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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December 2025 Newsletter

Upcoming Event: Informal New Year's Day Funfly, 1/1/2026, weather permitting.
Election of Propbusters Club officers for 2026. See page 2.
Holiday wishes from the RC Propbusters Club Officers and Board. See page 2.
Renew your RC Propbusters membership online at: http://rcpropbusters.com/
Update on Solar Battery Charging Station Proposal. See page 9.
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.

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Happy New Year Video 2026 (Pioneer team) Airshow Video. Watch at: https://www.youtube.com/watch?v=PjzflkbBbP4

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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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Election of club officers for 2026

Ed Deming nominated the existing slate of Club Officers for re-election. No nominations were made from the floor. Chris Osborne agreed to replace Mike DeFranzo on the Board of Directors. All nominees were elected at the December meeting.

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

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"Merry Christmas and Happy Holidays from the RC Propbusters Club Officers and Board, and Best Wishes for Happy Flying in 2026"

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It is with a great deal of sadness that RC Propbusters Club Officers inform everyone of the recent passing of George White. George was an active Propbuster for many years, and he will be missed. Read George's obituary at:
https://www.courant.com/obituaries/george-alan-white/

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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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2026 Propbuster Event Schedule (tentative)

Proposed 2026 Events – Steve Pickering:

Field Cleanup	April 11 (rain date, 4/12)
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)

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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.

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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.

R/C Propbusters Flying Field Rules, Page 6, Updated 9.6.2023

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December Aviation Events & Milestones

27 December 1773 (England) — George Cayley is born in Scarborough, Yorkshire, England. Pioneer of early aviation regarded by many as the father of flight. His glider takes his coachman on the first manned flight in 1853.

1 December 1783 (France) — J.A.C. Charles and another man make the first trip in a hydrogen balloon, flying 27 miles from Paris to Nesle, France. After landing, Charles goes up again by himself, achieving the first solo balloon flight.

14 December 1903 (USA) — Wilbur Wright makes the first and unsuccessful attempt at powered flight at Kill Devil Hills, North Carolina. His aircraft stalls after 3½ seconds in the air and crash—lands 105 feet away.

17 December 1903 (USA) — First sustained controlled flight in a powered aircraft. On the morning of December 17, 1903, Wilbur and Orville Wright took turns piloting and monitoring their flying machine in Kill Devil Hills, North Carolina. Orville piloted the first flight that lasted just 12 seconds and 120 feet. On the fourth and final flight of the day, Wilbur traveled 852 feet, remaining airborne for 59 seconds. That morning, the brothers became the first people to demonstrate sustained flight of a heavier—than—air machine under the complete control of the pilot. They built their 1903 glider in sections in the Back room of their Dayton, Ohio, bicycle shop. That afternoon, the Wright brothers walked the four miles to Kitty Hawk and sent a telegram to their father, Bishop Milton Wright, Back home in Dayton, Ohio: "*Success four flights Thursday morning all against twenty one mile wind started from level with engine power alone average speed through air thirty one miles longest 57 seconds inform Press home Christmas.*"

17 December 1935 (USA) — The first flight of the Douglas DC—3 took place. As one of the toughest aircraft of all—time, 10,655 were made, with hundreds still flying commercially at the turn of the century.

7 December 1941 (Hawaii) — Japanese surprise attack on Pearl Harbor, Hawaii. United States enters World War II.

26 December 1948 (USSR) — I. V. Fedorov becomes the first Soviet pilot to break the sound barrier. He achieves the necessary speed by diving his Lavochkin La—176 jet, powered by a Rolls—Royce Nene engine, at full throttle.

2 December 1949 (USA) — Civil Aeronautics Board approves transcontinental coach service by American Airlines with Douglas DC—6 equipment.

24 December 1955 (USA) — NORAD Tracks Santa for the first time in what will become an annual Christmas Eve tradition.

20 December 1957 (USA) — The first production model of the Boeing 707 makes its first flight.

4 December 1962 (Venus) — Mariner 2 becomes the first spacecraft to fly past Venus.

10 December 1963 (USA) — Colonel Chuck Yeager flying a modified Lockheed F-104 Starfighter equipped with a liquid fuel rocket engine narrowly escaped death when his aircraft went out of control at 108,700 feet.

22 December 1964 (USA) — First flight of the Lockheed SR—71 "Blackbird."

24 December 1968 (Moon) — The crew of Apollo 8 enters into orbit around the Moon, becoming the first humans to do so. They performed 10 lunar orbits and broadcast live TV pictures that became the famous Christmas Eve Broadcast, one of the most watched programs in history

2 December 1976 (USA) — The Boeing 747 SCA, an ex—American Airlines airliner which has been adapted to carry the United States Space Shuttle, makes its first flight.

19 December 1978 (England) — The first solar—powered aircraft "Solar One," makes a successful flight in England.

16 December 1979 (USA/England) — A British Airways "Concorde" lands in London after flying from New York in 2 hours 58 minutes, at an average speed of 1,172 mph.

17 December 2025 (North Pole)— Escalated activity at the obscure secret aerodrome in the vicinity of the North Pole have caused U.S. Military Forces to go from a SANTACON2 to a SANTACON3 alert level. The previously detected HCAV (Hypersonic Christmas Air Vehicle), which appears to be shaped like a small sleigh, has been reported to have made several test flights. The previously reported small portly jolly gentleman with the white beard conducted the HCAV test flights. The HCAV's propulsion unit has been confirmed to be an 8—pack of tiny reindeer. Intel projects that the HCAV will be fully operational by the evening of 24 December.

21 December 2025 (North Pole) — The decorative wrapped cargo boxes that were delivered to the NPA (North Pole Aerodrome) via ElfEx delivery sleds are streaming off the hundreds of small conveyor belts and being prepped for loading onto the HCAV (Hypersonic Christmas Air Vehicle.) The boxes are all being scanned per security protocols to make sure that none of them contain lumps of coal. U.S. Military forces around the world remain at the SANTACON4 alert level.

23 December 2025 (North Pole) — All of the boxes with the decorative wrappings reported yesterday are in the process of being loaded into the cargo bay of the HCAV (Hypersonic Christmas Air Vehicle.) The HCAV cargo bay seems to have an infinite cargo capacity. The previously reported ElfEx delivery sleds have been redeployed to form what appears to be a 10 foot wide by 10 mile long North/South runway. The portly gentleman with the white beard in the red flight—suit has filed a 24 hour flight plan covering all 24 time zones. U.S. Military forces around the world remain at the SANTACON4 alert level.

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

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"The mastery of the turn is the story of how aviation became practical as a means of transportation. It is the story of how the world became small."
— William Langewiesche

Read more at https://www.brainyquote.com/topics/aviation

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https://www.pinterest.com/pin/265712446745307711/

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3 December 1945

3 December 1945: The first landing and takeoff aboard an aircraft carrier by a jet-powered aircraft were made by Lieutenant-Commander Eric Melrose Brown, M.B.E., D.S.C., R.N.V.R., Chief Naval Test Pilot at RAE Farnborough, while flying a de Havilland DH.100 Sea Vampire Mk.10, LZ551/G. The ship was the Royal Navy *Colossus*-class light aircraft carrier, *HMS Ocean* (R68), under the command of Captain Casper John, R.N.

For his actions in these tests, Lieutenant-Commander Brown was invested an Officer of the Most Excellent Order of the British Empire (O.B.E.), 19 February 1946.

Lieutenant-Commander Eric ("Winkle") Brown, MBE, DSC, RNVR, with the second prototype de Havilland DH.100, LZ551, aboard HMS Ocean, 3 December 1945. (Daily Mail)

LZ551 was the second of three prototype DH.100 Vampires, which first flew 17 March 1944. The airplane was used for flight testing and then in 1945, was modified for operation for carriers. It was named "Sea Vampire" and reclassified as Mk.10.

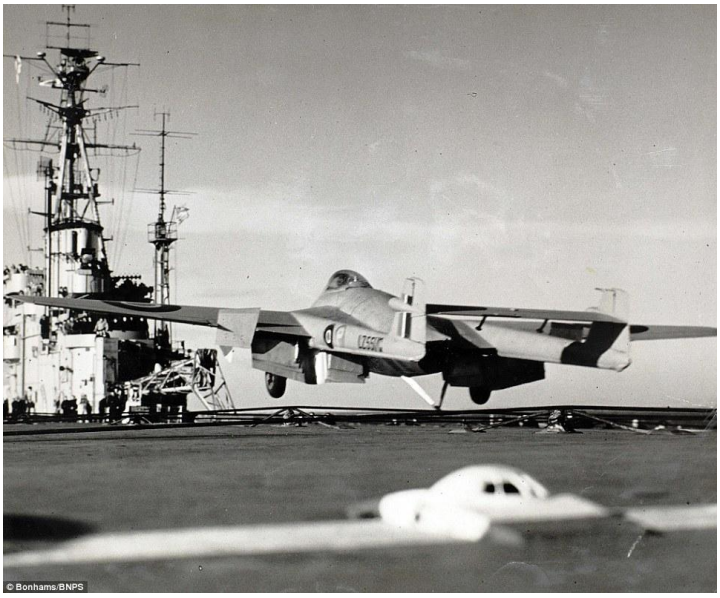
The DH.100 was a single-seat, single-engine fighter powered by a turbojet engine. The twin tail boom configuration of the airplane was intended to allow a short exhaust tract for the engine, reducing power loss in the early jet engines available at the time.

LZ551/G was originally powered by a Halford H.1 turbojet which produced 2,300 pounds of thrust (10.231 kilonewtons) at 9,300 r.p.m. This engine was produced by de Havilland and named Goblin.

The Vampire entered service with the Royal Air Force in 1945 and remained a front-line fighter until 1953. 3,268 DH.100s were built. There were two prototype Sea Vampires (including LZ551) followed by 18 production Sea Vampire FB.5 fighter bombers and 73 Sea Vampire T.22 two-place trainers.

LZ551 is in the collection of the Fleet Air Arm Museum, Yeovilton, Somerset.

Winkle Brown and the DH.100 Sea Vampire fly past HMS Ocean.A landing signal officer guides Brown to land aboard HMS Ocean.



De Havilland Sea Vampire Mk.10 LZ551/G catches the arresting wire aboard HMS Ocean, 3 December 1945

HMS Ocean was built at the Alexander Stephen and Sons yard on the Clyde, Glasgow, Scotland. The ship was launched in 1944 and commissioned 8 August 1945. Classed as a light fleet carrier, *HMS Ocean* was 630 feet (192 meters) long at the water line, with a beam of 80 feet, 1 inch (24.41 meters) and standard draft of 18 feet, 6 inches (5.64 meters) at 13,190 tons displacement; 23 feet, 3 inches (7.09 meters), at full load displacement (18,000 tons). The aircraft carrier's flight deck was 695 feet, 6 inches (212.0 meters) long. *Ocean* was driven by four Parsons geared steam turbines producing 40,000 shaft horsepower, and had a maximum speed of 25 knots (28.8 miles per hour/46.3 kilometers per hour). *HMS Ocean* had a crew of 1,050 sailors, and could carry 52 aircraft.

Read more at:

https://www.thisdayinaviation.com/3-december-1945/

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3 December 1973

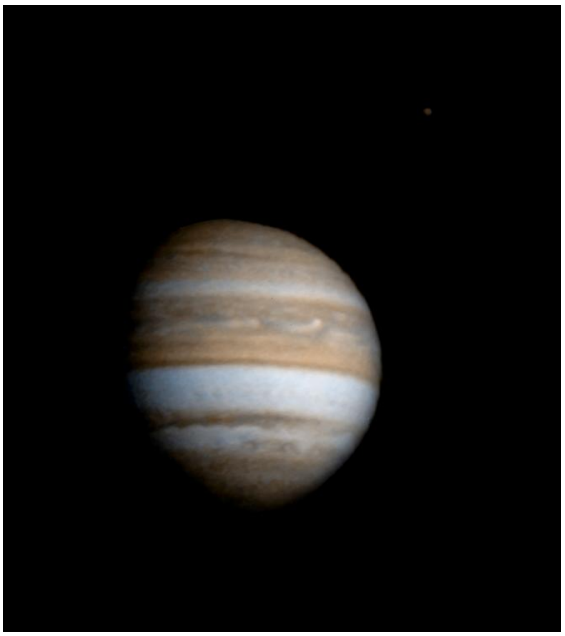
3 December 1973: At 02:26:00 UTC, the NASA interplanetary probe *Pioneer 10* reached its closest approach to the gas giant, Jupiter, 132,252 kilometers (82,178 miles) above the planet's cloud tops. At that time, *Pioneer 10* had a velocity of approximately 132,000 kilometers per hour (82,000 miles per hour).

Pioneer 10 was built by the TRW Space & Technology Group, Redondo Beach, California, for the NASA Ames Research Laboratory. It was launched by a three-stage Atlas Centaur rocket from Launch Complex 36A, Kennedy Space Center, Cape Canaveral, Florida, 2 March 1972.

The last signal received from *Pioneer 10* was on 23 January 2003. At that time, the probe was an estimated 12 billion kilometers (80 Astronomical Units) from Earth.

Read more at:

https://www.thisdayinaviation.com/3-december-1973-022600-utc/



Photographic image of the planet Jupiter, taken by Pioneer 10, 3 December 1973. (NASA Ames Research Center)

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Update on Solar Battery Charging Station Proposal

During the December 16th club meeting there was further discussion of the Solar Charging proposal made at the November meeting by Secretary Bill Fries. Changes in solar panel and battery technology and costs were discussed by a number of members. Several members spoke of their positive experiences at other AMA Club fields currently with solar systems.

Installation of an on-site solar charging station has been considered several times over the past 10 or 15 years, without approval. Given the dramatic increase in battery powered aircraft, and much-advanced solar technology, members agreed that polling interest and perceived benefits were worth investigation. A motion was made and passed to survey membership prior to further consideration of the charging station proposal. Again, this is a first step and not an authorization to undertake or fund the proposal.

The survey has been prepared after consulting several Board members and Officers and will appear on the Club website within the next few weeks. Member response is key to helping the Club make a well informed decision. All members will be notified once the survey is posted.

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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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Here is a very thorough article by kabrackin@gmail.com of the *York R/C Club* concerning LiPo battery storage.

Winter LiPo Battery Storage Guide for RC Airplane Pilots

By York R/C Club

Introduction

Colder air means longer throttle-on times and stressed batteries. **As a result**, pilots need to adjust how they store packs for the season. **However**, a LiPo kept at the wrong voltage or temperature will puff, self-discharge, or lose punch by spring. **Therefore**, use this guide for the exact voltage, temperature, and routine that keep packs healthy all winter.

TL;DR — Balance-charge to 3.80 V/cell, store packs between 45 °F and 70 °F, check voltage monthly, and log internal resistance. In short*, that's 90% of winter LiPo care.*

Conclusion

Treat your LiPos with the same respect you give your airframe and radio gear: correct voltage, clean connectors, steady temperatures. **Because of this**, a consistent storage routine is essential. **If you follow this autumn plan**, your packs will greet spring at full capacity, with low internal resistance, and ready for that first loop of the year.

Read this entire article at: https://yorkrc.org/winter-lipo-battery-storage-guide-for-rc-airplane-pilots/

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The Weather Outside Is Flightful: Electrics In Winter

Electrics
By Terry Dunn
| terrydunn74@gmail.com
As seen in the December 2021 issue of Model Aviation.

MANY OF YOU ARE already aware of what I am about to write: RC flying in the snow is a lot of fun! There is something really pleasing about carving tracks in a fresh blanket of snow as you perform touch-and-gos with your winged aircraft. All you need is a snow-capable model and a few simple precautions to mitigate the cold. The joys of snowy runways are relatively new to me. Until a few years ago, I had always lived south of Interstate 40, where there's not much snow. I am making up for lost time now that I live in Buffalo, New York. Many of the modelers here take great pride in flying year-round. I aspire to follow their example.

Read this bone-chilling article at: https://www.modelaviation.com/electrics-in-winter

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Tips & Tricks

Consider using a check list.

Pilots of full-size aircraft know that using a check list is an essential part of getting safely airborne. This not because they lack skill or experience - it's just because they know that even the most experienced pilot could otherwise forget a simple, but important item.

Pilots of models can also benefit from the same approach. A check list doesn't have to be long or complex. A possible pre take off check list looks like this:

- M - Model memory - check the correct transmitter model memory has been selected.
- B - Battery sufficiently charged (check transmitter battery voltage)
- A - Antenna (transmitter aerial) angled correctly for best signal
- T - Trims set correctly (usually neutral)
- R - Rate switches set correctly
- C - Controls respond in the correct direction (e.g. right stick gives right aileron)
- F - Flaps (if fitted) set for take-off

http://www.gibbsguides.com/article43_10 Top Tips for safer take offs.htm

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Somethig to spend holiday gift money on:

Ultimate Air/Surface Startup Tool Set

Onyx - ONXT1000

$29.99

Keep your most-frequently used tools at your fingertips with the Onyx Ultimate Air/Surface Startup Tool Set. Designed with most RC enthusiasts in mind this set contains the most common nut drivers, hex wrenches and screwdriver sizes designed to lock into the included aluminum handle. You won't find a more comprehensive tool set out there. And to help you easily transport and protect your tools, we've included a convenient, durable pouch.

https://www.horizonhobby.com/product/ONXT1000.html

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Models of the Month

Look what we have to look forward to next Spring!

Our members will be repairing, building, and assembling aircraft this winter. Works in progress were shown at our December meeting. Here is what some members are working on:

Ed Deming

P-47D Thunderbolt 2259mm (88.9") Wingspan from Black Horse

The model is scaled to approximately 1:5 and attention was paid to a true to original appearance and best flight characteristics. The model can be operated using an electric power system or with an internal combustion engine about 50-60cc displacement.

Ed plans to install a 55cc DLE-55 gas engine.

https://www.motionrc.com/products/black-horse-p-47d-thunderbolt-2259mm-88-9-wingspan-arf-bhm1010-001

Visit the Official Black Horse P-47D Thunderbolt 2075mm Discussion Thread on *HobbySquawk.com* for additional photos, videos, reviews, and customer Q&A.

Steve Pickering

The Hangar 9® J-3 Cub 10cc

The Hangar 9® J-3 Cub 10cc EP PNP, is an 82.5” (2.1m) span giant-scale replica of the aviation icon. It's designed to deliver the original's classic look and flying experience with modern-day features and conveniences, including a 2-piece wing and slots to hold the wing tube in the fuselage during storage and transport. The ARF version arrives mostly factory assembled and allows you to install a .62 4-stroke glow, 11cc 4-stroke gas, and other similar class engines or an equivalent electric power system and the electronics you prefer.

Steve plans to install a 10cc gas engine in the Cub.

https://www.horizonhobby.com/product/HAN5175.html

Steve Pickering

EF - 70CC Peregrine Biplane - Green/White

The Extreme Flight 70CC Peregrine is the big brother of our popular electric 53” Peregrine biplane. The goal of the Peregrine project was to produce a sharp-looking, fully-aerobatic biplane that is instantly comfortable for monoplane pilots. With our quick-latching wings and tail, setup at the field is remarkably fast and easy.

Powered with either a DA-70 or GP-76cc twin cylinder gas engine, the Peregrine is happy in sport/precision, 3D, or XA flying modes. If you want to go 12S electric power, the Peregrine has an integrated battery hatch for easy access.

Steve plans to install a 70cc DA-70 gas engine in his Peregrine.

https://extremeflightrc.com/products/70cc-peregrine-biplane-green

Chris Osborne

Extreme Flight Turbo Bushmaster V2 - 84"

The 84" Turbo Bushmaster V2 incorporates carbon fiber and G10 composites into the structure of the airframe, resulting in a lightweight, yet twist free structure. All control surfaces are pushrod driven with short linkages and use ball links for slop free actuation with no binding.

The Bushmaster spans 84" typical AUW is below 8 pounds, you can imagine how "floaty" a model this size is at that weight! Couple the 84" Bushmaster with the T-Motor AM600 power combo, then prepare yourself for unlimited vertical performance!

Chris's 84" Turbo Bushmaster (TBM) will be the third in the club. Ed Deming can vouch that they are amazingly versatile and fun airplanes.

https://extremeflightrc.com/collections/bushmaster-arfs/products/legacy-84-turbo-bushmaster-v2-red-black-arf

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Minutes of the November 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.

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