



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. ©

August/September 2026 Newsletter

General Reminders for all RC Propbusters. See page 3.
Register/Renew the FAA registration for your RC aircraft. See page 16.
Take The Recreational UAS Safety Test (TRUST), required by FAA. See page 16.



Very nice turnout on a beautiful day for our August 9th Neighborhood FunFly. See pictures on pages 17-19.

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	LEN BUFFINTON	* GLIDERS
DAVE GRAINGER	FPV RACING	RICHARD CROOKS	FIXED WING
DAVE PRATT	FIXED WING	STEVE CHRISTLEY	FIXED WING
RAY GILBERT	BOTH	STEVE PICKERING	FIXED WING

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

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

R/C Propbusters, LLC. Officers for 2026

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

CHECK OUT OUR WEBSITE:

<http://rcpropbusters.com/>

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

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://rcprobusters.com>) REGULARLY, particularly the NEWS AND ANNOUNCEMENTS section up front for current notices and information. It is updated at least weekly.

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

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

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

Mark all your models with required FAA and AMA markings.

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

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

2026 Propbuster Event Schedule

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

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

RC Propbusters Outerwear
available at



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

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

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

August Aviation Events & Milestones

- 19 August 1871 (USA) — Orville Wright is born in Dayton, Ohio. He is co-inventor, with his brother Wilbur, of the first airplane to achieve powered, sustained, and controlled flight and the first fully practical powered airplane. Orville piloted the famous first flight at Kill Devil Hills, North Carolina after winning a coin flip against his brother.
- 9 August 1896 (Germany) — Otto Lilienthal crashes in his No.11 glider while flying from the Rhinower Hill range and dies the next day. He made approximately 2,500 flights in his various gliders.
- 2 August 1909 (USA) — The first flying machine purchased and put into service by a government is the Wright “Flyer.” The United States Army accepts its first airplane and pays the Wrights \$25,000, plus a \$5,000 bonus, because the machine exceeded the speed requirement of 40 mph.
- 2 August 1911 (USA) — The first woman in the United States licensed as a qualified pilot is Harriet Quimby, a drama critic.
- 1 August 1922 (USA) — Eight-seven radio equipped planes start fire control over national forests.
- 3 August 1922 (USA) — Detroit News experimental radio set installed in Aeromarine flying boat “Buckeye”. The passengers heard a concert while in flight between Detroit and Cleveland.
- 14 August 1922 (USA) — Work is started on the aircraft carriers *USS Lexington (CV-2)* and *USS Saratoga (CV-3)*.
- 7 August 1928 (USA) — One of the most successful designs of the day, the first Curtiss Model 50 Robin, takes to the air. A typical Robin has a wingspan of 41 ft. and a length of 25 ft., 8 in. with a 185-hp engine.

- 1 August 1943 (South Pacific) — PT-109 commanded by Lieutenant John F. Kennedy is rammed and sunk by the Japanese.
- 6 August 1945 (Japan) — First A-Bomb, code-name “Little Boy” was dropped on Hiroshima. August 6 was chosen because clouds had previously obscured the target. The 393rd Bombardment Squadron Martin B-29 “Superfortress *Enola Gay*”, piloted and commanded by 509th Composite Group commander Colonel Paul Tibbets, was launched from North Field airbase on Tinian in the West Pacific, about six hours flight time from Japan. The *Enola Gay* (named after Colonel Tibbets' mother) was accompanied by two other B-29s, *The Great Artiste* commanded by Major Charles W. Sweeney carried instrumentation; and a then-nameless aircraft later called *Necessary Evil* (the photography aircraft) was commanded by Capt. George Marquardt.
- 17 August 1946 (USA) — The first person to be ejected from an airplane by means of its emergency escape equipment is Sergeant Lambert at Wright Field in Ohio.
- 5 August 1954 (USA) — The first Boeing B-52A “Stratofortress” makes a 78 minute maiden flight.
- 4 August 1955 (USA) — The Lockheed U-2 flies for the first time.
- 17 August 1978 (USA/France) — The United States balloon, “Double Eagle II,” becomes the first balloon to cross the Atlantic. The trip begins in Maine and ends almost 6 days later in France.

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

September Aviation Events & Milestones

- 6 September 1900 (USA) — Wilbur Wright leaves Dayton for Kitty Hawk, arriving in Elizabeth City on September 11 by boat and arrives at Kitty Hawk on September 13.
- 7 September 1904 (USA) — The Wright Brothers first use their weight-and-derrick-assisted take-off device in order to make themselves independent of the wind and weather. When the heavy weight is released, the rope pulls the aircraft, which sits on a flatbed truck, over the launching track, thus assisting its take-off.
- 17 September 1908 (USA) — The first fatality in a powered airplane occurs when Lieutenant Thomas Selfridge is killed while flying with Orville Wright at Fort Meyer, Virginia.
- 25 September 1918 (France) -Capt. Eddie Rickenbacker, 94th Aero squadron, attacks seven enemy aircraft, shooting down two and is awarded the first Medal of Honor given for air activity.
- 4 September 1922 (USA) — First transcontinental air crossing made within a single day.
- 24 September 1929 (USA) — Lt. James H. Doolittle makes the first blind, all-instrument flight.
- 10 September 1932 (USA) — Major James H. Doolittle sets new world speed record averaging 294 mph over a 3 km course.
- 20 September 1944 (USA) — Vought F4U-4 “Corsair” first flight.
- 30 September 1949 (Germany) — The Berlin Airlift is officially terminated.
- 20 September 1950 (USA) — USAF announces remote controlled airplane tests would be made from ground by using TV.

27 September 1956 (USA) — The first piloted airplane to exceed Mach 3 is the rocket-powered Bell X-2.

26 to September 1967 (France/West Germany/UK) — The governments of France, West Germany, and Britain sign a memorandum that calls for the development of the Airbus A300 wide-bodied jet airliner.

1 September 1982 (USA) — Air Force Space Command established.

11 September 2001 (USA) — The September 11 attacks (called September 11, September 11th or 9/11), were a series of four coordinated suicide attacks by al-Qaeda on the United States on Tuesday, September 11, 2001. On that morning, 19 al-Qaeda terrorists hijacked four passenger jets. The hijackers intentionally crashed two planes into the Twin Towers of the World Trade Center in New York City, killing everyone on board and thousands of those working in the buildings. Both towers collapsed within two hours, destroying nearby buildings and damaging others. A third plane was crashed into the Pentagon in Arlington, Virginia. Hijackers had redirected the fourth plane toward Washington, D.C., targeting either the Capitol Building or the White House, but crashed it in a field near Shanksville, Pennsylvania after passengers tried to take control of the plane. There were no survivors from any of the flights.

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

24–25 August 1932



Amelia Earhart with her Lockheed Vega after her record-setting solo nonstop flight across North America, 25 August 1932. (Encyclopedia Britannica)

24–25 August 1932: Amelia Earhart flew her Lockheed Model 5B Vega, NR7952, from Los Angeles, California, to Newark, New Jersey, a distance of 3,939.25 kilometers (2,447.74 miles), in 19 hours, 5 minutes. She had departed Los Angeles Municipal Airport (now known as LAX) at 7:26:54 p.m. Pacific Time, 24 August, and landed at Newark Municipal Airport at 11:30 a.m. Eastern Time the following day. This set a *Fédération Aéronautique Internationale* (FAI) women's World Record for Distance in a Straight Line Without Landing.¹ Her average speed for the flight was 206.42 kilometers per hour (128.27 miles per hour).

Amelia Earhart was the first woman to fly solo coast-to-coast. Less than a year later, she would break her own record by almost two hours.

¹ FAI Record File Number 12342

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Read this entire story at:
<https://www.thisdayinaviation.com/2025/08/25/>

22 August 1963



Joe Walker and the X-15 on Rogers Dry Lake at the end of a flight. Walker is wearing a David Clark Co. MC-2 full-pressure suit. (U.S. Air Force)

22 August 1963: On his twenty-fifth and last flight with the X-15 program, NASA Chief Research Test Pilot Joseph Albert Walker would attempt a flight to Maximum Altitude. Engineers had predicted that the X-15 was capable of reaching 400,000 feet (121,920 meters) but simulations had shown that a safe reentry from that altitude was risky. For this flight, Flight 91, the flight plan called for 360,000 feet (109,728 meters) to give Walker a safety margin. Experience had shown that slight variations in engine thrust and climb angle could cause large overshoots in peak altitude, so this was not considered an excessive safety margin.

For this flight, Joe Walker flew the Number 3 X-15, 56-6672. It was the only one of the three North American Aviation X-15s equipped with the Honeywell MH-96 flight control system, which had been developed to improve control of the rocketplane outside Earth's atmosphere. This flight was the twenty-second for Number 3.

Walker and the X-15 were airdropped from the Boeing NB-52A Stratofortress 52-003, *The High and Mighty One*, at 45,000 feet (13,716 meters) above Smith Ranch Dry Lake, Nevada, about halfway between the city of Reno and the NASA High Range Tracking

Station at Ely. Launch time was 10:05:57.0 a.m., PDT. Walker ignited the Reaction Motors XLR99-RM-1 rocket engine. This engine was rated at 57,000 pounds of thrust. Experience had shown that different engines varied from flight to flight and that atmospheric conditions were a factor. Thrust beyond 60,000 pounds was often seen, but this could not be predicted in advance. The flight plan called for the duration of burn to be 84.5 seconds on this flight. The X-15 climbed at a 45° angle.

As Walker was about to shut down the engine according to plan, it ran



North American Aviation X-15A 56-6672 immediately after being dropped by the Boeing NB-52 Stratofortress. (NASA)

out of fuel. The total burn time was 85.8 seconds, just slightly longer than planned.

“At burnout, Joe was passing 176,000 feet [53,645 meters] and traveling at 5,600 feet per second [1,707 meters per second]. He then began the long coast to peak altitude. It would take almost 2 minutes to reach peak altitude after burn out. Two minutes does not seem like a lot of time, but try timing it. Just sit back in your easy chair and count off the seconds. It is almost impossible to believe that you can continue to coast up in altitude for that length of time after the engine burns out. It gives you some feel for how much energy is involved at those speeds. For comparison, when you throw a ball up in the air as hard as you can, it only coasts upward a maximum of 4 or 5 seconds. The X-15 coasted up for 120 seconds.

“The airplane would coast up another 178,000 feet [54,254 meters] during that time to peak out at 354,200 feet. . . .” [107,960 meters]

—*At The Edge of Space: The X-15 Flight Program*, by Milton O. Thompson, Smithsonian Institution Press, Washington, 1992, Chapter 5 at Page 125.

Joe Walker and the X-15 reached the peak of their ballistic trajectory at 354,200 feet (67.083 miles, 107,960 meters). Walker pitched the nose down to be in the proper attitude for atmospheric reentry. The X-15 decelerated as it hit the atmosphere and Walker experienced as much as 7 Gs. The rocketplane’s aerodynamic control surfaces again became operational as it descended through 95,000 feet (28,956 meters) and Walker leveled at 70,000 feet (21,336 meters). He then glided to a landing on Rogers Dry Lake at Edwards Air Force Base, California, after 11 minutes, 8.6 seconds of flight.

Flight 91 was the highest flight achieved by any of the X-15s. It was Joe Walker’s second flight into space. His record would stand for the next 41 years.

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Read this entire story at:

<https://www.thisdayinaviation.com/2025/08/22/>

30 September 1949



A Douglas C-47 Skytrain transport on approach to Flughafen Berlin-Tempelhof, circa 1948. (LIFE Magazine)

The Berlin Airlift officially ended on 30 September 1949, after fifteen months. In total the United States Air Force, United States Navy, Royal Air Force and Royal Australian Air Force delivered 2,334,374 tons, nearly two-thirds of which was coal, on 280,290 flights to Berlin.

At the height of the Airlift, one plane reached West Berlin every thirty seconds. 101 airmen lost their lives.

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<https://www.thisdayinaviation.com/2025/09/30/>

Solar Power System

Reprinted from RC Propbusters facebook.com Group

Bill Fries

17 September 2026

The Solar Power System has been moved to its operational location and is now being employed by team members in a Demonstration mode. Our plan is to familiarize as many members as possible with the use of the system to promote understanding and safety. **DO NOT TRY TO USE THE SYSTEM WITHOUT A TEAM MEMBER PRESENT.**

At present the system provides 13vdc power at 2 stations and 27-28vdc at 4 stations. We will enable the 120v AC capacity soon. DC charging is preferred for safety and efficiency. The system provides power only, a charger is **ALWAYS** required and is the only device approved for connection to the system. We will be providing product suggestions for those interested in purchasing DC chargers. There are many good choices at prices ranging from \$50 to \$80 from US and foreign suppliers.

We will be developing and posting operational rules and suggestions as we work through this Demo period.

Thanks to all for your cooperation and interest as we get this program up and running and a special thanks to many members for their generous donations to help mitigate the Club's final cost for the system.



How to Care for LiPo Batteries (2026 Guide): Charging, Storage & Lifespan Optimization

By Ufine, Updated on March 30, 2026

<https://www.ufinebattery.com/blog/how-to-care-for-lipo-batteries/>

How to Calculate Watts, Volts, and Amps (With Simple Formulas and Examples)

By Ufine, Updated on July 15, 2026

Part 1. What are watts, volts, and amps in a battery system?

Watts, volts, and amps describe how electricity works. Knowing them helps you choose the right battery.

Watts (W): electrical power

A watt measures power. It shows how fast energy is used.

In a battery system, watts show how much power the battery gives at a moment.

For example:

- A 10W sensor uses less power than a 100W motor.
- $12V \times 5A = 60W$.
- $48V \times 10A = 480W$.

The basic rule is:

1 watt = 1 volt × 1 amp

Volts (V): electrical potential

Voltage pushes current through a circuit. It is like pressure.

Most lithium cells have a nominal voltage of 3.6V or 3.7V. The real voltage changes during use. A 3.7V cell may reach about 4.2V when full.

Cells can be connected in series to raise voltage:

- 1S: about 3.6–3.7V
- 2S: about 7.2–7.4V
- 3S: about 10.8–11.1V
- 4S: about 14.4–14.8V

Always use the correct voltage for your calculation. See this [lithium battery voltage range chart](#) for details.

Amps (A): electrical current

Amps measure current. They show how fast charge flows.

In batteries, amps show how much current the device draws.

Higher current means more heat and loss. It may need:

- Thicker wires
- Stronger connectors
- A higher-rated BMS
- Cells with higher discharge rate
- Better cooling

A battery does not push full current by itself. The device decides how much it draws.

Read this entire article at:

<https://www.ufinebattery.com/blog/how-to-calculate-watts-volts-and-amps-with-simple-formulas-and-examples/>

Copilot Search

Found at: <https://www.bing.com/search?q=rc+plane+landing+rules&FORM=R5FD3>

RC Airplane landing rules

The core RC plane landing rules are: fly a stable landing pattern, reduce throttle gradually, land into the wind, keep wings level on final, execute a gentle flare before touchdown, and go around if the approach is unstable. These rules appear consistently across RC landing guides and training resources.

Essential RC Plane Landing Rules

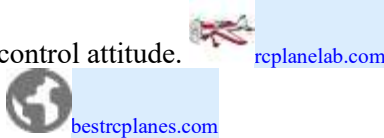
1. Set Up a Proper Landing Pattern

- Fly a predictable **downwind** → **base** → **final** pattern.
- Avoid steep or rushed turns at low altitude to prevent stalls.
- Maintain consistent spacing and altitude before turning final.



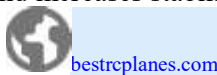
2. Reduce Throttle Smoothly

- Begin descent by **gradually reducing power**, not cutting throttle abruptly.
- Use throttle to control descent rate and elevator to control attitude.
- Keep enough power to maintain control until flare.



3. Always Land Into the Wind

- Landing against the wind reduces ground speed and increases stability.
- Helps avoid skidding or bouncing on touchdown.



4. Maintain Alignment and Wing Level

- Use rudder to stay aligned with the runway.
- Use ailerons to keep wings level, especially in gusty conditions.
- In crosswinds, use a crab or wing-low sideslip technique.



5. Control Airspeed — Don't Stall, Don't Overspeed

- Know your plane's **slowest controllable speed** before landing.
- Too fast → floating, bouncing.
- Too slow → stall on final.



6. Execute a Smooth Flare

- Begin flare just above the ground.
- Raise the nose gently to bleed off speed without climbing.
- Touch down on main wheels first.  rcplanelab.com

7. Rollout and Maintain Control After Touchdown

- Keep steering with rudder until fully stopped.
- Hold appropriate elevator (up for taildraggers, neutral for trikes).
- Don't stop flying the plane just because the wheels touched.  rcplanelab.com

8. Use a Go-Around When Needed

- If too high, too fast, misaligned, or unstable—**go around**.
- Add power smoothly, climb, and reset the pattern.
- A go-around is good airmanship, not a failure.  rcplanelab.com

9. Adjust for Aircraft Type and Conditions

- High-wing trainers are forgiving; warbirds and gliders require more precision.  goodiesrc.com
- Heavy models need longer landing distances.
- Rough fields increase nose-over risk.

10. Avoid Common Landing Mistakes

- **Bouncing:** too much speed or late flare.
- **Porpoising:** overcorrecting after a bounce.
- **Ground loops:** poor rudder control, especially in taildraggers.
- **Stall on final:** too slow or too much elevator in turns.  rcplanelab.com

Summary

RC plane landing rules focus on controlled speed, stable alignment, smooth throttle management, proper flare technique, and readiness to go around. These fundamentals ensure predictable, safe landings across all RC aircraft types.

<https://www.bing.com/search?q=rc+plane+landing+rules&FORM=R5FD3>

Become a better RC pilot - How to fly in high winds

SteffenRC

May 23, 2025 [#RCplanes](#) [#how](#)

Learn to fly your RC Plane in high winds. You'll become a better pilot and have more days to fly. In this video I discuss the type of plane I like for high wind days (over 10mph) and some of the benefits you'll get by learning to do this. Lots of beginner pilot info here:  • [If you are new to RC Planes - Watch these ...](#) Link to the Banana Hobby Xfly Tasman: <https://www.bananahobby.com/5-ch-xfly...> Discount code for CNHL Batteries: <https://alnk.to/eZiHERL> Link to tools and parts: FMS Store for parts: <https://www.fmshobby.com/LON0jg7g1a7bEE> 10% off FMS Discount Code: SteffenRC \$10 off FMS Discount Code: \$10steffenrc Amazon link to Servo tester: <https://amzn.to/4c282IN> Amazon link to E6000:

<https://amzn.to/4kSjLY5> Amazon link to syringe:

<https://amzn.to/4c2FEjk> Amazon link to foam2foam:

<https://amzn.to/41XdrWC> Amazon link to brush:

<https://amzn.to/4iVijlR> Amazon link to Servo plug kit:

<https://amzn.to/3XDpt1c> [#RCplanes](#) [#how](#) to land rc planes

AI-generated video summary

Quality and accuracy may vary.

SteffenRC explains how to confidently fly RC planes in 10-20 mph winds by using high-wing aircraft, heavier batteries, and maintaining sufficient throttle. The techniques focus on overcoming wind resistance during turns and mastering slow, STOL-style landings.



Watch this video at:

<https://www.youtube.com/watch?v=-q1ngFx1lzQ>

Practice, Practice, Practice

RC Glider, boomerang, or both!!



Martin Pickering
Feb 13, 2025

The Slingshot II from Tomahawk Aviation, equipped with a Powerbox-Systems PBR-5XS receiver and 1S 350mAh Lipo. [#Slingshot](#) [#TomahawkAviation](#) [#PickeringRC](#)

Martin Pickering - PickeringRC MERCH!
<https://teespring.com/stores/pickering...> Official website:
www.Martin-Pickering.com Online shop:
www.PickeringRC.com



Watch this video at:
https://www.youtube.com/watch?v=2m_mq4l4fdU

Very informative article with links to interesting accompanying videos:

How Many Miles Per Gallon Does a Boeing 747 Get?

By [Louis Hardiman](#)
Published Aug 20, 2026, 9:45 PM EDT

With its four engines, the **Boeing 747** uses vast quantities of fuel, burning through 3,800 gallons every hour. This high fuel burn amounts to 0.9 gallons used every second and 0.19 miles per gallon (mpg). In this article, we will detail the Boeing 747's mpg further, including the mpg per traveler, and how this compares to travel in a car and in modern airliners. We will also delve into ongoing debates around sustainable aviation fuel to explore if aviation can be sustainable. After all, all airliners burn through staggering quantities of fuel.

Read this article at:
<https://simpleflying.com/how-many-miles-per-gallon-boeing-747-analysis/>

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/#/).

The Recreational UAS Safety Test (TRUST)

All Propbuilders 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).

2026 Neighborhood FunFly

(Photo credit: Jim Holzworth)

According to Propbusters vice-president Steve Pickering, “in total we had between 40 and 50 people show up including the Gadbois family. It was a great event with plenty of buddy box flights. I think we have at least 1 junior member in our future, and he's almost sign off worthy! Dave Pratt, Steve Christley and Easton all provided great demos throughout the day.”



Nice turnout at our Neighborhood FunFly on a beautiful day.



Steve Christley congratulates young girl after her first flight.



AMA Associate Vice President-District 1 Kevin Ryan instructs a young boy about controlling RC airplanes.



Shane Duffy and Steve Christley assist young girl on her first RC airplane flight.



The “Greasy Prop” was open again for business, graciously serving guests and accepting donations.

2026 Propbusters Family (formerly “Labor Day”) FunFly

(Photo credit: Jim Holzworth)

According to Propbusters vice-president Steve Pickering, we had around 2 dozen people show up (family, friends, and members) and a few locals came by to spectate.



Easton Crafton demonstrates excellent flying skills.



Len Buffinton doing a flyover with friends.



Dave Hoffman taxiing in.

Tips & Tricks

Setting Up Control Throws: A Guide to Dual Rates and Expo on Your RC Plane

JANUARY 15, 2026 FMSSMODEL

If your remote control airplane exhibits jittery and extreme sensitivity to your control, then the trouble certainly isn't your skill as a pilot but your configuration. Control throw, dual rates, and expo are the key elements that, if mastered, can easily translate an unrefined flight into an elegant one. This tutorial will guide you step-by-step through the necessary configurations to help you tailor your airplane's control to your reflexes. After the tutorial, you can be sure of how your transmitter can be harnessed for your benefit, making your flight safe and fun.

Read this tutorial at:

https://www.fmshobby.com/blogs/rc-airplanes/dual-rates-expo-rc-plane?srsId=AfmBOorjbsTx_m2iYv0TgGsT9HKwlMzmgxMyN0Y6CExaWIMbRuSEB98c

Model of the Month

No Models of the Month for August and September.

Propbusters Meeting Minutes

Minutes of the August 18th 2026 RC Propbusters Meetings will be available with a password on the RC Propbusters website.

In the menu of our www.rcpropbusters.com website look for: “**Our Club => Meeting Minutes**”.

The password is the same number as the one for the gate lock at our flying field.

The September 15th 2026 RC Propbusters Meeting was cancelled.
