

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. ©

February 2026 Newsletter

Renew your RC Propbusters membership online at: <http://rcpropbusters.com/> See page 3.
Request for volunteers to serve on our solar charging station committee. See page 6.
Spring Field Maintenance Day set for Saturday, 4/11 with Rain Date 4/12
Register/Renew the FAA registration for your RC aircraft. See page 8.
Take The Recreational UAS Safety Test (TRUST), required by FAA. See page 8.



Len Buffinton is making progress on his Ziroli Beechcraft 18. See page 16-17 for details and pictures.

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).

Learn to Fly!

If you have an interest, come to our field. There is usually a member there who will give you the opportunity to try flying a trainer type model either powered by an electric motor or fueled engine. The gentlemen listed below have generously offered to help you learn to fly r/c airplanes, helicopters, drones, and gliders.

INSTRUCTORS

TOM VERNON	CHIEF PILOT	JOE COMEROSKI	HELICOPTERS
DENNIS DUPLICE	FIXED WING	ED DEMING	BOTH
ROBERT LARSON	BOTH	LEN BUFFINTON	* GLIDERS
DAVE GRAINGER	FPV RACING	RICHARD CROOKS	FIXED WING
DAVE PRATT	FIXED WING	STEVE CHRISTLEY	FIXED WING
RAY GILBERT	BOTH	STEVE PICKERING	FIXED WING

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

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

R/C Propbusters, LLC. Officers for 2026

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

CHECK OUT OUR WEBSITE:

<http://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.

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

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

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

Mark all your models with required FAA and AMA markings.

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

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

2026 Propbuster Event Schedule (tentative)

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)

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

February Aviation Events & Milestones

- 18 February 1832 (France) — Octave Chanute (1832-1910), first great historian of aviation, is born in Paris, France. Brought to the United States when young, Chanute was a civilian engineer before turning to aviation. In 1894 he published *Progress in Flying Machines*. The book became a bible for the Wright brothers.
- 4 February 1902 (USA) — Charles Augustus Lindbergh (1920-1974), one of the most famous aviators in history, is born in Detroit, Michigan.
- 5 February 1919 (Germany) — The first regular, daily passenger service in the world is launched at Berlin's city airfield. A German airline, Deutsche Luft-Reederei (D.L.R), operates the new service on route from Berlin to Weimar via Leipzig.
- 22 February 1925 (England) — Geoffrey de Havilland takes off in his newly built D.H.60 "Moth" (G-EBKT) heralding a new age of light aviation.
- 15 February 1926 (USA) — The Ford Motor Co. becomes the first United States private air carrier to operate a contract airmail (CAM) route. Ford begins operations with CAM-6 between Detroit and Chicago and CAM-7 between Detroit and Cleveland.
- 13 February 1943 (Solomon Islands) — The Vought F4U "Corsair" naval fighter makes its operational debut in Solomon Island, escorting PB4Y-1 "Liberators" (the United States Navy's version of the B-24) raiding Bougainville.
- 4 February 1945 (Yalta) — United States President, Franklin D. Roosevelt touches down at Yalta, the Crimean resort, in his presidential airplane "Sacred Cow" for a crucial summit with British Prime Minister Winston Churchill and Soviet leader Joseph Stalin. The leaders met to discuss the terms for German surrender and the shape of post-war Europe.
- 23 February 1945 (Iwo Jima) — Flag Raising on Iwo Jima.
- 5 February 1949 (USA) — An Eastern Air Lines Lockheed "Constellation" lands at LaGuardia, New York, at the end of a flight of 6 hours 18 minutes from Los Angeles, a coast-to-coast record for transport aircraft.
- 26 February 1955 (USA) — The first supersonic ejection takes place when North American test pilot George F. Smith ejects himself from his diving North American F-100 "Super Sabre" off Laguna Beach, California. He is unconscious for five days but recovers.
- 6 February 1956 (USA/France) — William Judd lands his Cessna 180 in Paris after a solo flight of 25 hours 15 minutes across the North Atlantic from the United States.
- 11 February 1959 (USA) — A United States meteorological balloon achieves a record height of 146,000 ft. carrying a special package of detectors sending information by radio signal to the ground.
- 9 February 1969 (USA) — First flight of the Boeing 747 "Jumbo Jet" airliner takes place in Seattle, Washington. The wide-bodied, long-range transport is capable of carrying 347 passengers, and is the largest aircraft in commercial airline service in the world.
- 12 February 1973 (North Vietnam) — USAF Lockheed C-141 "Starlifter" lands in Hanoi to pick up first returning POWs.
- 18 February 1977 (USA) — The converted Boeing 747 Space Shuttle carrier makes its first flight with the shuttle "Enterprise" on its back, at NASA's Dryden Flight Research Center.
- 21 February 1979 (USA) — Former astronaut Neil Armstrong climbs to 50,000 feet in Kitty Hawk, North Carolina in just over 12 minutes in a Gates Learjet Longhorn 28, breaking five world records for business jets.
- 8 February 1988 (USA) — The Federal Aviation Administration (FAA) retires an aircraft registration number for the first time (USA) — that of Amelia Earhart's airplane, which disappeared over the Pacific in July 1937.
- 25 February 1990 (USA) — Smoke-free flights become mandatory throughout North America for all United States airlines.

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

Timeline of Radio Control

Radio control has a history of just over 100 years. Here is a timeline of some of the important highlights.

Another great contributor to this timeline would be John H. Hammond who is often considered the father of radio control. He held over 400 patents in various aspects of RC including multi-channel rc and secret radio communications.

1871

Alphonse Penaud launches the Planophere 131 feet in the air, powered by a wound up rubber band and inspires many people to believe that powered flight has potential.

1898

Nikola Tesla designs and builds the first pair of radio controlled boats, demonstrating the vessels to a shocked crowd at Madison Square Garden. Tesla refers to his boats as "teleautomatons."

1903

The world's first RC apparatus is born. The Telekino is presented by Leonardo Torres Quevedo at the Paris Academy of Science. During this, he demonstrates the ability to remotely control a robot via electromagnetic waves causing it to execute various commands.

1917

During WWI Archibald Low, the "father of radio guidance systems", creates an aerial drone plane for the Royal Flying Corps, which is radio controlled and intended as a guided bomb.

1932

The model aeroplane flies for its first time in this important era of RC development. We can thank the military for their contribution in remote control technology during WWII.

1937

Walter Good, along with his brother William, is credited with constructing and operating the first fully-functional RC airplane. With the help of his plane, "Big Guff," Walter gives RC enthusiasts a reason to take to the skies. This historic plane is now on display at the Smithsonian.

1940s

Gas powered tether cars, a.k.a Spindizzies, are model cars powered by a miniature gas engine. This classic car became popular in the early '40s, but can only be started up to run in circles around the tether pole.

1950

Remote control models gain popularity during the 1950's, but are limited by battery capacities and must be recharged frequently until the invention of the transistor.

1967

The beginning of RC hobby car racing and production of car "kits". Pioneers make 1/8th scale pan cars and even 19 cubic inch 2-stroke model plane engines.

1968

Dr. Dieter Schluter, an engineer from West Germany builds the first fully controllable RC model helicopter and is credited as the father of RC helicopter flight.

Read this entire article at: <http://www.stormthecastle.com/model-airplanes/timeline-of-radio-control.htm>

Request for volunteers to serve on our solar charging station committee

At the February Propbusters meeting, Bill Fries provided survey results showing strong interest in exploring acquisition of a solar charging station and suggested a committee size of 3-4 members, deferring voting questions. Here we are requesting volunteers to serve on our solar charging station committee.

The most important question of the online survey was "Would a field charging system as described above improve your RC flying experience?" The responses were 46 YES and 15 NO.

Remaining survey items concerned qualify and quantify of activity level, percentage of electric propulsion, and time spent charging at home.

Here are a few things Bill Fries mentioned as his personal take-aways at the February 17th Propbusters meeting:

Of 61 responses, 35 were active at the flying field once or more weekly.

Of 61 responses, 31 responded 100% electric flying exclusively, and 10 responded 75-100%.

Of 54 responses, 20 members reported spending 30-60 minutes charging batteries before coming to the flying field, and 34 spend more than 1 hour.

It is believed that a committee of 3-4 is big enough to address the issues of design/footprint, services provided, and security.

Prior to commitment of any club funding, there will be discussion and votes, at a minimum, on:

- A specific fully-priced concept,
- Method and timing to cover cost (from Reserve Fund with Dues Increase to cover outlay over time, Special Assessment in one or two years installments
- Whether to go forward with execution.

Please reply to Ed Deming or Bill Fries if you are interested in serving on this very important committee.

Ed Deming, edwardd707@aol.com

Bill Fries, bfries26@gmail.com

20 February 1966



Brigadier General James M. Stewart, United States Air Force Reserve, 1968. (Bettmann/CORBIS)

20 February 1966: Brigadier General James M. Stewart, United States Air Force Reserve, flew the last combat mission of his military career, a 12 hour, 50 minute “Arc Light” bombing mission over Vietnam, aboard Boeing B-52 Stratofortress of the 736th Bombardment Squadron, 454th Bombardment Wing. His bomber was a B-52F-65-BW, serial number 57-149,¹ call sign GREEN TWO. It was the number two aircraft in a 30-airplane bomber stream.

The aircraft commander was Captain Bob Amos, and co-pilot, Captain Lee Meyers. Other crew members were Captain Irby Terrell, radar navigator, Captain Kenny Rahn, navigator, and technical Sergeant Demp Johnson, gunner.



Brigadier General James M. (“Jimmy”) Stewart, USAFR (center) with the crew of B-52F Stratofortress 57-149, at Anderson Air Force Base, Guam, 20 February 1966. (U.S. Air Force)

Read this entire article at:
<https://www.thisdayinaviation.com/2026/02/20/>

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?

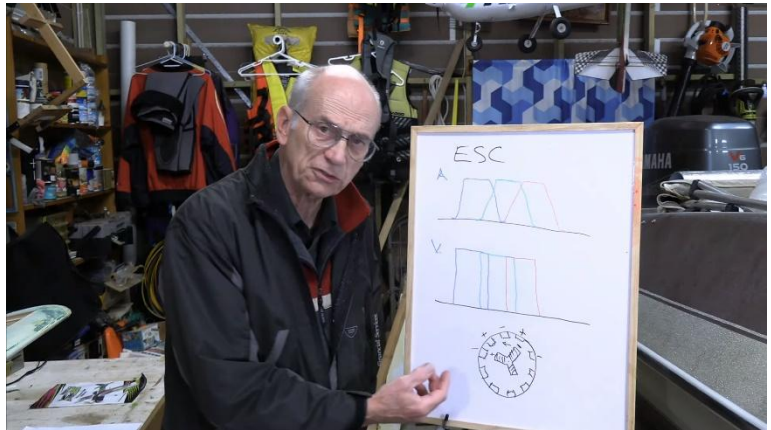
A: The Knowledge and Safety Test is a congressional mandate in the FAA Reauthorization Act of 2018. All UAS users must pass the test in order to operate a recreational model aircraft (UAS) within the National Airspace System (NAS).

Introduction to ESC Programming for RC Planes

RC Jim

Aug 14, 2023 BRIGHTWATERS

Before you start changing the parameters in your ESC for your RC plane, you need to know what's going on. In this video, RC Jim explains what an ESC does and how you can know what choices to make in setting the various parameters. It acts as an introduction to the next video which goes into how it is done.



Watch this lengthy (about 52 minute) instructional video at: <https://www.youtube.com/watch?v=znHVPvKkAAc>

ESC Programming - How to Do It

RC Jim

Aug 19, 2023 BRIGHTWATERS

Jim gives an overview of how to program the ESC for your RC plane using either a programming card or by using the throttle stick on your transmitter.

Down to earth practical insights from an ordinary RC enthusiast. Jim is a former automotive engineer who loves to come up with new devices and ways of doing things. He began flying control line planes as a child. When his two boys were entering their teenage years, Jim took up RC flying with them. Self-taught their approach was to go flying until nothing would fly anymore, take the pieces home, put them together and then have another go! They especially loved dog fighting, and doing crazy stunts. More recently, Jim has entered into part-time retirement, and has gotten back into regular flying again.

Watch this instructional video at: <https://www.youtube.com/watch?v=d-S7eg86j68>



FLYING RC IN COLD WINTER WEATHER! TOP TIPS!

by [FliteTest](#) | November 26, 2018

With the weather outside turning frightful (at least for us in the Northern Hemisphere), here's how to keep the flying delightful.



During past winters, I distinctly remember thinking "you know what, it's just too cold for this". Gone with the hot summer days of Flite Test flying until dusk, winter flying can sometimes be a little difficult no matter how enthusiastic you are to get some planes in the air! For that reason, we've come up with a few tips to help.

Tips

1. Use Transmitter Gloves
2. Spend Less Time Outside
3. Fly with Friends
4. Fly Indoors
5. Fly Seaplanes
6. FPV From The Comfort of Indoors

Read details at: <https://www.flitetest.com/articles/top-tips-for-flying-rc-in-cold-weather>

Practice, Practice, Practice

When are the 2026 Full Moons?

In 2026 there will be 13 full moons during the year. The names and dates of the full moons in 2026 are:

1. January 3, 2026 5:03 AM: Super Wolf Moon
2. February 1, 2026 5:09 PM: Full Snow Moon
3. March 3, 2026 6:38 AM: Worm Blood Moon
4. April 1, 2026 10:12 PM: Full Pink Moon
5. May 1, 2026 1:23 PM: Full Flower Moon
6. May 31, 2026 4:45 AM: Full Blue Moon
7. June 29, 2026 7:57 PM: Full Strawberry Moon
8. July 29, 2026 10:36 AM: Full Buck Moon
9. August 28, 2026 12:18 AM: Full Sturgeon Moon
10. September 26, 2026 12:49 PM: Full Harvest Moon
11. October 26, 2026 12:12 AM: Full Hunter's Moon
12. November 24, 2026 9:53 AM: Super Beaver Moon
13. December 23, 2026 8:28 PM: Super Cold Moon



Calendar of the 13 full moons of 2026

<https://www.fullmoonology.com/full-moon-calendar-2026/>

High-Speed FPV Drones Revolutionize Winter Olympics Coverage | DWS News | AD11

DWS News
Feb 14, 2026

Cutting-edge FPV drone technology is transforming how the world watches elite winter sports. At the Milano Cortina Games, specialized micro-drones equipped with broadcast cameras are capturing high-speed action from angles never seen before, closely following skiers and sliding athletes through challenging courses. Each drone weighs under 250 grams but costs around €15,000, reflecting the precision engineering required for live coverage with zero margin for error. Pilots rely on immersive goggles to navigate complex tracks at extreme speeds, making split-second decisions to maintain safe distance while delivering cinematic visuals. As global audiences demand more immersive experiences, these flying cameras mark a major leap forward in sports media — blending technology, skill, and storytelling to redefine live event coverage.



Watch this very interesting video at: <https://www.youtube.com/watch?v=eSvGvGvf7aA>

The Drone Games: Flying Cameras Are Everywhere at the Winter Olympics

The robotic cameras chase behind lugers, skiers and speedskaters across the venues in Northern Italy. Some spectators find they're as much fun to watch as the athletes.

[Jason Horowitz](#)

Feb. 17, 2026

The fans next to the Olympic sliding track oohed and aahed with each sharp turn. They admired the navigational precision and soft landing. They shouted, "You're No. 1!"

They were cheering for a drone pilot.

"I'm almost feeling like I am with the athletes on the tracks," said Ralph Hogenbirk, the pilot operating one of the many drones that have become the buzzing — and, for some, unsettling — soundtrack of the 2026 Winter Olympics.

The robotic wasps chase behind lugers, skeleton pilots and bobsledders bombing down the ice track in Cortina d'Ampezzo. They are in hot pursuit of alpine skiers in the mountains of Bormio and record-shattering speedskaters gliding around the rinks in Milan, transporting viewers at home to the slopes and ice.

All of their unerring following has earned them a following of their own.

One night last week in Cortina, a small crowd gathered outside a white tent, cordoned off between a red tractor and heaps of dirty snow, a few yards below the start gate for the skeleton race. Inside, Mr. Hogenbirk sat in a corner, a visor over his eyes, piloting his nearly nine-ounce drone.

Read this article at: <https://www.nytimes.com/2026/02/17/world/europe/drones-winter-olympics-milan-cortina.html>



The drone Olympics: How tech and AI are transforming the Games

By [Jake Niall](#)

February 13, 2026

Milan: The 41-year-old American alpine ski great Lindsey Vonn [broke her leg in a grisly accident on her downhill run in Cortina](#), it was the crash that was seen and heard around the world.

The viewers around the globe didn't simply watch Vonn's awful stack. They could hear it.

And when solo competitors in the alpine events are hurtling downhill, on mountain snow or encased in luges and sleighs in Cortina and Livigno, they have company.

They're not alone.

As Aussie gold medallist [Cooper Woods navigated the moguls with unexpected success](#), and when his compatriot [Jakara Anthony](#) slipped sideways on her fateful final run, the mogul duo had drones hurrying near, directly behind them.

If Afghanistan was the drone war - the first in which pilot-less planes were routinely deployed - Milano Cortina has been the drone Olympics.

By the time Brisbane hosts the 2032 Summer Olympics, drones and other technology will have advanced further, according to the Olympic Broadcasting Service boss Yiannis Exarchos.

Exarchos predicted that in Brisbane the drones would be even closer to the athletes than at Milano Cortina. They'd be up close and personal.

"So they will show more or less what the athlete feels or experiences," he told this masthead. "I believe that two things we may see is that these drones may become a little bit more capable of flying for longer periods of time."

The Olympic broadcasting director said the other transformation by 2032 would be greater variety of "cinematic" camera angles.

In 2032, the technology would allow more summer Olympics sports to be tracked. At a briefing this week, the OBS director suggested that surfing and the marathon were events that would be in the drone zone for Los Angeles 2028. And most sports would be drone-feasible for Brisbane. "There is an opportunity for those sports that take place in long fields of play."

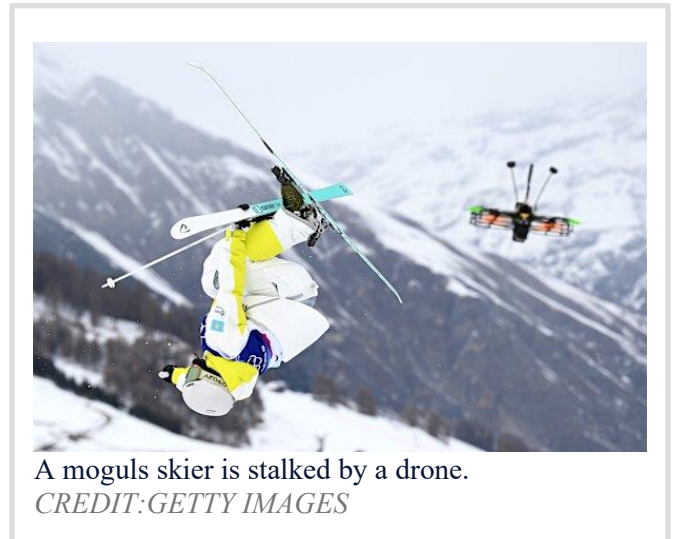
Ominously, it is possible that by then drones could be piloted by AI, too. This would not be the preference of the current OBS chief, who wants drones in human hands.

One impact of the extreme technology at Milano Cortina is that some, though not all, of the action is better only appreciated on a screen, including at the venues.

For downhill events, this has long been the case, but even figure skating is more easily and accurately watched - [the Quad God's aerial contortions, not least](#) - on a screen that boasts real-time 360-degree replays.

For short-track speed skating, in which the whole track is visible at the venue and the frightening speed of the skaters is overpowering, the live experience is nonpareil.

Milano Cortina has 25 drones operating at all outdoor competition venues and has a staggering 1800-plus microphones planted in every conceivable position.



A moguls skier is stalked by a drone.
CREDIT: GETTY IMAGES

The Olympics are beamed to hundreds of millions via 800-plus camera systems, some 32 of which are designated as “cinematic” cameras - as if directed by the auteur Paolo Sorrentino.

The drones have been a major talking point here, at an Olympics that has taken broadcast technology to ludicrous levels. The OBS insists that the drones were road-tested for safety and that, crucially, they have the consent of the athletes.

“We had controlled crash tests, we did all these things,” said Exarchos. “We did everything humanly possible to ... maintain safety.”

“Humanly” is the apt description, since much of the technology in Milano Cortina is powered by AI: namely the 360-degree replays, the tracking of stones in curling, the highlights packages and some audio production.

Your Editor asked ChatGPT “How do drones follow Olympic downhill skiers?”

Drones that follow Olympic downhill skiers combine **elite piloting, AI tracking, and custom high-speed hardware**. At skiing speeds that can exceed **130 km/h (80+ mph)**, this is one of the hardest sports to film from the air. Here’s how they do it:

1 Highly Skilled FPV Pilots (Not Fully Autonomous)



Most Olympic downhill drone shots are flown by **professional FPV (First-Person View) pilots**, not fully autonomous drones.

- The pilot wears **FPV goggles** to see exactly what the drone sees in real time.
- They manually fly the drone down the course.
- A separate camera operator may control the cinema camera angle.
- These pilots often practice on the actual course beforehand.

It’s similar to racing a drone down a mountain — except the “opponent” is a world-class skier.

2 Ultra-Fast, Custom-Built Drones



These aren’t standard consumer drones. They’re usually:

- Custom carbon-fiber racing builds
- Capable of **150+ km/h (90+ mph)**
- Equipped with powerful motors and high-discharge batteries
- Designed for extreme cold (Alpine temperatures)

They often carry lightweight cinema cameras or stabilized action cameras.

3 Real-Time Video Transmission

The drone sends:

- Low-latency live video to the pilot
- Separate broadcast feed to TV production trucks

Latency must be extremely low (often under 30 ms), or the pilot would crash into trees, gates, or terrain.

4 AI Subject Tracking (Sometimes)



Some systems add **computer vision tracking** to help:

- Lock onto the skier's colored bib
- Maintain framing
- Assist with stabilization

However, in elite downhill events, **human skill is still the primary control system.**

Full autonomy at those speeds in mountainous terrain is still extremely difficult due to:

- Rapid elevation changes
- Tree cover
- Signal interference
- Unpredictable skier lines

5 Course Coordination & Safety

During Olympic events (like those organized by International Olympic Committee), drone use requires:

- Pre-approved flight paths
- Coordination with broadcast helicopters
- Redundant communication systems
- Strict safety protocols

Often drones are restricted to specific sections of the course.

Why It's So Impressive

Downhill skiing involves:

- Speeds over 130 km/h
- Sharp terrain drops
- Compression zones
- Snow spray affecting visibility

The drone pilot must anticipate the skier's line — they can't just "react."

It's closer to **high-speed aerial choreography** than simple follow mode.

Flying a drone in snow: Tips and Tricks (*better late than never!*)

Misc, Tips and Tricks / By VK

“O, wind, if winter comes, can spring be far behind?” – Percy Bysshe Shelley. Is winter right around the corner (or already here) and unlike Shelley, you can’t wait for bright colors to spring up again before you have your fun? Let’s face it – winter has its own beauty and especially if you own a drone with a camera, you don’t want to lose the opportunity to film all that! In this post, we shall look at some tips and tricks and things you need to keep in mind before you head out flying a drone in snow! These tips apply to all manner of RC crafts – including quad-copters and other multi-rotors, RC helicopters and RC planes.

Read this article and watch the (kinda weird, waterproofing?) video at: <https://www.droneybee.com/flying-a-drone-in-snow/>

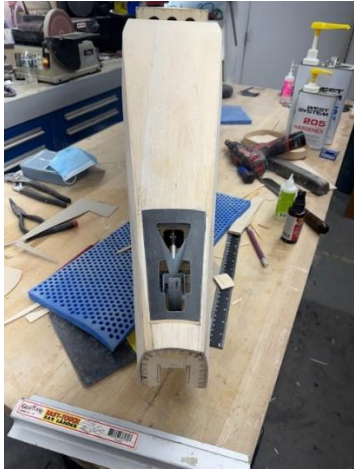
Model of the Month

In the January 2026 issue of the Propbusters Newsletter, Len Buffinton showed pictures of his progress building a Zirolì Beechcraft D18/C45 Expeditor 114” Wingspan. It will be powered by 3-cylinder radial Saito engines.

Readers expressed interest in, and appreciation for seeing pictures of Len’s work. He continues to make progress, and made a wonderful presentation at our February Propbusters meeting. Below and on the next page are photos of the current stage of build taken and provided by Len Buffinton). Thanks again, Len!

Len has been making a bunch of molds for fiberglass and carbon fiber parts: gear doors, nose cone, tail cone, side man door, door frame, tail wheel cover and a completely new canopy. Some were plastic parts bought from Zirolì, but others were molded right from the project for a perfect fit.





Minutes of the February 17th 2026 RC Propbusters Meeting

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.
