



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 2025 Newsletter

- General Reminders for all RC Propbusters. See page 3.
- Salem Warbird Rally cancelled. See note on page 4.
- Register/Renew the FAA registration for your RC aircraft. See page 10.
- Take The Recreational UAS Safety Test (TRUST), required by FAA. See page 10.



Steve Christley giving flying instructions at our Neighborhood Funfly. See pictures on pages 14-17.

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 2025

- 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: Mike DeFranzo, Mike Likar, Mike Carabillo, and Peter Nosal

CHECK OUT OUR WEBSITE:
<http://rcprobusters.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.

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.

2025 Event Schedule

Memorial Fun Fly	June 15
Electric Fun Fly & Swap Meet	July 19
Neighborhood Fun Fly	August 2
Club Fun Fly / Potluck Picnic	September 6
Warbird Rally	October 4 cancelled

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.

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.

October 4th Warbird Rally Cancelled

Due to club membership concerns about recent sound level issues with neighbors, and given the intrinsically loud nature of warbird events, the club decided at the September monthly meeting to cancel our planned October 4th Warbird Rally in the interest of maintaining our good relationship with our field neighbors. We may revisit holding an Electric-Only Warbird event next year.

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.

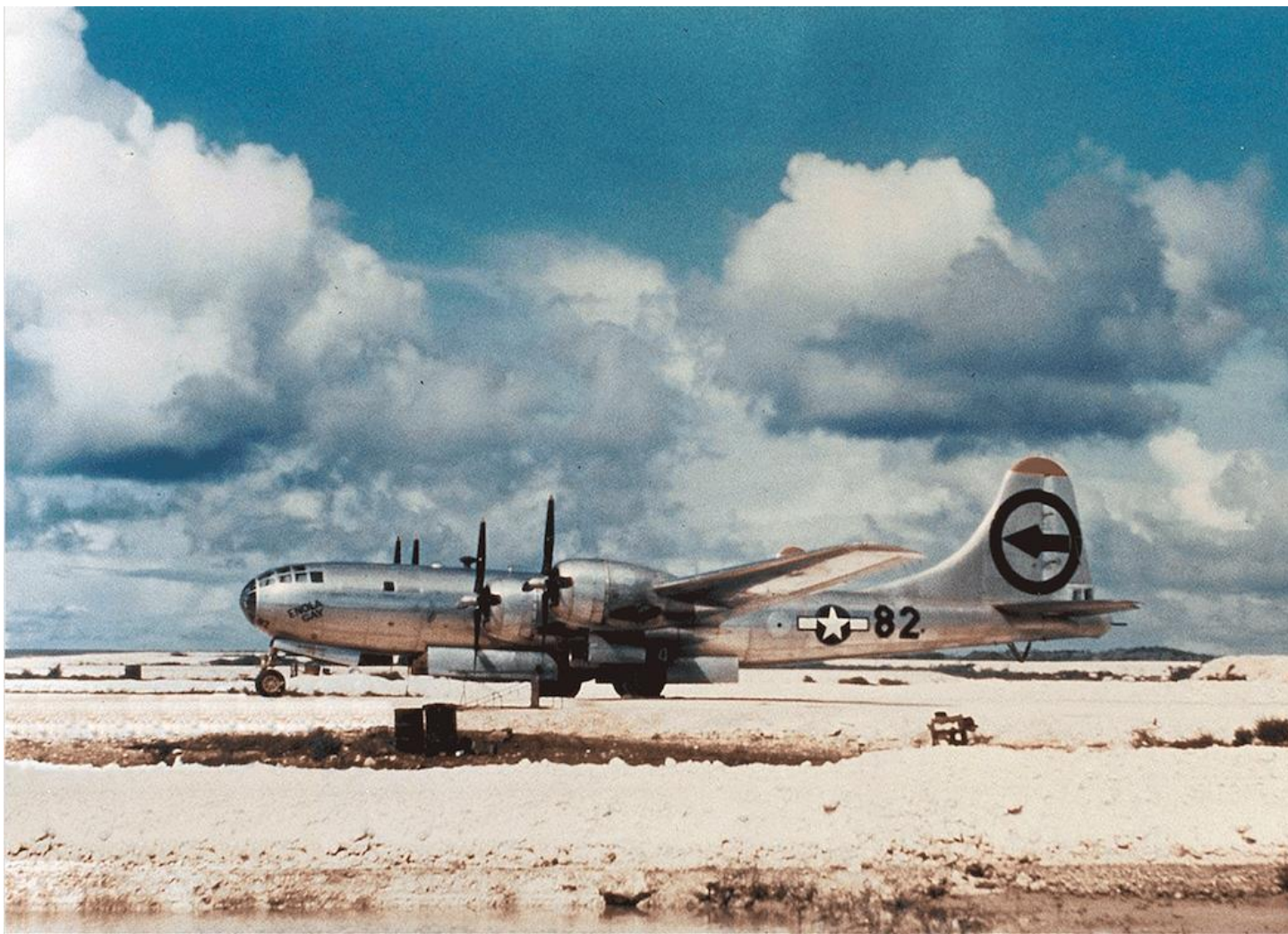
1 September 1982 (USA) — Air Force Space Command established.

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>

6 August 1945 (5 August 1945 UTC)



Silverplate Martin-Omaha B-29-45-MO Superfortress 44-86292, “Dimples 82,” at Tinian, Mariana Islands, August 1945. Note the “Circle Arrow” tail code. (U.S. Air Force)



Colonel Paul Warfield Tibbets, Jr., United States Army Air Corps, Commanding Officer, 509th Composite Group, and aircraft commander of the B-29 Superfortress, Enola Gay. (U.S. Air Force)

6 August 1945: At 0245 hours local time (1445 hours, 5 August, UTC), a four-engine, long range heavy bomber of the 509th Composite Group, United States Army Air Forces, took off from North Field on the island of Tinian in the Northern Mariana Islands, on the most secret combat mission of World War II.¹

The Martin-Omaha B-29-45-MO Superfortress, 44-86292, under the command of Colonel Paul Warfield Tibbets, Jr.,² was carrying Bomb Unit L-11, the first nuclear weapon to be used during war. This was an 8,900-pound (4,037 kilogram) “gun type” fission bomb, the Mark I, code-named Little Boy. It contained 64.15 kilograms (141.42 pounds) of highly-enriched uranium. The bomb was 10 feet, 6 inches (3.2004 meters) long with a diameter of 2 feet, 4 inches (0.711 meters). The gun tube had a bore diameter of 165 millimeters (6.496 inches) and a length of 6 feet (1.8 meters). It weighed approximately 1,000 pounds (454 kilograms).

Although it was considered to be a very inefficient weapon, it had such a reliable design that it had never been tested. Six Mark I bombs were built, but L-11 was the only one ever to be detonated.

Code named “Little Boy,” the Mark I bomb unit L-

11, prior to loading aboard Enola Gay, 5 August 1945. (U.S. Air Force)

On the morning before the mission, Colonel Tibbets had his mother’s name painted on the nose of the airplane: *Enola Gay*. He had personally selected this bomber, serial number 44-86292, while he was visiting the Glenn L. Martin Company plant at Bellevue, Nebraska, 9 May 1945. An employee of the plant told him that the airplane had passed its acceptance tests with no faults of any kind. The B-29 was accepted by the Army Air Corps on 15 May and flown to the 509th’s base at Wendover, Utah, by Captain Robert Alvin Lewis, a B-29 aircraft commander who would act as Tibbets’ co-pilot on the atomic bombing mission.

Read more at: <https://www.thisdayinaviation.com/2025/08/06/>

5 August 1954



The first production B-52A takes off from Boeing Field, 5 August 1954. (Boeing)
5 August 1954: The first production Boeing B-52A Stratofortress, B-52A-1-BO 52-001, made its first flight from

Read more at: <https://www.thisdayinaviation.com/2025/08/05/>

1 August 1955



Anthony W. “Tony” LeVier.

1 August 1955: Test pilot Anthony W. LeVier made the first flight flight of the Lockheed U-2 high-altitude reconnaissance airplane at Groom Lake, Nevada. LeVier was conducting taxi tests in preparation for the planned first flight a few days away, when at 70 knots the U-2 unexpectedly became airborne.

LeVier later said, “I had no intentions whatsoever of flying. I immediately started back toward the ground, but had difficulty determining my height because the lakebed had no markings to judge distance or height. I made contact with the ground in a left bank of approximately 10 degrees.”

On touching down on the dry lake, the U-2’s tires blew out and the brakes caught fire. A landing gear oleo strut was leaking. Damage was minor and the airplane was soon ready to fly. Tony LeVier was again in the cockpit for the first actual test flight on 4 August.

The Lockheed U-2A is a single-place, single-engine aircraft powered by a turbojet engine, intended for very high altitude photographic reconnaissance. Thirty U-2A aircraft were designed and built for the Central Intelligence Agency by Lockheed Aircraft Corporation’s secret “Skunk Works” under the supervision of Clarence L. “Kelly” Johnson.



Lockheed U-2, “Article 341,” at Groom Lake, Nevada, 1955. (Lockheed Martin)

Read more at: <https://www.thisdayinaviation.com/2025/08/01/>

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 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).

THE MARCH OF AVIATION " HISTORY OF FLIGHT FROM WRIGHT BROTHERS TO WWI & WWII DC-3 B-17

PeriscopeFilm
Apr 2, 2025



The history of aviation is presented as a succession of different airplane models in this silent film.

This film is part of the Periscope Film LLC archive, one of the largest historic military, transportation, and aviation stock footage collections in the USA. Entirely film backed, this material is available for licensing in 24p HD, 2k and 4k.

For more information visit <http://www.PeriscopeFilm.com>

<https://www.youtube.com/watch?v=3gSgdf9cHRA>

Propbusters Corn Field planted Timber RC Airplanes

Photo credit: Gary Hansen



RC airplane flying in the wind – Google Search

AI Overview

To fly an RC airplane in the wind, always land and take off into the wind to maximize control and reduce ground speed. Use more throttle for stability, especially on approach and during turns to maintain sufficient airspeed, which is crucial for handling gusts. Use ailerons into the wind to keep the wings level and aileron and rudder to maintain your centerline. Be cautious on downwind turns and avoid turning after landing.

During Takeoff

- **Go straight into the wind:**
Position the aircraft directly into the wind for takeoff to prevent it from weather-vanning.
- **More throttle:**
Apply a higher level of throttle than you would in calm conditions to ensure a fast, stable takeoff.
- **Use ailerons into the wind:**
Apply aileron input into the wind to keep the upwind wing from lifting and use the rudder to maintain the centerline.
- **Rotate later:**
Hold the aircraft in a tail-low or three-point attitude longer to build more airspeed before rotating, ensuring good control authority.

In Flight

- **Maintain throttle:**
Keep a higher throttle setting to maintain enough airspeed to counteract the wind, especially during turns and when flying against the wind.
- **Watch downwind turns:**
Be aware that flying downwind can cause you to lose airspeed quickly, making it easy to enter a stall or lose control.
- **Fly with the wind:**
You can use the wind to your advantage by "wind surfing" back and forth, but you must maintain enough airspeed to control the plane.

During Landing

- **Land into the wind:**
Always land the aircraft into the wind to ensure the slowest ground speed and to give you the most control.
- **Stay on the throttle:**
Keep sufficient throttle on the approach and during the landing rollout to maintain control and prevent the plane from rolling backward.
- **Be decisive:**
Let the plane fly itself to the ground and through the rollout without overcorrecting or panicking, even if it bounces.
- **Avoid turns:**
Try to avoid turning the plane once it's on the ground, as it's easier to lose control when already flying slowly.

General Tips

- **Know your plane:**
High-wing, heavier, and well-powered planes are more stable and forgiving in windy conditions.
- **Be conservative:**
Beginners and intermediate pilots should avoid flying in strong winds unless they are extremely comfortable and confident with their aircraft.
- **Don't overcorrect:**
Wind can buffet the plane around, but panicking and overcorrecting can lead to a loss of control.

Fly In Wind Like a *PRO*

Tail Heavy Productions

Sep 10, 2022

Our educational videos are written and narrated by Zach - our full-scale professional pilot & instructor who brings both his real-world and RC experience into our videos. This script was also reviewed and given two thumbs up by many fellow full scale and RC pilots, as well as an FAA designated examiner and some aerospace engineers. We hope you found it fun and informational and learned from it as well! 😊



Watch this video at: <https://www.youtube.com/watch?v=KELzNfy57Xo>

Also check out:

<https://tailheavyrc.com/pages/videos>

<https://www.boldmethod.com/learn-to-fly/maneuvers/approach-to-landing-turbulence/>

12 BIGGEST Drone MISTAKES New Pilots Make

The Drone Creative

May 28, 2022

These are the 12 BIGGEST Drone MISTAKES New Pilots Make with the DJI Mini 3 Pro. Be careful not to make these easily avoidable beginner drone mistakes!



Watch this informative video at:

<https://www.youtube.com/watch?v=z0H5iPBnfig&t=798s>

2025 Neighborhood Funfly

(Photo credit: Jim Holzworth)



Ed Deming and Shane Duffy introducing guests to rc helicopters.



AMA District I VP Andy Argenio (right) and Associate VP Kevin Ryan from Cape Cod were here to support our funfly. **Thanks, gentlemen!**



Propbuster Club VP Steve Pickering helped many guests fly this Turbo Timber



Ed Deming and Ray Gilbert discussing RC helicopters with Neighborhood Funfly guests.



Everyone enjoyed the flight simulators provided and manned by the Academy of Model Aeronautics District 1 Outreach Team!





Club Instructors Dave Pratt and Rob Larson readying their Pitts S2Bs to fly!



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

2025 Propbusters Family (formerly "Labor Day") Funfly

(Photo credit: Jim Holzworth)

A brief downpour didn't stop us!



Chris Osborne taking off.



Bill Fries conducting a thorough preflight inspection along with Peter Nosal.



Club youth member, Easton Crafton, practicing fly bys and basic precision aerobatics.



Peter Nosal lifting off ...



Scott Knapp taking off his Turbo Timber.



Tom Vernon and Rachel Gadbois-Crafton serenaded us with great bluegrass music. See the airplane flying in the background. Watch and listen at: https://drive.google.com/file/d/1g_hvsDNCoPkNhcyPB7GAQJm3tjqhp-g0/view?usp=gmail

Practice, Practice, Practice

Tips & Tricks



Propeller Safety Tip

To prevent accidents, full-size aircraft are equipped with propellers that have brightly colored tips. Do the same with your model airplane propellers. Mask off the tips and spray on some bright yellow or white to make the prop tips more visible while it's spinning. The finger you save might be your own!

<https://www.modelairplanenews.com/10-field-bench-tips/>

Model of the Month

No Models of the Month for August and September.

Minutes of the August 19th and September 16th 2025 RC Propbusters Meetings

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.
