AMA GOLD LEADER CLUB

RC Propbusters of Salem CT

www.rcpropbusters.com

AMA Club No 191
Founded 1937

Jim Holzworth, Newsletter Editor
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RC Propbusters, Inc. ©

November 2025 Newsletter

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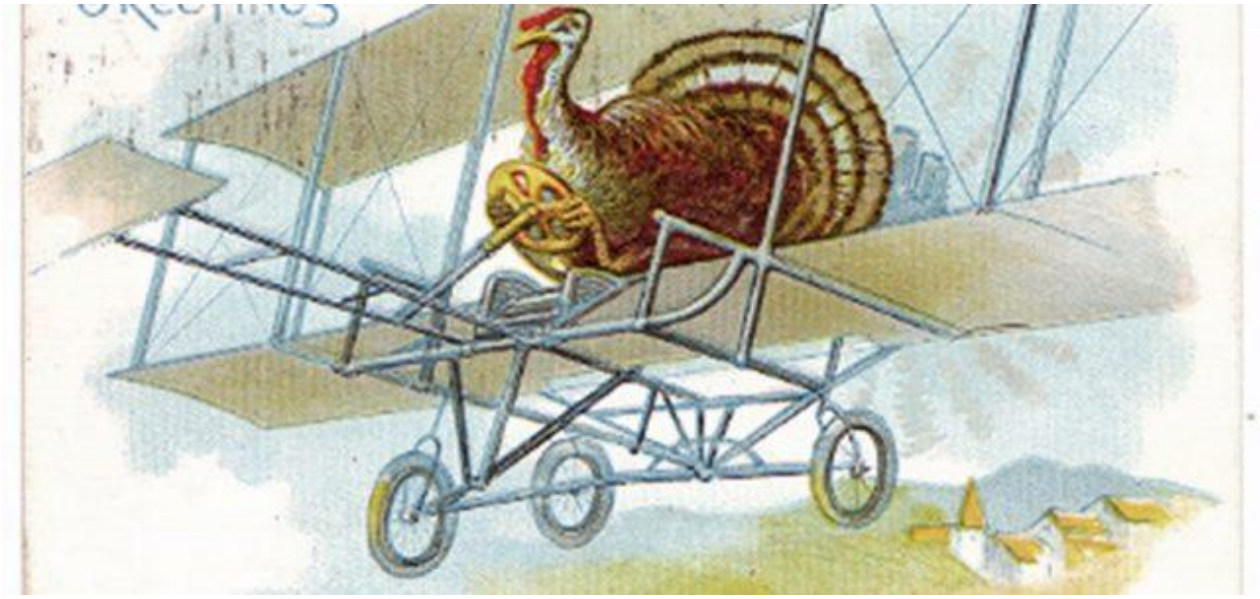
Happy Thanksgiving



(Photo credit: https://www.flightjournal.com/happy-thanksgiving-to-you-and-yours/)

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RC Propbusters meetings are held on the third Tuesday of every month @ **7:30 PM**. Meeting location is the historic Salem Center School at 250 Hartford Road (Route 85), about one mile north of Salem Four Corners (Circle).

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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.

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R/C Propbusters, LLC. Officers for 2025

President:	Ed Deming
Vice President:	Steve Pickering
Treasurer:	John Banks
Secretary:	Bill Fries
Asst. Secretary:	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://rcpropbusters.com/

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

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Propbusters Meeting Location

Regularly scheduled Propbusters monthly meetings are held at the Salem *Center School*, 250 Hartford Rd Salem, CT 06420. The *Center School* is in the Salem CT historic district.

https://historicbuildingsct.com/center-school-salem-1885/
41.491289, -72.275949

Monthly meetings will simultaneously be conducted electronically using Zoom.

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General Reminders for all RC Propbusters

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.

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2025 Event Schedule (concluded)

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

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RC Propbusters Outerwear
available at

J&D Embroidering and Screenprinting

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.

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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.

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Nomination for our club officers

Since there were no volunteers/nominations received for new officers or Board of Directors (BoD) members, Ed Deming nominated the existing slate of Club Officers and At-Large BoD members for re-election. Nominations were approved and closed. Re-election of the current slate of officers and Board of Directors will occur at the December meeting.

Here (below) is the list of club officers and respective duties:

Club Officer Duties (from the By-Laws)

President: Presides at Club and Board of Directors meetings, ex-officio member of all committees. Acts as spokesman for the Club in all matters. May delegate other members of the Club to act as spokesman for the Club if deemed necessary. Acts in temporary emergencies when Club or Board of Directors action is not feasible.

Vice-President: Assumes the duties of President in his absence. Assist and represents the president at committee meetings etc., as requested by the President.

Secretary: Keeps a correct record of business proceedings, official membership list, list of committees, copy of By-Laws, conducts correspondence, keeps corporate books and minutes, has charge of corporate seal, maintains AMA charter & insurance, etc.

Assistant Secretary: Assists the Secretary with his duties and acts in his stead during the Secretary's absence.

Treasurer: Custodian of funds, collects all monies, pay all bills, gives financial report at regular Board of Directors and Club meetings, prepares written financial report at end of annual terms of office.

Financial Agent: Duties limited to stand-by authorized officer who can make approved deposits or withdrawals of Club funds into or from banks or other depositories, for savings or checking accounts. The Financial Agent may also hold an additional club officer position concurrently.

Only the treasurer and financial agent shall have authority to make deposits into or authorized withdrawals of Club funds from banks or other depositories.

Safety Officer: Shall have a committee of assistants. Maintains safe flying at the club flying site(s). He may inspect or have a qualified person inspect aircraft when new (never flown), repaired after a crash or suspected (because of erratic flight characteristics) of being unsafe. Any persistent flying of unsafe aircraft shall be reported to a club officer who will report any serious or repeated infractions to the Board of Directors for appropriate action as per Article X of these by-laws. He shall enforce the AMA safety code and conduct safety classes at Club meetings as required.

Field Marshal: Supervises field layout, parking, flight line, frequency control, and the general flying area. Handles Public Relations for the club with new people and the general surrounding community, has familiarity with local medical and emergency facilities, supervises field maintenance, and handles disruptive individuals. Presents issues and requirements to the Club at open meetings on problems. Should have personal knowledge of public officials to contact if needed (if field is a public property) to handle problems.

Assistant Field Marshal: Primary duty is to manage the mowing crew and mowing schedule. Assists the Field Marshal with his duties and acts in his stead during the Field Marshal's absence.

Newsletter Editor: Writes, prints and mails the monthly newsletter. The editor will print pertinent input from the membership as received for inclusion in the newsletter.

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November Aviation Events & Milestones

8 November 1881 (France) — Robert Albert Charles Esnault-Pelterie, early aviation pioneer is born. He invented ailerons and coined the word astronautics.

9 November 1904 (USA) — Wilbur Wright flies for five minutes, four seconds over Huffman Prairie, Ohio, covering 2¾ miles.

7 November 1907 (USA) — The United States Army Signal Corps is allotted $25,000 to procure an airplane.

10 November 1907 (France) — Louis Blériot introduces what will become the modern configuration of the airplane. His N°VII has an enclosed or covered fuselage, a single set of wings, a tail unit, and a propeller in front of the engine.

30 November 1907 (USA) — Glenn Curtiss founds the Curtiss Aeroplane Company. It is the first United States airplane manufacturing company.

22 November 1909 (USA) — Wright Company is incorporated with a capital stock of $1,000,000. Formed to manufacture airplanes, the company's president is Wilbur Wright and his brother Orville is the vice president.

14 November 1910 (USA) — The birth of the aircraft carrier occurs when Eugene Ely takes off from the cruiser *USS Birmingham* in Virginia, on a Curtiss biplane. The warship has an 83-foot platform built over the foredeck for the take-off.

9 November 1914 (Austria) — Hady Lamarr (born Hedwig Eva Maria Kiesler in Vienna, Austria-Hungary) was an actress and the co-inventor of a radio guidance system for Allied torpedoes that used spread spectrum and frequency hopping technology to defeat the threat of radio jamming by the Axis powers. See page 10 of this newsletter and also at: https://en.wikipedia.org/wiki/Hedy_Lamarr

6 November 1915 (USA) — The first catapult launching of an airplane from a moving ship is made from the USS North Carolina in Pensacola, Florida.

20 November 1919 (USA) — The first municipal airport in the United States opens in Tucson, Arizona and is still in use today.

6 November 1930 (USA) — Capt. Edward V. RickenBacker is awarded the Congressional Medal of Honor for World War I action.

6 November 1945 (USA) — The first jet plane to land on an aircraft carrier is a Ryan FR-1 “Fireball” piloted by U.S. Navy Ensign Jake West.

15 November 1949 (USA) — Pratt & Whitney receives $10-million United States Air Force contract for development of its R-4360 "Wasp Major" engine.

8 November 1950 (Korea) — The first jet plane aerial combat in history took place in Korea.

20 November 1953 (USA) — The first man to exceed Mach 2 is American test pilot Scott Crossfield in a Douglas D-558-2 “Skyrocket.”

29 November 1961 (USA) — NASA successfully recovers a chimpanzee and capsule which had orbited the globe two times as part of the Mercury program.

15 November 1965 (USA/Global) — The first flight around the world flying over both Poles is made by U.S. airline Flying Tiger Line Captain J.L. Martin.

26 November 2018 (Solar System) NASA Mars InSight Lander touches down safely on the Red Planet.

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

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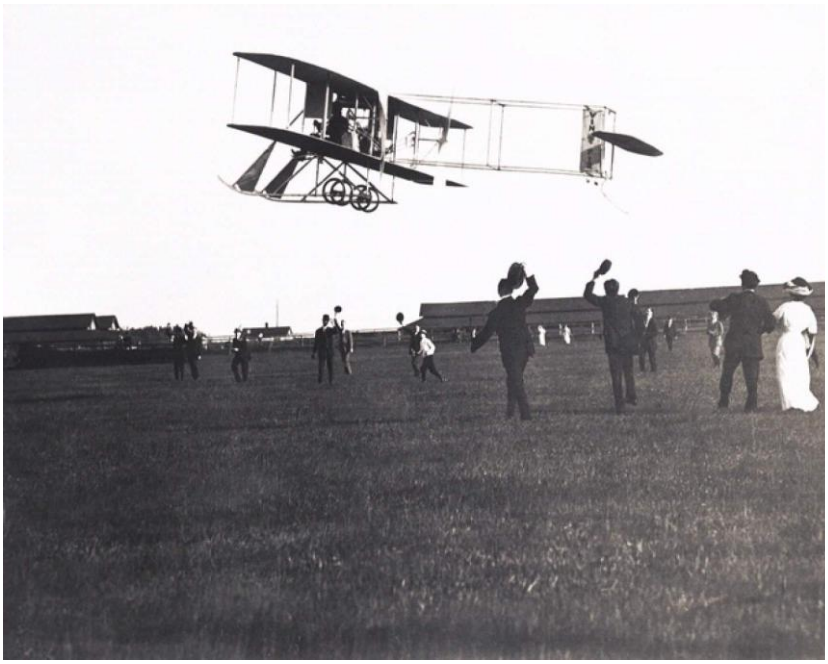
5 November 1911



Cal Rodgers departs Sheepshead Bay, New York aboard his Wright Model EX, Vin Fiz, 4:30 p.m., 17 September 1911. (NASM SI-A-3475_640)

5 November 1911: At 4:04 p.m., (00:04, 6 November UTC) Calbraith Perry Rodgers completed the first transcontinental flight of North America when he landed at Tournament Park, Pasadena, California, in front of a crowd of 20,000 spectators.

Only a few months earlier Cal Rodgers had been taught to fly by Orville Wright at Huffman Prairie, Ohio. On 7 August he had been awarded *Fédération Aéronautique Internationale* (FAI) pilot certificate number 49.

In October 1910, newspaper publisher William Randolph Hearst offered a prize of $50,000 to anyone who flew an airplane across the North American continent in 30 days or less. The prize offer would expire 11 October 1911. Rodgers bought a Wright Model EX from the Wright brothers, who were skeptical that any airplane could hold together for that long of a flight, but they eventually agreed to sell the airplane to him. Armour Meatpacking Company of Chicago agreed to sponsor the cross country flight as a means of advertising their grape soft drink, Vin Fiz. Rogers named his airplane after the soft drink. (Vin Fiz also sponsored Harriet Quimby.)

The Wright Model EX was built as an exhibition airplane. It was developed from the 1910 Model R, with shorter wings and some other improvements to reduce aerodynamic drag. It was a single-place biplane with a length of 21 feet, 6 inches (6.553 meters) and a wingspan of 31 feet, 6 inches (9.601 meters). It was powered by a water-cooled Wright inline 4-cylinder engine which produced 30 horsepower, driving two propellers in pusher configuration by means of chain drive. Its top speed was approximately 62 miles per hour (99.8 kilometers per hour).

Rogers and Vin Fiz took off from Sheepshead Bay, New York, at 4:30 p.m., Eastern Standard Time (21:30 UTC), 17 September 1911.

Cal Rodgers was accompanied by a special six car train that provided living quarters, support personnel and a hangar car for maintenance. He paid Charlie Taylor, the Wright's mechanic, $70 per week to accompany the flight and perform the necessary maintenance on the airplane. The top of the rail cars were marked to allow Rodgers to follow the train in and around the larger cities as a form of navigation.

The total duration of the flight was 49 days, 2 hours, 34 minutes. The transcontinental flight required more than 70 landings for fuel, maintenance or

Calbraith Perry Rodgers, 1879–1912. (Wright Bros. Aeroplane Co.)

repairs. By the time that he arrived at Pasadena, California, Hearst's prize offer had already expired. The city of Long Beach offered him $1,000 if he would fly to the shoreline of their city to complete the journey. After spending the night at Pasadena, Rodgers took off on the final leg, only 25 miles, but he crashed at Compton, and was seriously injured. It was nearly a month before he had recovered sufficiently to fly the rest of the way to Long Beach, which he did with a crutch tied to the airplane's wing. He landed on the beach there, 10 December 1911.

© 2018, Bryan R. Swopes

From: https://www.thisdayinaviation.com/2025/11/05/

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Proposed Solar Battery Charging Station

A proposal was made to consider installing a solar charging station at Propbuster Field. Members are asked to consider pros and cons of having a solar charging station and discuss relevant issues with one another. A digital survey will be sent to members through our website in the near future to determine club membership interest in continuing our solar charging station research. No commitment will be made until completion of thorough research following a positive survey response, and an affirmative vote on a priced proposal by club membership.

Consideration of installing an on-site charging station has occurred several times over the past 10 or 15 years, and all proposals have been rejected. With a significant increase in battery powered aircraft, and much-advanced technology, now may be a good time to reconsider installing a charging station. Modern solar charging stations are very affordable.

Some positive reasons for having a solar changing station at our flying field were mentioned at our November club meeting: cost savings and convenience to members, fewer batteries to buy, no more dead car batteries, no need to charge lots of batteries at home, no discharging of unused batteries at home, and encourage new membership by reducing cost of entry to the hobby. Of course, there are more pros and cons, including safety and security issues.

Please begin to think about potential benefits and costs. We will collect survey data as well as spoken opinions during the next few months. Please make your opinions and feelings known.

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Practice, Practice, Practice ……

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The following 4½ pages are reprinted from the November 2018 Propbusters Newsletter because they are informative and I like them.

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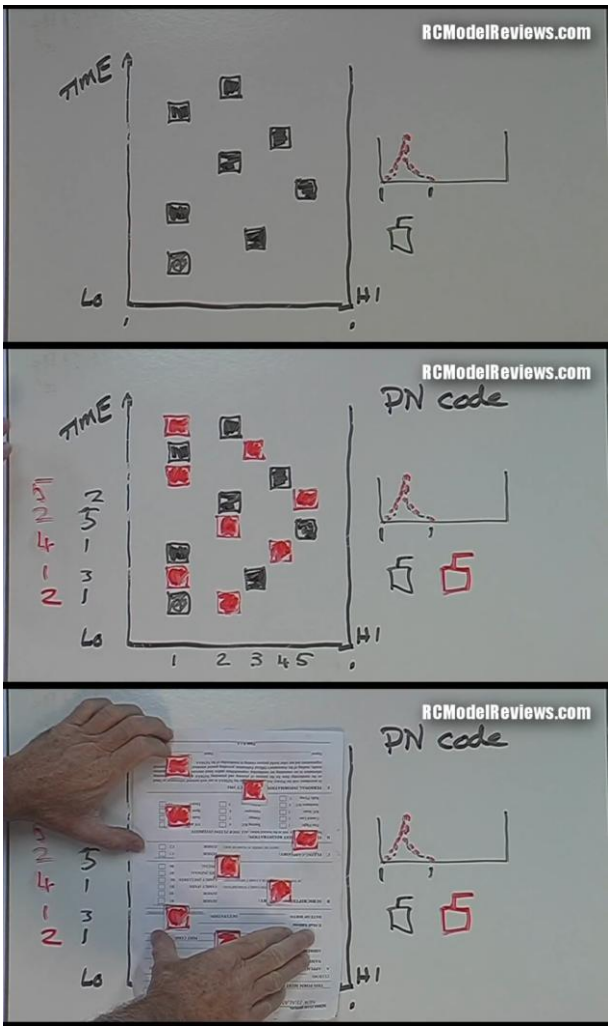
Part of the magic of RC flying is that our model airplanes can fly around safely, sharing the same air space with others. Spread spectrum technology allows us not to worry about multiple transmitters controlling our airplanes. Frequency hopping, and related magic, is the secret. Here is a nice simple-minded explanation of frequency hopping by Bruce Simpson at RCModelReviews.* Of course, there is lots more to learn about this. Maybe we can get a knowledgeable Propbuster Club member to explain it further at a monthly meeting.

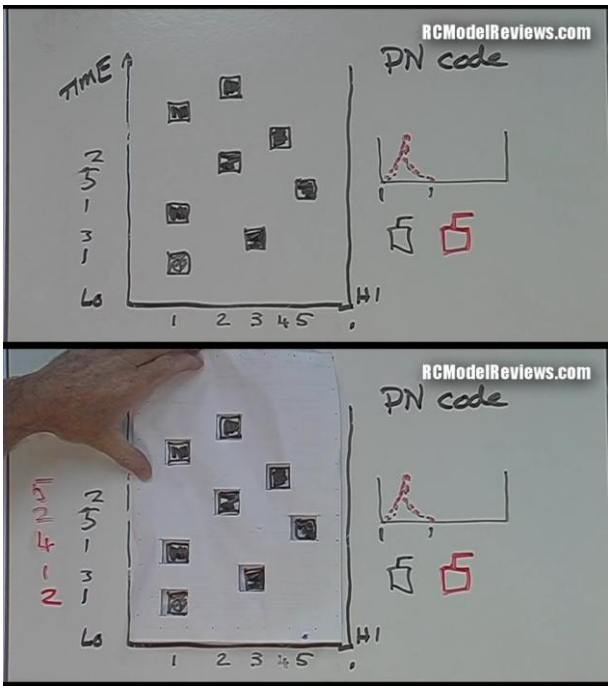
How spread spectrum RC systems can share the same part of the 2.4GHz band

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

RCModelReviews
Published on Feb 7, 2011

This is a very quick explanatory video which hopefully explains how a DSSS signal (as used by all of today's 2.4GHz radio control systems such as Spektrum DSM2 and DSMX, Futaba Fast, Hitec AFHSS etc) allows more multiple systems to share exactly the same part of the band without interfering with each other. The PN (pseudo-noise) codes effectively "scatter" the signal across the channel being used by the DSSS signal so that the chances of another signal affecting it are very remote. This could be seen as a kind of "micro-hopping" within the DSSS signal itself -- although it shouldn't be confused with the much larger jumps that today's "hopping" systems use to move the entire DSSS signal around the band at random.





These screen shots summarize the video. Two transmitters (black and red) send and receive signals using two corresponding PN (pseudo-noise) codes. Here, paper templates represent the PN code sequences. Time flows up in these diagrams.

*A comment below the video claims that this explanation refers to FHSS (Frequency-hopping spread spectrum) and not to DSSS (Direct-Sequence Spread Spectrum).

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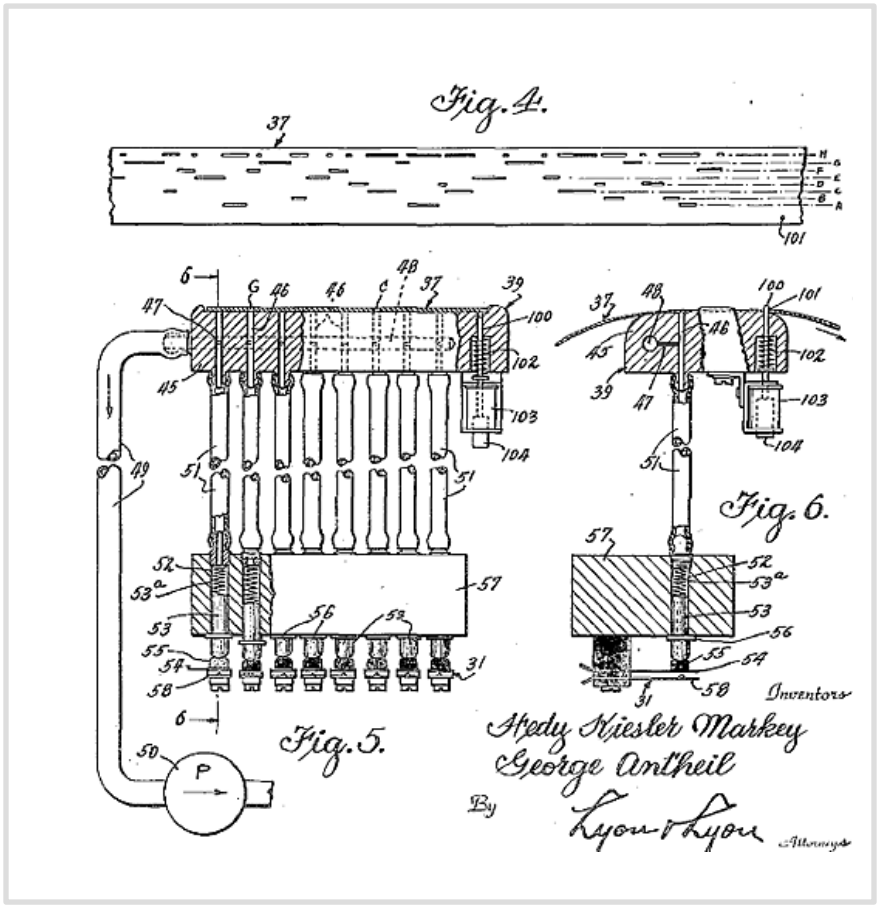
Hop, Skip, and a Jump



Hedy Lamarr, the actress, along with a co-inventor (her Hollywood neighbor, *avant garde* composer George Antheil), contributed to the invention of spread spectrum technology, with "frequency hopping."

Here is one of the diagrams included in their U.S. patent application. In this diagram, time flows horizontally across the paper tape pictured at the top. Rows A thru H represent different PN codes. These holes in the paper tape are similar to holes in a player piano music roll (and similar to the paper templates in the screen shots of the Bruce Simpson RCModelReviews video on page 3).

According to Jennifer Ouellette (2012), legend has it that Lamarr approached George Antheil "for endocrinological advice on increasing her breast size, but the two soon began chatting about weapons, particularly radio controlled torpedoes and how to protect them from jamming or interference. She realized that "we're talking and changing frequencies" all the time, and that a constantly changing frequency is much harder to jam.

This became the basis for their design for a torpedo guidance system. Lamarr contributed the idea of frequency hopping, while Antheil drew on his experience with "Ballet Meanique" to devise a means of synchronizing the rapidly changing radio frequencies envisioned by Lamarr.

Their joint invention used a mechanism similar to piano player rolls to synchronize the changes between the 88 frequencies –- not coincidentally, this is also the standard number of piano keys – and called for a high-altitude observation plane to steer a radio-controlled torpedo from above. They submitted their patent on June 10, 1941, and the patent was granted on August 11, 1942. …

Lamarr and Antheil had less success convincing others their idea was feasible. "Examiners at the National Inventor's Council questioned the robustness and accuracy of the internal clockwork mechanism responsible for moving the perforated tape through the system, while the U.S. Navy felt the clockwork mechanism was too bulky and unreliable to use with a torpedo, although Antheil argued it should be possible to miniaturize it to fit inside a watch. As Antheil later recalled:

In our patent Hedy and I attempted to better elucidate our mechanism by explaining that certain parts of it worked like the fundamental mechanism of a player piano. Here, undoubted, we made our mistake. The

reverend and brass-headed gentlemen in Washington who examined our invention read no further than the words "player piano." "My god," I can see them saying, "We shall put a player piano in a torpedo."

Quoted from Jennifer Ouellette (*Scientific American*, 9 January 2012). *Hop, Skip and a Jump: Remembering Hedy Lamar*. https://blogs.scientificamerican.com/cocktail-party-physics/hop-skip-and-a-jump-remembering-hedy-lamar/

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Bombshell: The Hedy Lamarr Story

Hedwig Eva Maria Kiesler, aka Hedy Lamarr

Actress, Inventor (Nov 9, 1914 - Jan 19, 2000)

Louis B. Mayer, head of MGM, brought Hedwig Eva Maria Kiesler to Hollywood from Austria in 1938, changed her name to Hedy Lamarr, and began promoting her as the "world's most beautiful woman."

https://en.wikipedia.org/wiki/Hedy_Lamarr

The Official Website of Hedy Lamarr is https://www.hedylamarr.com/

A very interesting (also somewhat sad) video about the life of Hedy Lamarr was recently shown on public television and is now available on Amazon Prime, Netflix, Google Play, and Youtube: "Bombshell: The Hedy Lamarr Story."

The entire documentary is 90 minutes.

The Wikipedia synopsis of the film reads as follows:

The film follows the life story of Lamarr from her youth as the daughter of assimilated Austrian Jews through her rise to fame, the Nazi onslaught, her departure for the United States, six marriages, her acting career, her landmark invention, decline, and finally her death at the age of 85, in 2000. The focus of the film is on her co-creation with George Antheil of the technology of frequency hopping.
The film delves into Lamarr's different, seemingly unhealthy relationships with Louis B. Mayer (the head of Metro-Goldwyn-Mayer Studios), Max Jacobson (Dr. Feelgood), and director Cecil B. DeMille. The film also shows how Hedy Lamarr became so reclusive at the end of her life.
https://en.wikipedia.org/wiki/Bombshell:_The_Hedy_Lamarr_Story

There are a couple of very good short video segments available online. The first concerns Hedy's invention of frequency hopping.
Bombshell: The Hedy Lamarr Story | How Hedy Lamarr Developed a ...
www.pbs.org/wnet/americanmasters/bombshell-hedy-lamarr...hedy-lamarr.../10210/

Learn what inspired Hedy Lamarr to create frequency hopping, a type of secure radio communication.

The second short video segment concerns aircraft design and Hedy's relationship with Howard Hughes.
Bombshell: The Hedy Lamarr Story | Hedy Lamarr and Howard ... - PBS
www.pbs.org/wnet/americanmasters/hedy-lamarr-howard-hughes-relationship/10134/
It's no secret that Hedy Lamarr and eccentric aviation tycoon Howard Hughes were romantically involved, but ...

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For readers who want to learn more about spread spectrum technology, check out the tutorial "An Introduction to Spread-Spectrum Communications" at https://www.maximintegrated.com/en/app-notes/index.mvp/id/1890

"The formal definition of spread spectrum is … an RF communications system in which the baseband signal bandwidth is intentionally spread over a larger bandwidth by injecting a higher frequency signal (**Figure 1**). As a direct consequence, energy used in transmitting the signal is spread over a wider bandwidth, and appears as noise."

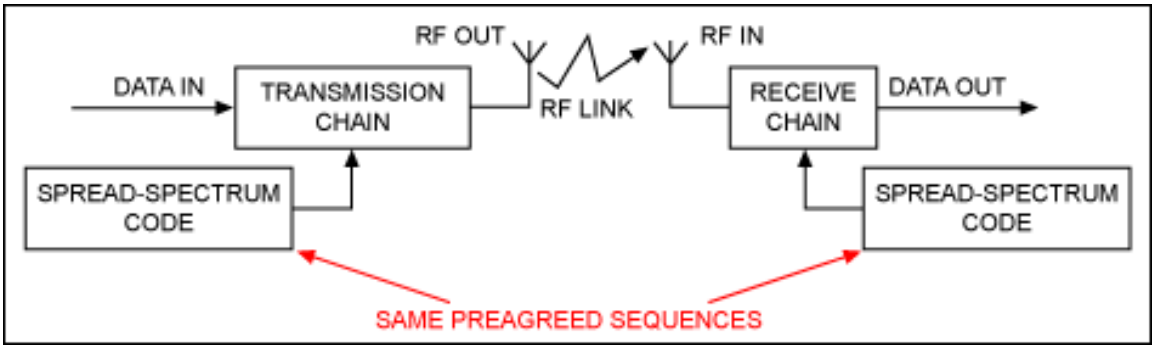

Figure 1. Spread-spectrum communication system.

"There are many benefits to spread-spectrum technology. Resistance to interference is the most important advantage. Intentional or unintentional interference and jamming signals are rejected because they do not contain the spread-spectrum key. Only the desired signal, which has the key, will be seen at the receiver when the despreading operation is exercised. See **Figure 5**."

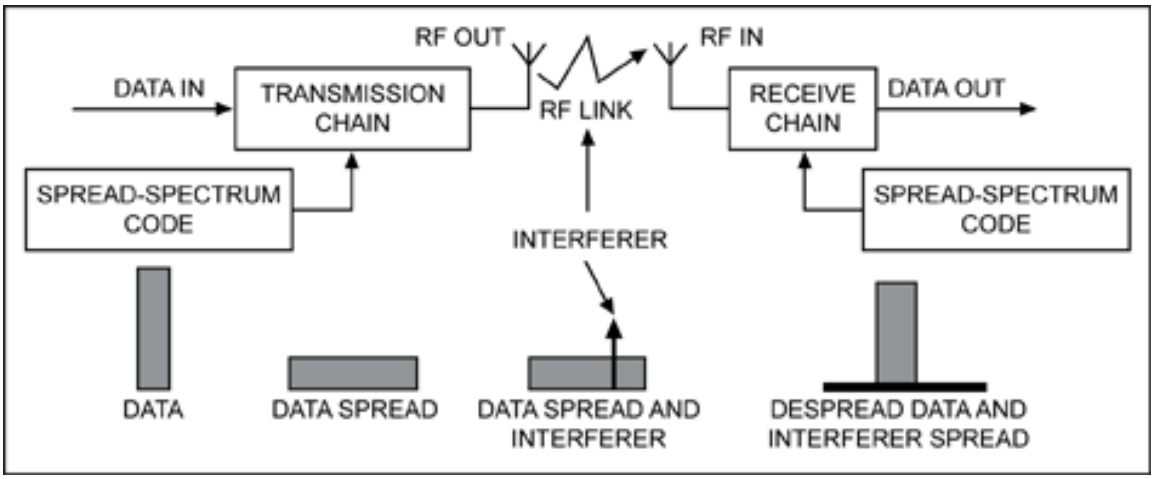

Figure 5. A spread-spectrum communication system. Note that the interferer's energy is spread while the data signal is despread in the receive chain.

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DSM, DSM2, FHSS, DSSS? Huh? There is a useful glossary at the Spektrum.com website: https://www.spektrumrc.com/Support/glossary.aspx. Here are a few terms taken from the glossary:

DSM - Digital Spectrum Modulation; DSM is the 2.4GHz technology that makes Spektrum possible.

DSM2 - The second generation of Digital Spread Modulation. DSM2 offers significantly reduced latency and a faster response time than any brand of 27, 75, or 72MHz PCM system.

FHSS - Frequency Hopping Spread Spectrum. These systems usually transmit a narrow band signal and rapidly jump through a fixed set of frequencies, spending a few milliseconds on each frequency.

DSSS - Direct Sequence Spread Spectrum. DSSS broadcasts on the 2.4GHz frequency band and generates a wide signal on a single frequency.

GUID - Globally Unique Identification Code. Each individual module or radio is factory programmed with its own unique serial code. In the binding process, the receiver is programmed to only recognize the GUID code of one specific radio or module. (Editor's note: GUIDs are similar to PN (pseudo-noise) codes discussed in Bruce Simpson's RCModelReviews video "How spread spectrum RC systems can share the same part of the 2.4GHz band").

Binding Process - Programming a receiver to recognize the GUID code of only one specific transmitter or transmitter module.
https://www.spektrumrc.com/Support/glossary.aspx

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The secret about biplanes | The reason why they don't fly anymore

Joyplanes
Sep 16, 2019

Biplanes look cool, but they have a story, they still exist today, and they are a curious flying piece of machinery. In this video I'll be showing a basic explanation and a short story about these airplanes.

Watch this video at:
https://www.youtube.com/watch?v=0P0K9BSuQqE

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FAA Recreational Flyer Registration

Register your RC aircraft at:
https://faadronezone.faa.gov/#/register
Renew your RC aircraft registration at:
https://faadronezone.faa.gov/#/

How much does it cost to renew a registration?
$5 through the FAADroneZone.

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The Recreational UAS Safety Test (TRUST)

All Propbusters are now required to take and pass The Recreational UAS Safety Test (TRUST),
… but don't worry!

The Academy of Model Aeronautics is an FAA-approved Test Administrator of The Recreational UAS Safety Test (TRUST). TRUST is a collaboration between the FAA and industry to provide TRUST and educational safety material to Recreational Flyers.

https://www.modelaircraft.org/trust

The Recreational UAS Safety Test (TRUST) FAQ

June 22, 2021, UPDATED TRUST INFORMATION:
The AMA has now been approved to administer The Recreational UAS Safety Test, or TRUST. AMA has worked closely with the Federal Aviation Administration (FAA), ensuring that TRUST meets the intent of Congress without placing an undue burden on our hobby community.

Since 1936, the AMA has been dedicated to the hobby of model aviation, to educational programming, and safety in the airspace. We are offering the TRUST to the entire community of model aviation enthusiasts free of charge.

Q: What is "TRUST"?
A: "TRUST" stands for **T**he **R**ecreational **U**AS **S**afety **T**est

Q: Why do I need to take TRUST?
A: The Knowledge and Safety Test is a congressional mandate in the FAA Reauthorization Act of 2018. **All UAS users** must pass the test in order to operate a recreational model aircraft (UAS) within the National Airspace System (NAS).

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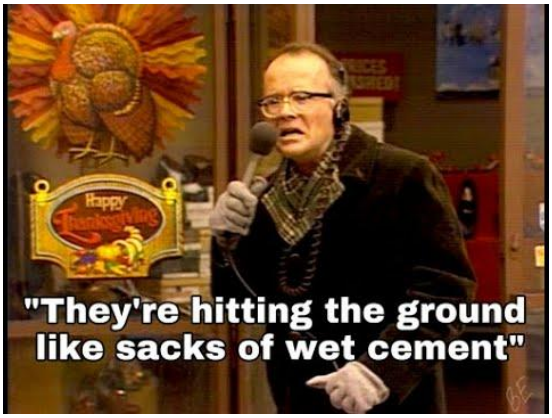
Two holiday shows about flying (sort of)

The Full WKRP in Cincinnati Turkey Drop Scene



Uploaded: Nov 26, 2024

There's nothing better than great 80s and 90s music and pop culture.

Watch this great scene at: https://www.youtube.com/watch?v=zTCaibFcEHg

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Crazy But True: The Real Life Inspiration for WKRP's "Turkeys Away"

Best Eps
Nov 11, 2022

Feeling left out by the recent changes around the station, Arthur Carlson (Gordon Jump) decides to launch his own Thanksgiving promotion. With the help of Herb (Frank Bonner) and Les (Richard Sanders), the 'Big Guy' turns a routine turkey giveaway into a comic catastrophe.

Watch this informative video at: https://www.youtube.com/watch?v=37ir_xE__mw

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‘Planes, Trains & Automobiles': Best Thanksgiving Movie Ever

Why is this the ultimate Thanksgiving movie?
Find out at: https://www.rollingstone.com/feature/why-planes-trains-and-automobiles-is-the-ultimate-thanksgiving-movie-110115/

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Tips & Tricks

RC Airplane Winter Maintenance (AI Overview from Editor's PC)

For winter maintenance, thoroughly clean and dry your RC airplane, inspect all hardware and airframe components for corrosion or loose parts, and store it in a climate-controlled environment to prevent moisture damage. For the off-season, remove the battery and store it separately, and consider applying rust preventative to metal parts.

Before winter storage

- **Clean and dry:** Remove all debris and moisture from the aircraft, especially from motors and electronics, and allow it to dry completely.
- **Inspect all components:** Check for loose hardware, frayed wires, and any cracks or damage that may have occurred from cold, brittle materials.
- **Address fuel engines:** Run the engine dry or add a rust preventative and lubricant to the engine and turn it over a few times to protect internal components.
- **Seal electronics:** Use a corrosion-inhibiting spray on sensitive electronics like the receiver and ESC, and ensure they are well-protected from moisture.

Off-season storage

- **Store the battery properly:** Remove the LiPo battery and store it in a climate-controlled area, separate from the aircraft.
- **Protect from pests:** Place dryer sheets or mothballs in the cockpit and cover vents with pitot tube and vent covers to deter pests.
- **Use a stand:** Store the aircraft on a stand to prevent stress and warping of the wings and fuselage.
- **Cover the aircraft:** Use a cover to protect the model from dust and other debris.
- **Maintain climate control:** Store the aircraft in a stable, temperature-controlled environment, ideally between $60 - 75^{\circ}F$

Important considerations

- **Brittleness:** Cold temperatures can make balsa wood and foam brittle, so handle with extra care and avoid hard landings.
- **Moisture:** Moisture can cause rust and corrosion on metal parts and damage electronics. Be sure to dry the aircraft thoroughly after any flying session in wet conditions.
- **Batteries:** Cold weather drains batteries faster and can shorten their lifespan. Keeping them warm in an insulated carrier with hand warmers can help.

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Model of the Month

No Model of the Month for November.

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Minutes of the November 18th 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.

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