your RC Propbusters membership online at: http://rcpropbusters.com/
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.

****

NOTICE – 1200' ceiling for our Salem field is now enacted: FAA has just issued their "Certificate of Waiver or Authorization" that authorizes Recreational UAS Operations at the lower limit of Class E airspace for FRIA sites in Class G Airspace. This means that the Permanent FRIA Altitude Increase we have long anticipated is now enacted. For our club, it means we now have a 1200' ceiling for daily operations, though we must still file a NOTAM for AMA Sanctioned Events for operations over 400'. Our FRIA boundaries must be STRICTLY complied with in order not to void our 1200' altitude authorization. Since the lower limit for manned aircraft over inhabited areas (like our field) is still 500', this makes it IMPERATIVE that we strictly observe the FAA UAS requirement for conducting visual "Detect and Avoid" duties while flying. It is the UAS Pilot's responsibility to avoid manned aircraft. If you plan to fly higher than 400', it is a good idea (though not required) that you use a spotter.

****

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
DAVE GRAINGER	FPV RACING	LEN BUFFINTON	* GLIDERS
DAVE PRATT	FIXED WING	RICHARD CROOKS	FIXED WING
RAY GILBERT	BOTH	STEVE CHRISTLEY	FIXED WING
		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.
Any club pilot can train you, but an instructor must sign you off.

****

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

****

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.

****

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 important notices are listed there.

NOTE: Membership cards for 2025 can be printed from our website by members once membership is paid.

All members are required to fill out the new membership application for 2025 to certify agreement to follow all RC Propbuster, AMA and FAA rules/regulations as a condition of membership and flying privileges. Membership renewal price is now $80.

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 for 2025 when flying gassers/glow – careful observance of northern boundary and use of spotters recommended.

****

2025 Event Schedule

Memorial Funfly	June 14, (rain date June 15)
Electric Funfly & Swap Meet	July 19, (rain date July 20)
Neighborhood Funfly	August 2, (rain date Aug 3)
Club Funfly / Potluck Picnic	September 6, (rain date Sept 7)
Warbird Rally	Tentative: October 4, (rain date Oct 5)

****

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.

****

****

RC Propbusters of Salem CT

Our club was founded in the Waterford/ New London area back just prior to WW II in 1937. 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

****

Thank You!

Many thanks to Pat Riley and Ed Deming for rolling our Propbusters Flying Field this season. Thanks again, Pat & Ed!

Chris Osborn joined our team of Contest Directors (CD). He joins Steve Pickering, Mike DeFranzo, John Banks, and Jim Cyr.

Jim Homan joined our Field Mowing Crew. He joins Tom Vernon, Mike Carabillo, Tom Picinich, Jim Homan, and Bill Fries (Backups: Ed Deming, Shane Duffey, Ray Gilbert).

Jim Homan donated an Apprentice Trainer to the club for club instructors to use when training student pilots.

****

"Take 'er up about three mistakes high..."

****

****

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 in to our website and update your profile.

****

April Aviation Events & Milestones

6 April 1890 (Java) — Anthony Herman Gerald Fokker, Dutch pioneer airman and aircraft manufacturer, is born in Kediri, Java. His Fokker D.VIII was one of the finest all-around fighters of the WWI. He became a naturalized United States citizen and his Fokker T-2 made the first non-stop flight across the United States In 1926, the North Pole was over flown in a Fokker tri-motor airplane.

19 April 1907 (France) — Louis Blériot flies and crashes his powered monoplane N° V at Bagatelle, France.

12 April 1911 (USA) — Lt. T. Gordon Ellyson becomes the Navy's first pilot.

21 April 1914 (England) — The first news movie shot from the air is filmed by cameraman B.C. Hucks, Warwick Bioscope Chronicle Film, England. He flies down to within 400 ft. of the royal yacht with King George aboard, crossing the English Channel from Dover, England to Calais, France.

7 April 1921 (USA) — Third Annual Aviators' Ball held at the Waldorf-Astoria, New York.

6 April 1924 (USA) — The first successful flight around the world starts as four Douglas World Cruisers leave from Seattle, Washington. Of the four, only two complete the circumnavigation as they each fly 27,553 miles (44,340 km) in 175 days, and return to Seattle on September 28. The actual flying time is 371 hours, 11 minutes, and the successful pilots are Lt. Lowell H. Smith and Lt. Erik Nelson.

13 April 1925 (USA) — The first regular United States air-freight service is initiated by Henry Ford, linking Detroit, Michigan and Chicago, Illinois.

30 April 1928 (England/South Africa) — British pilot Lady Mary Bailey lands to complete a flight from England to Cape Town, South Africa. She took off on March 9th.

8 April 1931 (USA) — Amelia Earhart climbs to a record altitude of 18,415 feet in a Pitcairn Autogiro at Willow Grove, near Philadelphia.

30 April 1932 (USA) — An international code of air traffic communication is formally established, following the decision to do so at a 1927 conference in Washington, DC. The new code is based on a series of three-letter code starting with the letter “Q”.

8 April 1943 (Western Europe) — Republic P-47 “Thunderbolts” were first flown in combat over Western Europe.

20 April 1943 (South Pacific) — USAAF 7th AF Consolidated B-24 “Liberators” made the first attack on Tarawa.

4 April 1946 (USA) — Sears, Roebuck & Company begins a new, regular weekly overnight shipment of women's clothing from New York to the West Coast by airplane.

28 April 1948 (France/USA) — The first non-stop Paris/New York flight is made by an Air France sleeper Lockheed “Constellation” the journey from Orly airport, near Paris, takes 16 hours, 1 minute.

13 April 1960 (USA) — Major Robert M. White becomes the first United States Air Force pilot to fly the North American Aviation X-15 rocket research aircraft.

13 April 1966 (USA) — Boeing announces in Seattle an order worth $525 million from Pan Am for 25 Model 747 jumbo jets.

16 April 1973 (USA) — The Florida State Senate votes unanimously to restore the name *Cape Canaveral* to the NASA establishment which was renamed *Cape Kennedy* shortly after the President's assassination.

23 April 1988 (USA) — The United States government's ban on smoking on flights of two hours or less goes into effect. “No Smoking” signs remain lit on 80% of domestic airline flights. Flight attendants are to be armed with gum and candy for those in anguish.

29 April 1988 (USA) — The first flight of the Boeing 747-400 is made. This advanced model has a crew of two and can carry between 412 and 509 passengers over 8,000 miles. Sales in 1990 of 170 of these wide-body transports broke all records.

19 April 2021 (Mars) Ingenuity helicopter makes first flight on Mars

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

****

An April Birthday, …

Wilbur Wright's Life Story

April 16th, 1867 – May 30th, 1912

Aviator and inventor, Wilbur was born near Millville, Indiana, to Milton Wright and Susan Koerner. He was the third of seven children born to the Wrights, five of whom survived infancy. Wilbur moved often as a child due to his father’s ministry in the Church of the United Brethren in Christ, and he attended primary schools in Iowa and Indiana. He attended high school in Richmond, Indiana, but did not receive his diploma with the rest of the class of 1884 as his family moved to Dayton, Ohio, before his commencement ceremonies. In Dayton, Wilbur enrolled in the college preparatory program at Central High School, but a freak hockey injury during the winter of 1885-1886 caused him to convalesce at home for three years. During those years he nursed his ill mother, who died of tuberculosis in 1889, and read widely in his father’s extensive library.

Read this entire life story at: https://www.nps.gov/daav/learn/historyculture/wilburwrightslifestory.htm

****

****

9 April 1967

The prototype Boeing 737-130, PA-099, N73700, first flight 9 April 1967. (Boeing)

BOEING At 1:15 p.m., 9 April 1967, the prototype Boeing 737-130, N73700, (internal number PA-099) took off from Boeing Field, Seattle, Washington, with test pilots Brien Singleton Wygle and Samuel Lewis ("Lew") Wallick, Jr., in the cockpit. After a 2 hour, 30 minute flight, the new airliner landed at Paine Field, Everett, Washington.

When asked by a reporter what he thought about the new airplane, Boeing's president, Bill Allen, replied, "I think they'll be building this airplane when Bill Allen is in an old man's home."

He was right. In production since 1968, the Boeing 737 is the most popular airliner ever made and it is still in production. On 13 March 2018, the 10,000th 737 was delivered.

Boeing 737-130 N73700 was a twin engine, medium-range airliner, operated by a pilot and co-pilot. It was designed to carry up to 124 passengers. The airplane is 97 feet (28.57 meters) long with a wingspan of 87 feet (26.52 meters) and overall height of 37 feet (11.3 meters). It has an empty weight of 56,893 pounds (25,807 kilograms) and gross weight of 111,000 pounds (50,350 kilograms).

N73700 is powered by two Pratt & Whitney JT8D-7 turbofan engines rated at 14,000 pounds of thrust, each. The JT8D is a two-spool engine with a 2-stage fan section, 13-stage compressor (6 low- and 7 high-pressure stages), nine combustion chambers and a 4-stage turbine (1 high- and 3 low-pressure stages). The JT8D-7 is 42.5 inches (1.080 meters) in diameter, 123.5 inches (3.137 meters) long, and weighs 3,096 pounds (1,404 kilograms).

Boeing test pilots Brien Wygle and Lew Wallick with the prototype 737 airliner, N73700. (Boeing)

The first Boeing 737 under assembly. (Boeing)

The airliner's cruise speed is 575 miles per hour (925 kilometers per hour) and its range is 1,150 miles (1,850 kilometers).

After the flight test and certification program was complete, Boeing handed N73700 over to the National Aeronautics and Space Administration at Langley Field, Virginia, 12 June 1973, where it became NASA 515 (N515NA). The airliner was used for research in cockpit design, engine controls, high lift devices, etc. Because of it's short and stubby appearance, NASA named it "Fat Albert."

The prototype Boeing 737 ended its NASA career and was returned to Boeing, landing for the last time at Boeing Field's Runway 31L, 3:11 p.m., PDT, 21 September 2003. Today, PA-099 is on display at the Museum of Flight, Seattle, Washington.

NASA 515, the first Boeing 737, photographed 29 November 1989. (NASA)

NASA 515, the prototype Boeing 737 airliner, rolling out on Runway 31L, Boeing Field, 3:11 p.m. PDT, 21 September 2003. (Robert A. Bogash)

https://www.thisdayinaviation.com/2025/04/09/

****

****

14 April 1981

NASA Dryden Flight Research Center Photo Collection
http://www.dfrc.nasa.gov/Gallery/Photo/index.html
NASA Photo: ED06−0045−4 Date: April 14, 1981 Photo By: NASA JSC

The Space Shuttle Columbia touches down on lakebed runway 23 at Edwards Air Force Base, Calif., to conclude the first orbital shuttle mission.

14 April 1981: The first space shuttle, *Columbia*, touches down on Runway 23, Edwards Air Force Base, California, completing the first space flight of the United States' shuttle program. With its two-man crew, commander, veteran astronaut John W. Young, and pilot Robert L. Crippen, *Columbia* traveled 1,074,567 miles (1,729,348 kilometers) on its 37-orbit journey, in 54 hours, 20 minutes, 53 seconds.

https://www.thisdayinaviation.com/2025/04/14/

****

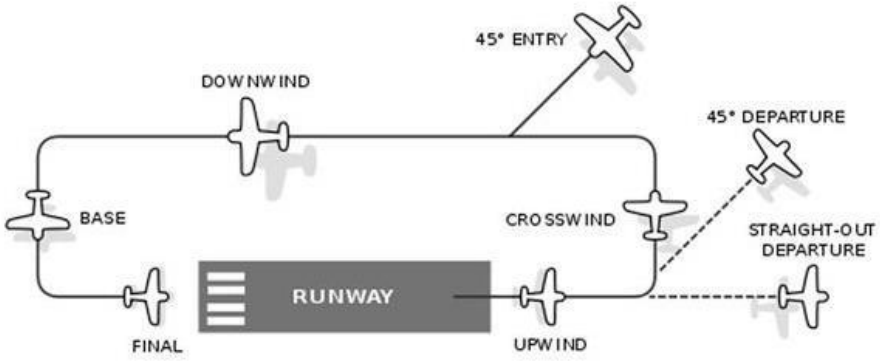
****

Radio Control Model Airplane Flying: Basic Thru Intermediate Skill Levels

By George Krueger, Coachella Valley Radio Control Club George.kru@gmail.com
Last Revised: 12/8/2017

Let's first review some basics, then we'll fly!

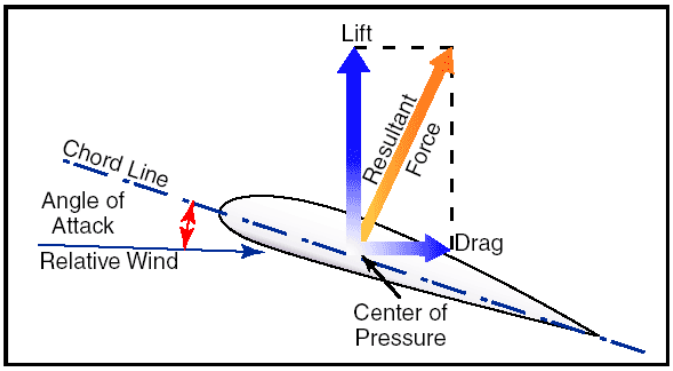
1. Use proper terminology to describe the airport traffic positions and where you are: Taxi for Takeoff, Takeoff, Upwind, Crosswind, Downwind, Base , Final, Short Final, Touchdown.



2. Airplanes in flight have variations in speed and they move about their pitch (controlled by elevator), roll (aileron control) and yaw (rudder control) axes. Smooth flight requires coordinated control inputs to all these.

3. The airplane is trimmed for level flight at a given airspeed. With zero elevator deflection, adding throttle causes climb at that airspeed, retarding throttle causes descent at that airspeed. In full scale piloting we say we are "trimmed for airspeed."

4. The term "lift" means the vertical component of the pressure force generated by the moving wing, See the diagram below. Note also the drag component.



Wing pressure force (and associated lift and drag) is changed by two things: angle of attack (think of it as the angle of the wing relative to the flight path) and speed. Changing either increases or decreases lift/drag and causes climb or descent. So altitude control involves elevator (changes angle of attack) and/or throttle (changes speed momentarily) inputs. Smoothest altitude control in our trainer models comes from throttle management, not jockeying the elevator. If your model is slowly climbing, reduce power a little.

Read and download this useful manual at: http://www.cvrcclub.com/files/RC_Model_Airplane_Training_Manual.pdf

****

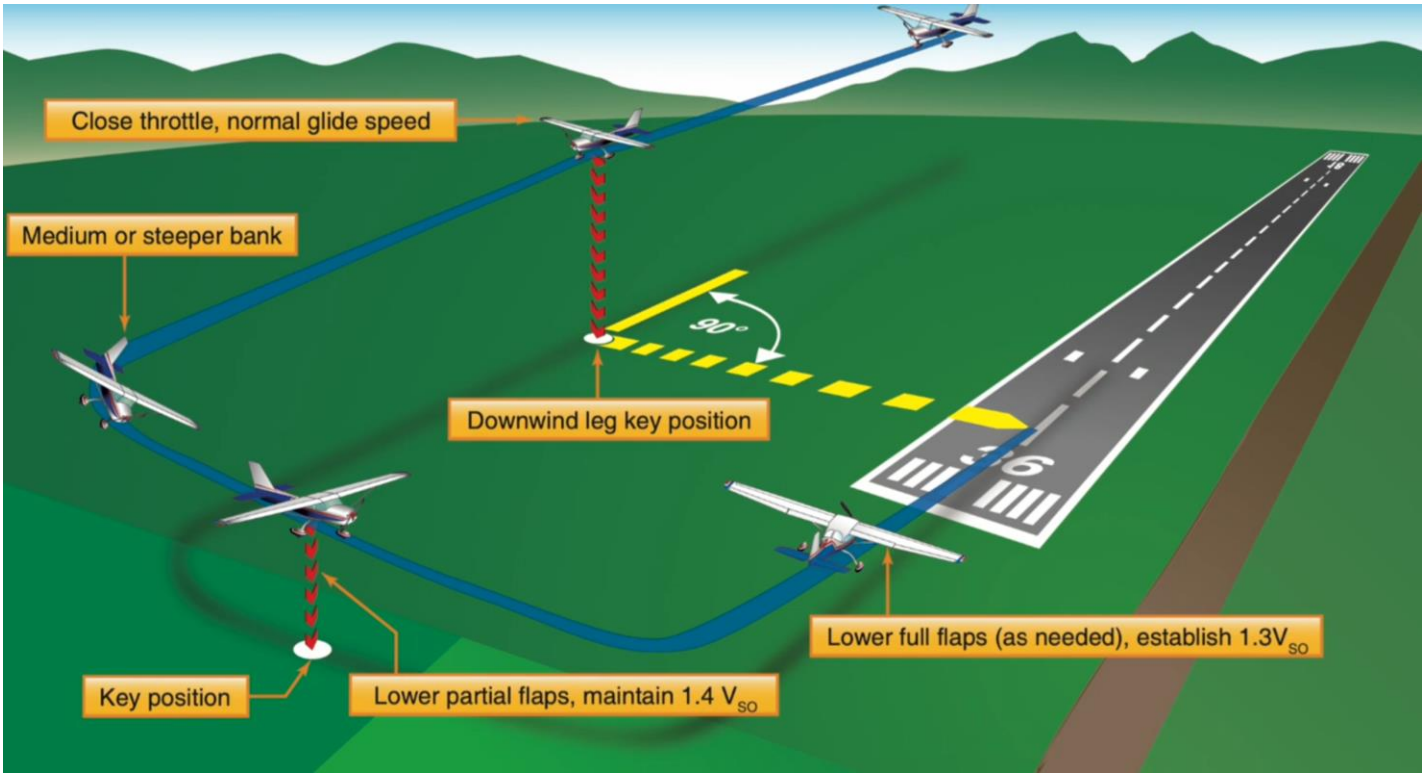
****

https://www.youtube.com/watch?v=nQydFSHmRGg

Traffic Pattern Basics for the RC Pilot

Tim McKay
Nov 4, 2022 SUGAR HILL

Traffic Pattern Basics for the RC Pilot In this video I will go over traffic pattern basics for the RC pilot. Using the FAA Pilot's Handbook of Aeronautical Knowledge as a basis, I will go over what a standard traffic pattern is and how to fly it. I will cover the concept of crabbed flight to maintain a ground track during flight and how this is used to land in a cross wind. I will also show techniques on base leg placement to account for winds in the traffic pattern, to include the concept of a stabilized approach to landing. This covered undershooting and overshooting wind on the base to final turns. Optimum runway touchdown points, runway markings and the importance of flying a go around are fully covered. Finally, I cover some advanced techniques to practice flight in the landing pattern to include 90, 180 and 360 degree power off approaches and a spiral to land, with a discussion of how to handle turbulence with your RC model airplane.



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

****

****

How To Land An RC Model

Part 1: The Approach to Land

Article by Andrew Gibbs

There's a saying in the world of full size flying that applies equally to model flying; all take offs are optional; but every landing is compulsory!
Getting the model safely back on the ground is every RC pilot's an objective. The skill of landing can be challenging to master, but the odds of success are much higher if some genuinely practical and effective techniques are used. It's my experience that such techniques are not well known, and so the aim of this article is to offer some sound advice. Many of the techniques for landing an RC model presented here have been borrowed from the world of full size flying. You should find they work well for any conventional, reasonably well designed model with normal handling characteristics. Let's get started!

Read the entire article at: http://www.gibbsguides.com/article45_Part1_How_To_Land.htm

Get more great articles like this one absolutely free with every Gibbs Guides e-magazine. Join the mailing list!

The Successful Electrics Mailing List

What do you get out of joining the Successful Electrics *mailing list?*

By joining the mailing list, you'll receive issues of *Successful Electrics*, the popular high quality electronic magazine from Gibbs Guides. The magazine is intended to help you learn more about electric power systems and about building and flying radio control models. Each issue includes a useful electric flight article, details of an inspirational electric model and much more. There's no charge, no catch and you can unsubscribe any time if you change your mind.
You'll also get details of occasional special offers which are open only to members of the mailing list. And we'll keep you up-to-date with details of new guides as they become available.
We will never pass your details on to a third party, so you won't be bombarded with junk mail. We hate junk email just as much as you do!

http://www.gibbsguides.com/mailinglist.htm

****

Practice, Practice, Practice ……

****

****

How to land RC planes - 5 landing drills to make your landings better and stress free

SteffenRC
Jan 1, 2025 #fmsmodel #Cessna

Do you want to master landing your RC plane? Then practice with these 5 landing drills. The ONLY way to become more proficient at landing your planes, is to practice. Its just that simple. No easy button.

Watch this informative video at: https://www.youtube.com/watch?v=sz977N4_IJA

****

****

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.

****

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).

****

****

Spring Cleanup at RC Propbusters Field, April 17, 2025

Photo credit: Ed Deming

Some of the work crew at our RC Propbuster Field cleanup event on Thursday, April 17, 2025.
From left to right standing are Dick Cavanagh. Bill Fries, Shane Duffy, Tom Picinich and Buzz Paige. Seated are Tom Vernon and Duke Monroe. Additional work crew not shown are Rodney Doyon, Dave Hoffman, Mike Likar, Mike Jowdy and Ed Deming.

Work included servicing the mower, spreading 10 cu.yds. of asphalt millings on the access road and parking lot, scraping and painting all flight stands and picnic tables, scraping and painting the bulletin board, repairing the wind socks and repairing the flight station barriers. With the recent field rolling, fertilizer application and stick pick-up, the field is in excellent condition. On Saturday, 4/19, Pete Nosal donated and installed a large analog thermometer on the bulletin board.

A very special thanks to all who showed to help from Shane (our Field Marshal) and Ed.

Photo credit: Ed Deming

Mike Likar scraping/painting a picnic table.

Photo credit: Ed Deming

Duke Monroe painting a flight bench.

Photo credit: Ed Deming

Dick Cavanaugh with Bill Fries servicing our Skag mower.

****

Tips & Tricks

Non-magnetic screws

When it comes time to install screws deep inside an airplane, we usually rely on a magnetic tip screwdriver. But often, the screws used to hold hardware in place may be made of non-ferrous metal. To help get the screw in its rightful place, try this trick. Use some tape, push the screw through it, and then place it on the end of the screwdriver. Next, fold the ends of the tape up against the screwdriver shaft and you've got a screw that won't fall off. Simple and very easy.

Updated: November 15, 2017 — 1:38 PM

Read more good tips and tricks at: https://www.modelairplanenews.com/great-workshop-tips/

****

Model of the Month

No model of the month for April.

****

Minutes of the April 15th 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.

****