

AMA GOLD LEADER CLUB

RC Propbusters of Salem CT

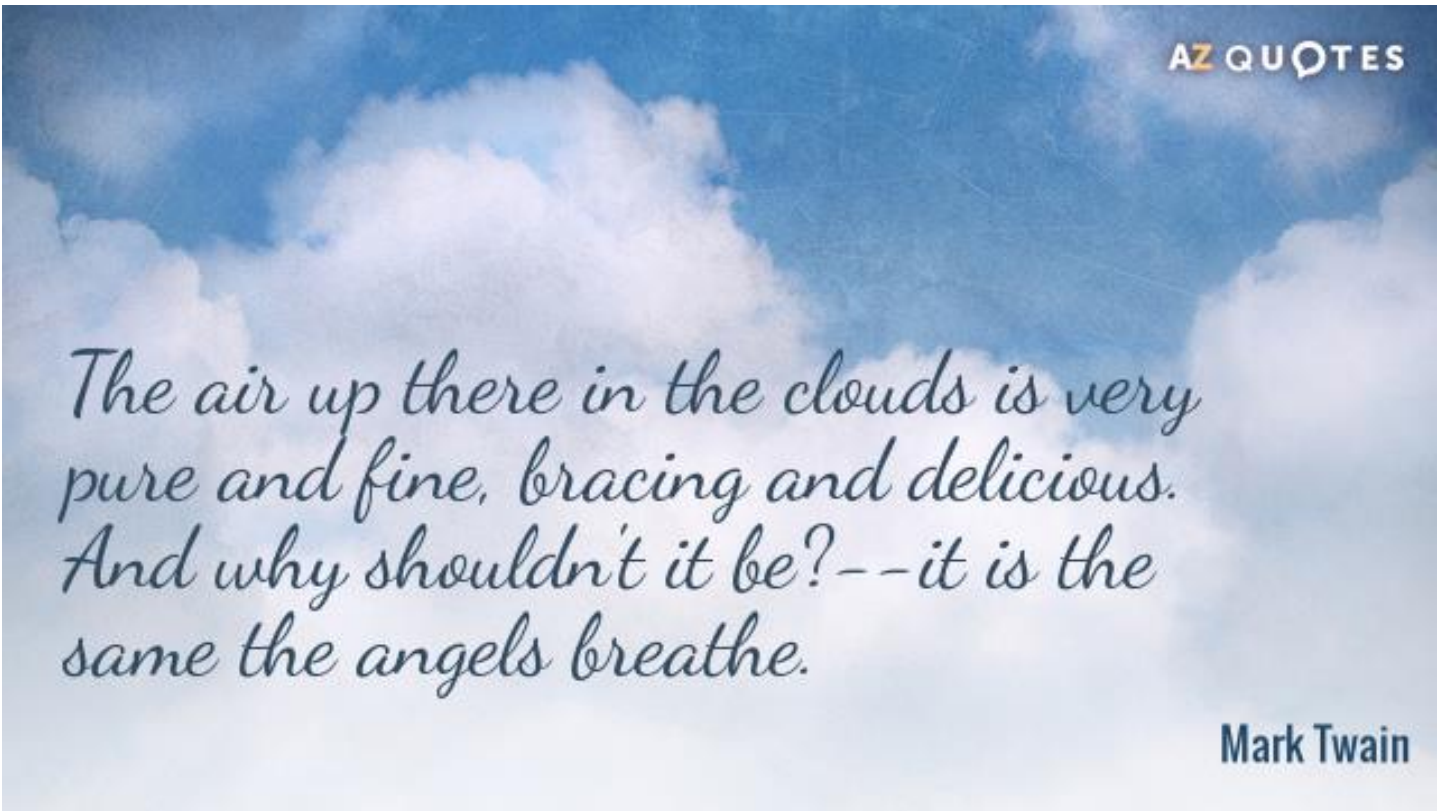
www.rcpropbusters.com

Jim Holzworth, Newsletter Editor
jimholzworth@gmail.com, 860-885-9260
RC Propbusters, Inc. ©

AMA Club No 191
Founded 1937

January 2022 Newsletter

Register/Renew the FAA registration for your RC aircraft. See page 7.
Renew your annual RC Propbusters membership online at: <http://rcpropbusters.com/>
Take The Recreational UAS Safety Test (TRUST), required by FAA! See page 10.



https://www.azquotes.com/author/14883-Mark_Twain/tag/flight

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).

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	860-859-1548	JOE COMEROSKI	HELICOPTERS	860-848-3184
DENNIS DUPLICE	FIXED WING	860-376-6230	ED DEMING	BOTH	860-884-3222
ROBERT LARSON	BOTH	860-526-2267	MARK O'CONNELL	BOTH	860-460-8835
KYLE SWAIDNER	** GLIDERS	860-405-5304	LEN BUFFINTON	* GLIDERS	860-395-8406
DAVE GRAINGER	FPV RACING	860-302-3169	RICHARD CROOKS	FIXED WING	860-271-5154
DAVE PRATT	FIXED WING	860-367-1134	STEVE CHRISTLEY	FIXED WING	860-271-1253

* 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.

R/C Propbusters, LLC. Officers for 2022

- President: Ed Deming
- Vice President: Dennis Duplice
- Treasurer: John Banks
- Secretary: Peter Sylvester
- Safety officer: Tom Vernon
- Newsletter Editor: Jim Holzworth
- Field Marshal: Shane Duffy
- Board of Directors: George White, Richard Cavanaugh, Dave Hoffman, Chip Allard

CHECK OUT OUR WEBSITE:

<http://rcpropbusters.com/>

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

RC Propbusters Outerwear
available at



26A Bushnell Hollow Rd., Baltic, CT 06330
 Phone: 860-822-9777
 Email address: info@jdembroidering.com
<https://jdembroidering.com/index.php>

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.

January Aviation Events & Milestones

- 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.
- 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.
- 2 January 1942 (USA) — General H. H. Arnold directed establishment of new Air Force later designated 8th AF.
- 6 January 1943 (England) — Major General James Doolittle assumed command of the 8th Air Force.
- 31 January 1958 (USA) — First United States satellite, “Explorer 1,” launched into orbit.
- 22 January 1959 (USA) — USAF study of UFOs reveal fewer than 1% could be classified unknown.
- 29 January 1959 (USA) — The first jet passenger service across the United States is begun by American Airlines using Boeing 707 jet airliners.
- 15 January 1991 (Japan/Canada) — The first hot-air balloon to cross the Pacific Ocean takes off from Japan and eventually lands in Canada.

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

Propbusters Meeting Location

Regularly scheduled Propbusters monthly meeting are now being 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/>



Practice, Practice, Practice

... but PLEASE practice social distancing.

Words of Wisdom

Authors unknown

“Learn from the mistakes of others. You won’t live long enough to make all of them yourself.”

“You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.”

“Good judgment comes from experience. Unfortunately, the experience usually comes from bad judgment.”

<https://www.pilotmall.com/blogs/news/30-best-aviation-quotes-of-all-time>

RC Aircrafts Guide

Flying model airplanes began as early as 1871 when Alphonse Penaud flew a rubber band powered flying machine called the Planophore in France. The model flew 181 feet in eleven seconds and is said to be the inspiration for the Wright brothers’ interest in the possibility of flight. Once the Wright brothers successfully flew from Kitty Hawk, model airplanes began making an appearance in earnest. However, it was not until the late 19th century that radio-controlled model aircraft began to gain popularity.

Hydrogen-filled airships that were electronically guided were flown as a music hall act using a simple spark-emitted radio signal that directed the airships to navigate around the auditoriums. In the 1920s and the 1930s, the British Royal Aircraft Establishment built and flew a pilotless monoplane and other radio-controlled aircraft were developed during WWII. In the United States, pioneers Clinton DeSoto and Ross Hull built and flew several large radio controlled gliders at public demonstrations in 1937. An early RC event during the 1937 *National Aeromodeling Championships* attracted just six participants and three entrants were unable to get their models off the ground. Still interest in RC airplane models continued and began gaining in popularity in the late 1940s and early 1950s.

Read this entire article at: <https://www.e-aircraftsupply.com/rc-aircraft-guides/>

Alphonse Pénaud

Alphonse Pénaud (31 May 1850 – 22 October 1880), was a 19th-century French pioneer of aviation design and engineering. He was the originator of the use of twisted rubber to power model aircraft, and his 1871 model airplane, which he called the Planophore, was the first aerodynamically stable flying model. He went on to design a full-sized aircraft with many advanced features, but was unable to get any support for the project, and eventually committed suicide in 1880, aged 30.



Read about Alphonse Pénaud at:

https://en.wikipedia.org/wiki/Alphonse_P%C3%A9naud

Ultimate RC Plane Guide for Beginner RC Pilots PART 1 - HobbyZone Champ

- TheRcSaylor

Dec 3, 2019

The highly requested RC Plane guide for beginners is here with this first installment of how to fly an RC plane. In this video, we will fly the HobbyZone Champ RTF (ready to fly) airplane. We will show you how easy this is to fly right out of the box. We will also teach you the controls so you will know exactly how to fly an rc plane. Be sure to subscribe and turn on the notification bell because this guide will be perfect to help you learn how to fly RC airplanes.



Watch this video at:

<https://www.youtube.com/watch?v=lcJr1R3UG58>

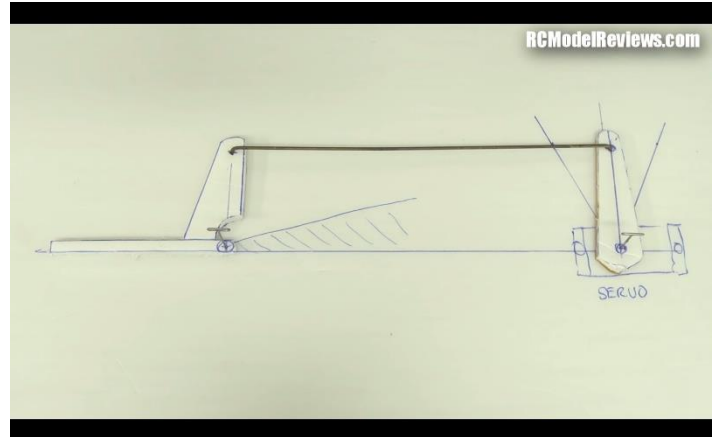
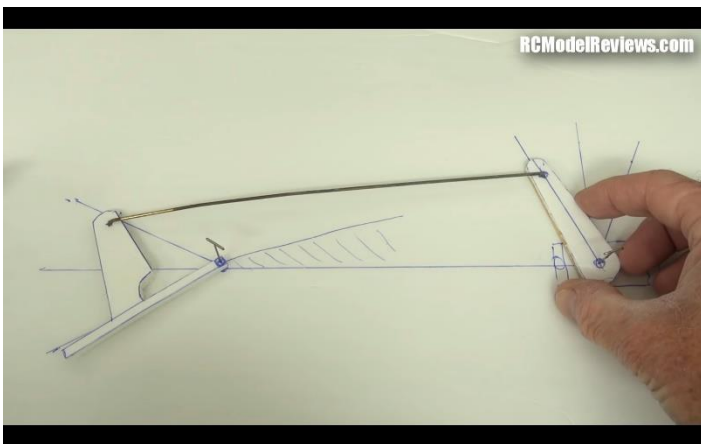
RC Basics: The importance of good linkage geometry

Jan 17, 2017

[RCModelReviews](#)

If your linkage geometry isn't right then your RC plane won't fly nearly as well as it should. This video looks at the importance of linkage geometry as found on the elevator, rudder or ailerons and uses state of the art super-computer-based graphics to demonstrate the basics (yeah, right!).

View this video at: <https://www.youtube.com/watch?v=U3AHgk0SUoI>



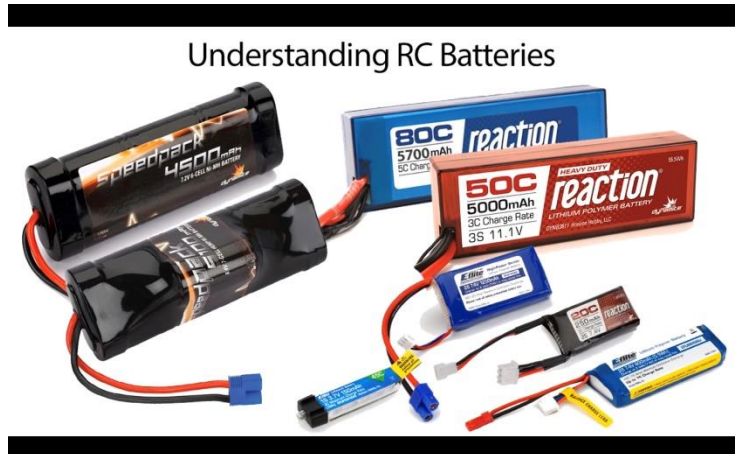
Understanding RC Batteries By Horizon Hobby

Apr 3, 2015

[HorizonHobbyProducts](#)

RC batteries have come a long way. As technology continues to push forward it is important to stay informed with the latest developments in the world of rechargeable RC Batteries. In this video we'll cover some of the basics of the two most common RC battery types in-use today, Nickel-Metal Hydride (NiMH) and Lithium Polymer (LiPo). View this video at:

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



Spektrum Smart Technology - Smart Vs "Dumb" Batteries

Oct 9, 2019

[SpektrumRC](#)

In this video Tom goes in depth into the differences fellow RC Enthusiasts will see when using a Spektrum Smart Battery vs Using a Non-Smart "Dumb" battery with Spektrum Smart Technology Products. We cover what users will be presented with when using a Smart Charger, Smart Checker and Firma and Avian Smart ESCs on a Smart compatible Spektrum transmitter. If you want to learn more about Spektrum Smart Technology check out your favorite Spektrum Retailer or go to SpektrumSmart.com Bare with us on this one because it is a bit long but A LOT of info is here. If you want to skip ahead here is some suggested points...

Smart Checker with and without Smart <https://youtu.be/diBqegWMHEg?t=63>

Smart Charger with and without Smart Battery <https://youtu.be/diBqegWMHEg?t=213>

Firma Smart ESC and Transmitter with and without Smart Battery <https://youtu.be/diBqegWMHEg>

Avian Smart ESC and Transmitter with and without Smart Battery <https://youtu.be/diBqegWMHEg?t=740>

---Important Links--- Need help updating a receiver for Smart? Check out this video <https://youtu.be/mQPyrjs8Gfg>

Need help updating a radio with SD card slot? Check out this video <https://www.youtube.com/watch?v=Dp3mn...>

Need help updating your iX transmitter? Check out this video <https://www.youtube.com/watch?v=r8Xh...>

Check out our Smart compatibility Chart here - <https://www.horizonhobby.com/pdf/Smar...>

Make sure to follow us on Facebook and Instagram for all Spektrum News and Promotions! <https://www.facebook.com/SpektrumRC/> https://www.instagram.com/spektrum_rc/ @SpektrumRC

Thanks for watching!



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

"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 EVERYONES 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 Probusters Flying Field Rules PFFR 9/10, REV. 3 10/19

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](#).

What is the Difference Between a Stabilator and an Elevator?

The stabilator and elevator are two very effective pieces of aerodynamic machinery. They are both found at the rear of an aircraft and both serve a similar purpose. Despite this, there are distinct differences between these two components of the empennage. An [aircraft elevator](#) is an example of a flight control surface, or an aerodynamic device which allows an operator to control the aircraft's altitude. It, along with the horizontal stabilizer, maintains the pitch, lift, and angle of attack of an aircraft. The aircraft stabilator, colloquially referred to as an all-moving or all-flying tail, is a one-hundred percent adjustable aircraft stabilizer. Essentially, the stabilator is a 2-in-1 device that performs the duties of both the horizontal stabilizer and elevator. Hence the name, stabilator.

Engineers from The New Piper Aircraft Co. have stated that, because the stabilator has a tidier design and provides a larger surface for pitch control, it is more effective in allowing for smoother ascension and descension than the classic stabilizer/elevator combination. Another feature of a stabilator, called the antiservo, is an additional flap at the rear of the stabilator. The antiservo's job is to make the [aircraft stabilator](#) less sensitive and help it stay in the optimal position. The trim tab, another feature of an aircraft's tail section, moves parallel to the stabilator at a greater pace. The result is that the effort required to move the yoke, or steering wheel, heightens relative to airspeed and control deflection. This is a safety measure that increases control along the longitudinal axis and stops the pilot from over controlling.

Stabilators were partially developed as military parts and are now found on virtually all combat aircraft. This is due to the [weight balance stabilators](#) ability to continue controlling pitch through a variety of flight speeds, including supersonic flight. Non-delta winged supersonic aircraft use stabilators because conventional elevators can allow shock waves to form. Shock waves strongly diminish the effectiveness of elevators, thereby causing a dangerous aerodynamic phenomenon called mach tuck. Mach tuck will cause the nose of an aircraft to pitch downward when air flows past the wings at supersonic speeds.

Although there is a significant difference in the design and construction of a stabilator versus an elevator, they both essentially perform the same task of maintaining control of the planes nose. Regardless of whether a pilot is operating an aircraft with a stabilator or an elevator, they likely won't feel a great difference in control.

Read the entire article at: <https://www.aogunlimited.com/blog/what-is-the-difference-between-a-stabilator-and-an-elevator/>

Paper Airplane Designs

A database of paper airplanes with easy to follow folding instructions, video tutorials and printable folding plans. Find the best paper airplanes that fly the furthest and stay aloft the longest. Search Airplanes at: <https://www.foldnfly.com/#/1-1-1-1-1-1-1-1-2>



Gliding Plane

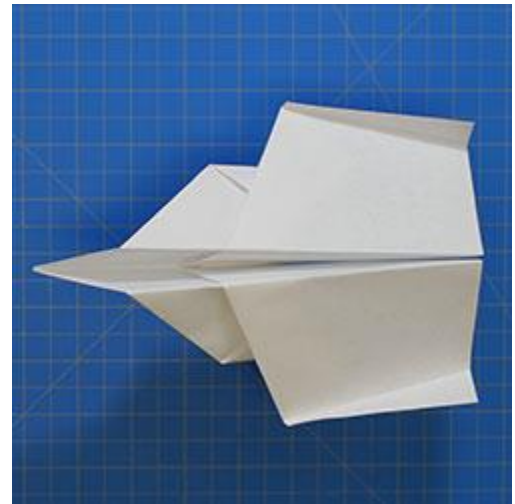
This paper airplane glides for long distances and is perfect to throw from high areas. This design works best when thrown gently, slightly upwards. The fancy crinkle folded wing shown in the picture is optional, but if you get it right it can make this airplane slowly rock back and forth.

Download instructions at: <https://www.foldnfly.com/9.html#Gliding-Plane>

Jet Fighter

This paper jet has a unique two level wing that gives it some style. When adjusted correctly, this paper jet can glide for long distances. Use some tape to keep the fuselage together and two smaller pieces of tape to keep the two levels of wing together. Experiment with the side stabilizer fins and add wing flaps to control the flight.

Download instructions at: <https://www.foldnfly.com/24.html#Jet-Fighter>



RealFlight - Panoramic Photo field

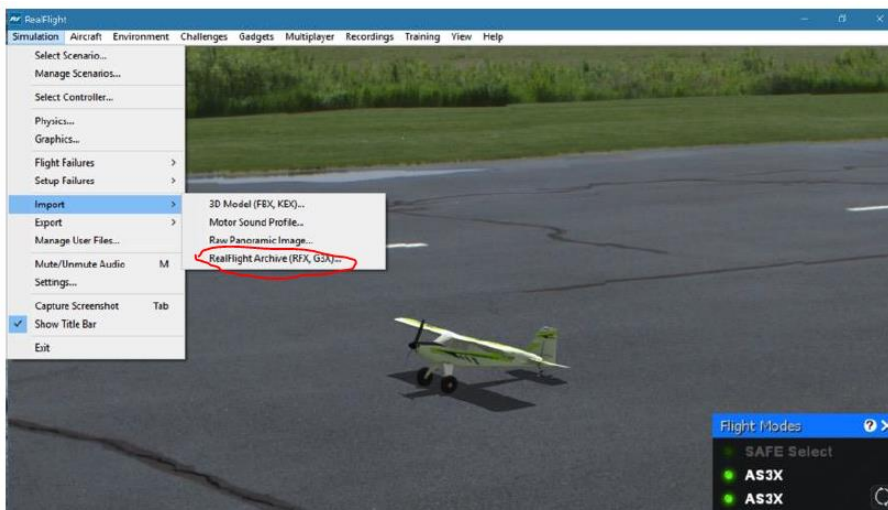
Download the "**rcpropb-photofield_v2.rfx**" file from our RC Propbusters website:

<http://rcpropbusters.com/index.html>

To import the site into your RealFlight G4 or above:

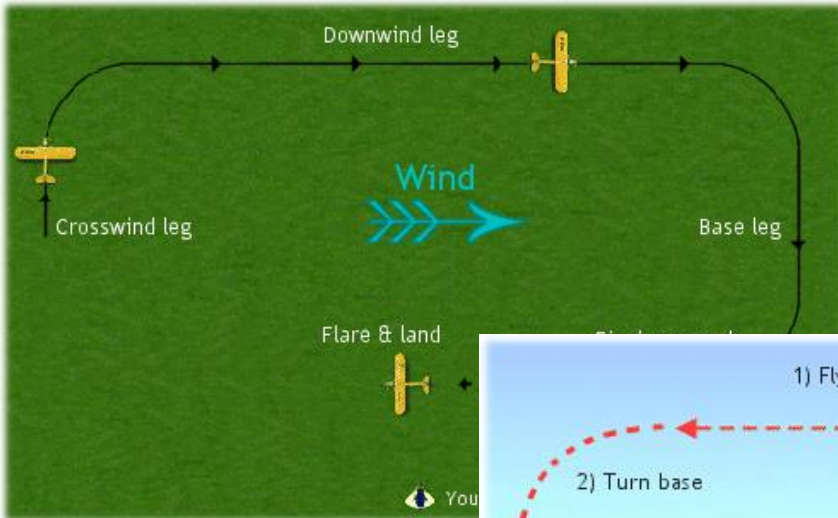
In RealFlight simulator's menu go to **Simulation > Import > RealFlight Archive** and/or read the RealFlight manual. The manual can be accessed from the RealFlight simulator's menu at: **Help > RealFlight Help...**

Find Propbusters Flying Field under tab: **Environment > Select Airport > Custom Airports > Photofields.**



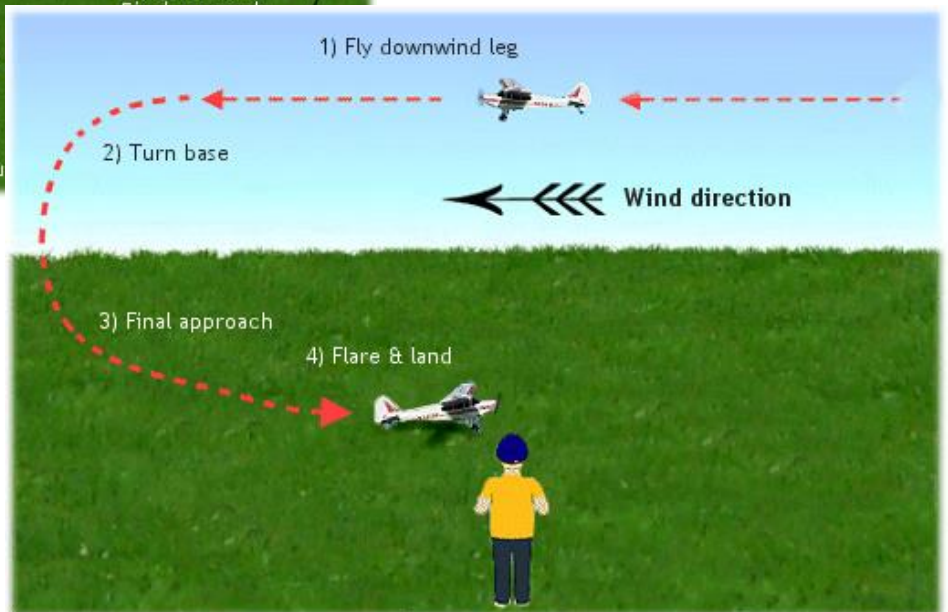
Airport environment displays as **RCPropB-PhotoField_V2a.**

RC Airplane World flight school – lesson #9: landing your plane



The technically correct circuit pattern to fly when landing. You should recognize this circuit pattern from the flying your rc plane lesson, with just a minor change from upwind leg to final approach, flare and land.

Flying a continuous base leg turn is a popular option.



The glide approach

For many rc pilots, turning on to final approach and then just cutting the motor power right back is normal procedure. There's nothing wrong with gliding your plane in to land, but personally I feel it's better to fly it in.

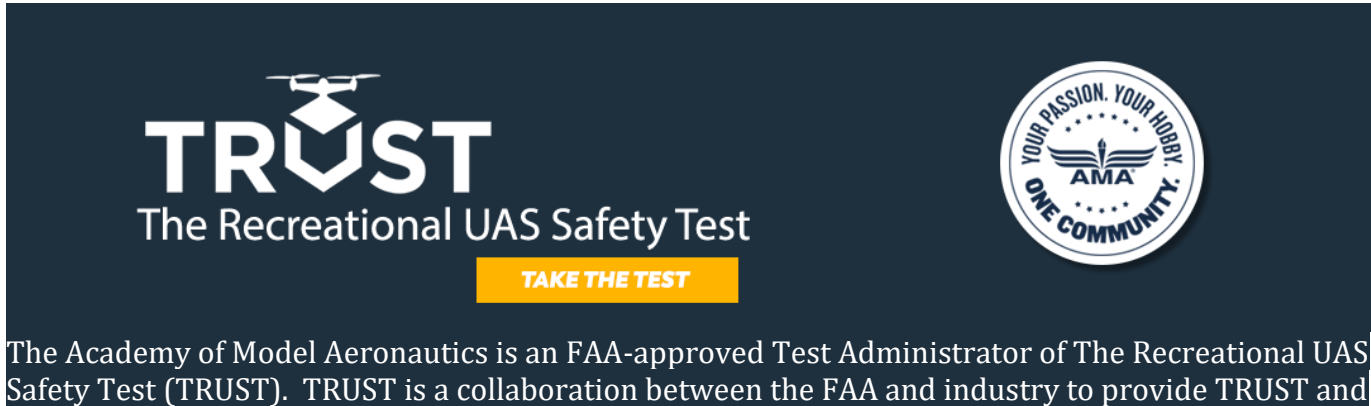
By utilising the motor power correctly, you'll have better control over the airplane's rate of descent and airspeed, and a propeller that's turning slowly *under power* generally creates more drag than a free-wheeling ('windmilling') prop that just turns as the air flows through it.

Depending on the rc airplane that you have, this drag can be used to great effect in slowing the plane down on final approach.

Read the entire article at: <https://www.rc-airplane-world.com/landing-your-rc-airplane.html#:~:text=The%20final%20approach'%20of%20your,that%20greaser%20of%20a%20landing.&text=Above%3A%20The%20technically%20correct%20circuit%20pattern%20to%20fly%20when%20landing.>

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).

Read about TRUST at: https://amablog.modelaircraft.org/amagov/2021/02/24/the-recreational-uas-safety-test-trust-faq/?_ga=2.63574188.2031676889.1626979269-1294394244.1626979269

NOTE: According to a 2021-07-22 letter from Andy Argenio (our AMA District I vice-president) to Ed Deming and Dennis Duplice,

"Taking the test is required by law however ... no deadline was made known. We are advising all AMA members to take the TRUST test. ... If a member is involved in an incident with his/her sUAS/model-aircraft and is asked to show a printout or a digital image to authenticate that they have taken the test to an FAA person or Law Enforcement they can be issued a citation and be fined if they haven't proof on them that they took the test."

WINGED LUDDITES: AVIATORS ARE THE BIGGEST THREAT TO CARRIER AVIATION

NOAH SPATARO, TREVOR PHILLIPS-LEVINE, AND ANDREW TENBUSCH
JANUARY 10, 2022
COMMENTARY



“Today, leaders in naval aviation are impeding the rapid adoption of reconnaissance and strike-capable aircraft carrier drones through deliberate incrementalism, purposefully constraining autonomous platform capabilities and delaying deployment with cautious and lengthy feasibility studies — all while adversaries accept greater risks to rapidly field imposing capabilities. Despite evidence that human-piloted strike-fighter platforms lack the range and endurance, compared to their unmanned counterparts to remain relevant in future conflict, carrier-based drone deployment will lag threats until at least the late 2020s. The Navy’s Next Generation Air

Dominance strike-fighter project is embattled by Luddism, and its leaders are striving to maintain human pilots as the centerpiece of the aircraft carrier’s power projection capability. If the aircraft carrier’s value is indeed its ability to project airpower and sea control against determined threats, then the carrier’s credibility to deter future war hangs in the balance. Accelerated acquisition of carrier-based supervised lethal autonomous drones is paramount to sea control and disrupting U.S. adversaries at range.”

Read this entire article at: <https://warontherocks.com/2022/01/winged-luddites-aviators-are-the-biggest-threat-to-carrier-aviation/>

Selling RC airplanes, helis, and stuff?

We are encouraging members to use the Propbusters *facebook* site to sell RC airplanes, helis, and stuff.

Go to: <https://www.facebook.com/search/top/?q=rcpropbusters>

Model of the Month

Bob Beauregard showed his modified Sig Wonder. Originally built in the late 80s or early 90s and powered by a glow engine, it now is electric, powered by an Eflite Power 15 950KV with a 3S 2600 mAh battery. It weighs 2.2 lbs, and flies with a 9x7.5 propellor.

Ask Bob about his Sig Wonder!



Tips & Tricks



Organize all your hardware to make them easy to find. This saves building time and prevents hangar rash. RTL Fasteners (www.rtlfasteners.com) have lots of excellent hardware and handy organizer boxes.

<https://www.modelairplanenews.com/workshop-tips-for-better-building/>

Minutes of the January 18th, 2022 RC Propbusters Meeting

Not yet available