

AMA GOLD LEADER CLUB

# RC Propbusters of Salem CT

www.rcpropbusters.com

AMA Club No 191  
Founded 1937

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

## March 2026 Newsletter

Spring Field Maintenance Day set for Saturday, 4/11, 0930-noon, is NOW OPTIONAL See below.  
General Reminders for all RC Propbusters. See page 3.  
Renew your RC Propbusters membership online at: <http://rcpropbusters.com/> See page 3.  
REMINDER: Request for volunteers to serve on our solar charging station committee. See page 6.  
Register/Renew the FAA registration for your RC aircraft. See page 9.  
Take The Recreational UAS Safety Test (TRUST), required by FAA. See page 9.

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Welcome, Spring 2026 at Propbusters Field!



Ed Deming, Shane Duffy, and Steve Christley did a great deal of work on the flying field on Friday, March 20. Thanks, Guys! Jim Holzworth took pictures and picked up sticks. Our field is really flat and smooth. It looks almost like a billiard table! See more pictures on page 14-15.

There is no additional work to do, so Cleanup Day, Saturday, 4/11, is now CANCELLED. In lieu of the cleanup, please come out with an airplane or heli to fly.

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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).

# 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 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](mailto: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://rcprobusters.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.

Annual dues are now increased to \$80 for members renewing after February 1<sup>st</sup>.

We need volunteers for the flying field mowing crew for our 2026 season. No previous experience required - Ray Gilbert will provide instruction.

We are requesting volunteers for people to become AMA Contest Directors (CDs). Please contact Steve Pickering for details.

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)

Field Cleanup	CANCELLED
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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**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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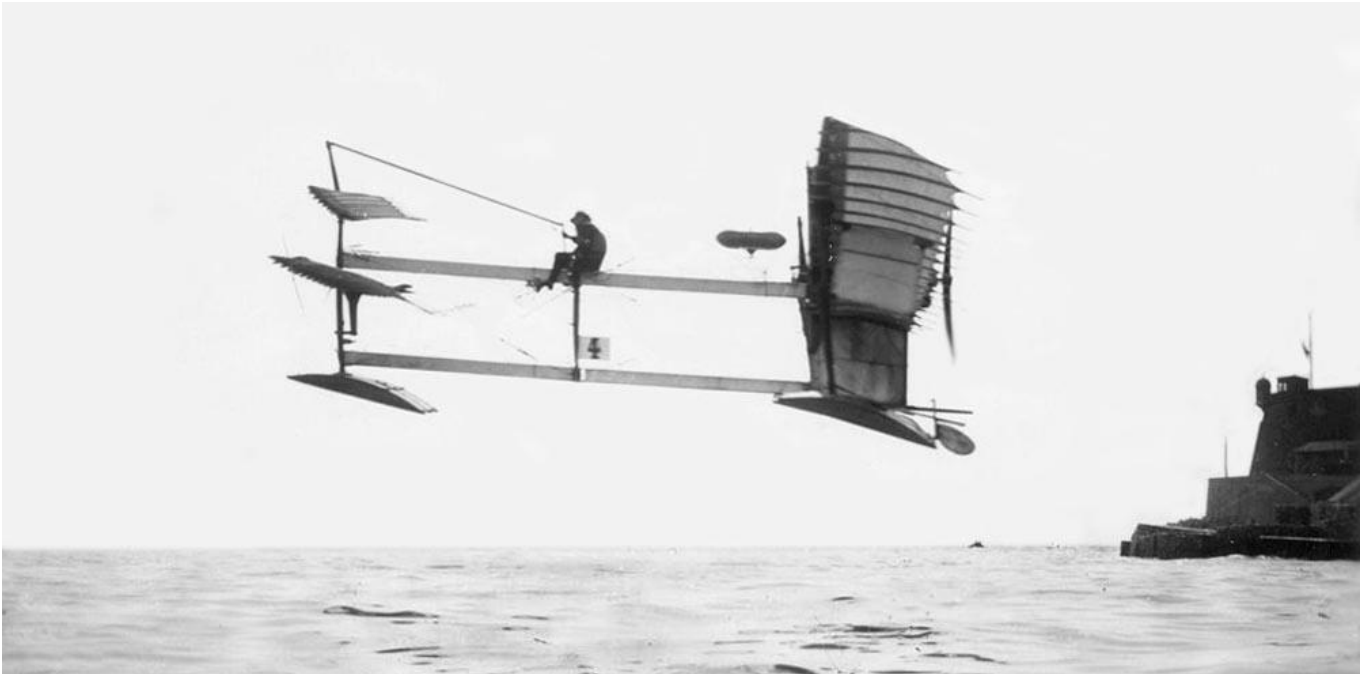
## *March Aviation Events & Milestones*

- 10 March 1905 (USA) — The French lawyer and aspiring aeronaut Ernest Archdeacon sends a letter to the Wright brothers in Dayton, Ohio challenging them to prove the validity of their claims. This marks the beginning of a bitter contest between the Wrights and European aeronauts.
- 8 March 1910 (France) — Elise Deroche, the colorful self-styled Baroness Raymonde de Laroche, becomes the first woman in the world to receive a pilot's license in Paris
- 22 March 1915 (USA) — The term “Naval Aviator” is adapted for United States Navy officer pilots to replace the identification “Navy Air Pilot” in official terminology. This term is still in use today.
- 20 March 1922 (USA) — The *USS Langley* (CV-1), America's first aircraft carrier, is commissioned into the U. S. Navy at Norfolk, Virginia under the command of Comdr. Kenneth Whiting.
- 25 March 1926 (Germany) — Willie Messerschmitt, a graduate of Munich Technical High School and already an experienced designer of light aircraft and sailplanes, forms the Messerschmitt Flugzeugbau G.m.b.H.
- 1 March 1933 (USA) — United States Air Commerce Regulations are amended to increase the flying time required for a pilot's license from 10 hours to 50 hours.
- 17 March 1935 (Germany) — German authorities make the color-coding of vital aircraft parts obligatory; red for fire circuit-breakers, green for temperature regulators, yellow for throttles and brown for hydraulic circuits.
- 6 March 1965 (USA) — The first nonstop transcontinental helicopter flight across the United States is flown successfully off the deck of the carrier *USS Hornet* at San Diego, California to the deck of the carrier *USS Franklin D. Roosevelt* off Jacksonville, Florida. A United States Navy Sikorsky SH-3A “Sea King” flies 2,116 miles.
- 3 March 1974 (England) — In the world's worst air disaster, a Douglas DC-10 of Turkish Airlines loses an aft cargo door after taking off from Paris en route to London, resulting in a complete loss of control. The aircraft crashes, killing 346 passengers and crew. This is the second time a cargo bay door has been lost from aircraft of this type. As a result, a latch modification becomes mandatory.
- 27 March 1984 (UK/USA) — British Airways inaugurates a “Concorde” service from London to Miami twice weekly. The service operates through Washington-Dulles, necessitating a 50-minute stopover. The overall trip lasts 6 hours 35 minutes, a saving approximately 2.5 hours over the direct flight by subsonic airliners. The round-trip fare is quoted as £2,509.
- 27 March 1998 - NASA announces that the Hubble Space Telescope has captured the first actual image of a planet outside our own solar system.
- 20 March 1999 - After a 46,759-mile balloon flight which lasted 19 days, 21 hours and 55 minutes, the Breitling Orbiter 3 balloon, flown by Brian Jones and Bertrand Piccard, achieves a non-stop round-the-world balloon flight.
- 3 March 2004 - Steve Fossett sets an aviation world record for speed around the world solo, non-stop and non-refueled, completing the journey in a plane called Global Flyer, in 67 hours and 1 minute.
- 19 March 2007 - The Airbus A380, the world's biggest commercial airliner, makes first flights to the United States, with one touching down in New York at John F. Kennedy International Airport and another in California at Los Angeles International Airport.
- 9 March 2011 – Space Shuttle Discovery Lands Concluding Final Mission– **Space Shuttle Discovery**, first of the space shuttles to be retired, glides to a landing to conclude its 39th and **final mission** (ISS assembly flight ULF5, PMM Leonardo, ELC 4) – the most by any space shuttle, after launching February 24, 2011.
- 4 March 2021 – Perseverance Rover Conducts First Test Drive on Mars – NASA's Mars rover carries out its very first test drive on Mars, making a short 13-foot drive, performing a 150-degree left turn and then backing up about eight feet.

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

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# 28 March 1910

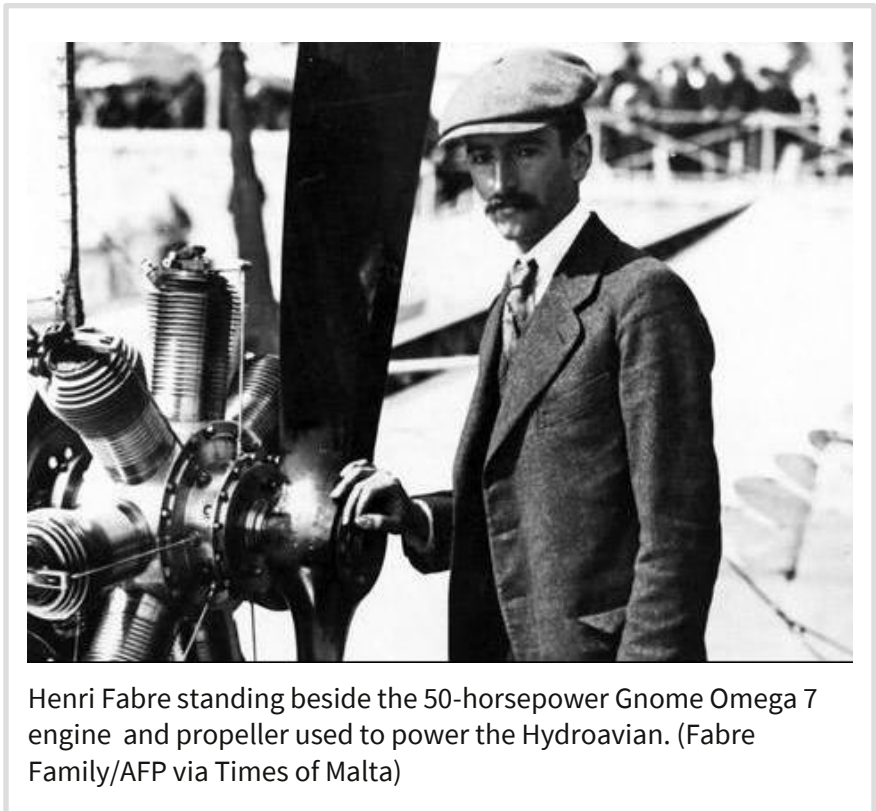


A restored image of Henri Fabre flying his Hydroavian, le Canard, at Étang de Berre on the Mediterranean coast of France, 28 March 1910 (CTIE Monash University)

28 March 1910: Henri Marie Léonce Fabre (29 November 1882 – 30 June 1984) flew his Hydroavian, the first seaplane, at Étang de Berre, a lagoon about 25 kilometers (15½ miles) west of Marseille, on the Mediterranean coast of France. The airplane, named *Le Canard*, flew 457 meters (1,499 feet).

The Hydroavian is 8.45 meters (27 feet, 8.67 inches) long with a wingspan of 14 meters (45 feet, 11.18 inches) and height of 3.70 meters (12 feet, 1.67 inches). It has an empty weight of 380 kilograms (838 pounds) and the gross weight is 475 kilograms (1,047 pounds).

Fabre’s airplane was powered by a normally-aspirated, air-cooled, 7.983 liter (487.140-cubic-inch-displacement) *Société des Moteurs Gnome Omega 7*-cylinder rotary engine



Henri Fabre standing beside the 50-horsepower Gnome Omega 7 engine and propeller used to power the Hydroavian. (Fabre Family/AFP via Times of Malta)

which produced 50 horsepower at 1,200 r.p.m. The direct-drive engine turned a two-bladed wooden propeller in a left-hand, pusher configuration. The Omega 7 is 79.2 centimeters (2 feet, 7.2 inches) long, 83.8 centimeters (2 feet, 9.0 inches) in diameter, and weighs 75.6 kilograms (166.7 pounds). The prototype of this engine is in the collection of the Smithsonian Institution National Air & Space Museum.

Though it was damaged in a crash in 1911, *Le Canard* was restored and is in the collection of *Musée de l'air et de l'espace*.

© 2017, Bryan R. Swopes

Read this entire article at: <https://www.thisdayinaviation.com/2025/03/28/>

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## **Please consider volunteering:**

### **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 quality and quantity of activity level, percentage of electric propulsion, and time spent charging at home.

Here are a few things Bill Fries mentioned as his personal takeaway at the February 17<sup>th</sup> 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](mailto:edwardd707@aol.com)

Bill Fries, [bfries26@gmail.com](mailto:bfries26@gmail.com)

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# Wind 101

Everything you need to know about wind

## What is Wind?

Welcome to Wind 101!

We've all felt the wind blow, but do you know what it really is or how wind forms?

This Weather 101 Guide on wind will answer all your wind-related questions. Our meteorologists helped create this guide so you can blow away your friends with wind facts.

## What is Wind? How Does Wind Form?



**Wind** is the horizontal motion of the air past a given point.

Winds begin with differences in air pressures. When air pressure is higher at one place than another, it sets up a force. This force pushes from the high pressure towards the lower pressure. The greater the difference in pressures, the stronger the force. It's important to note that there's no set number that divides high and low pressure.

## What Determines Wind Speed?

Wind speed is determined by air pressure. Besides force, the distance between the area of high pressure and the area of low pressure also determines how fast the moving air accelerates.

[Meteorologists](#) refer to the force that starts the wind flowing as the "pressure gradient force." The higher the pressure gradient force, the faster the wind speed.

## Other Wind Factors



Wind is used to describe the prevailing direction from which the wind is blowing with the speed given usually in miles per hour or knots.

Also, friction along the ground and the Coriolis effect plays a significant part in the speed and direction of wind. Rougher surfaces have higher friction, which causes the winds to be weaker and change the direction towards low pressure.

**The Coriolis Effect** is an effect whereby a mass moving in a rotation system experiences a force (the Coriolis force) acting perpendicular to the direction of motion and to the axis of rotation.

## What Are Wind Gusts?

The National Weather Service (NWS) defines **wind gusts** as sudden, brief increases in wind speed.

According to the U.S. weather observing practice, gusts occur when the peak wind speed reaches at least 16 knots. To be a wind gust, the variation in wind speed between the peaks and lulls must also be at least 9 knots. The duration of a gust is usually less than 20 seconds.

## Types of Wind & Wind Classifications

A lot of people ask about types of wind. We hate to burst your thought bubble, but wind is wind... for the most part. However, local weather and geographic effect can cause regional variations in winds.

For example, sea breeze and land breeze are types of winds caused by differential temperatures between land and sea.

On a larger scale, the India and U.S. Southwest monsoon is a large scale weather pattern driven by seasonal reversing winds.

Other types of wind include Katabatic and Anabatic winds. A **katabatic wind** is the technical name for a drainage wind. A drainage wind is a type of wind that carries high-density air from higher elevations down a slope under the force of gravity. Also called fall winds, katabatic winds can rush down slopes at hurricane speeds, but most are no faster than 10 knots.

On the other hand, **anabatic winds** are a type of wind that move upslope. Warmer surface temperatures on the mountain slope compared to the surrounding air drive these winds upward.

Katabatic and anabatic winds have fancy names like Chinook, Bora, Chinook (aka the Snow Eater), Santa Ana, Sirocco, Mistral, Ghibli, etc. Some of these names – especially the European names – are also names of cars by German or Italian luxury car makers.

## What are Classifications of Winds?



Is there a wind speed chart? There are two popular wind classification scales, including the Beaufort Wind Force scale and the Saffir-Simpson Hurricane Wind scale.

Since 1805, mariners have used **Beaufort Wind Force scale**. Named after the Irish hydrographer who invented it, this 0-12 scale takes into account the strength of the wind and tries to match it up with sea conditions in open water. On this scale, 0 refers to calm winds while 12 refers to hurricane force winds.

Speaking of hurricanes...

**The Saffir-Simpson Hurricane Wind** scale is another way of classifying winds for tropical systems. This is a much more popular wind scale, as mostly everyone has heard hurricane classified by categories.

While you may think a larger category storm is bigger than a smaller one, the Category of a storm depends entirely on wind speed. There is discussion in the meteorological community around the question **“Should the hurricane scale be changed?”**

Read this entire article and download a PDF version of the Guide at:

<https://www.earthnetworks.com/resources/weather-facts/what-is-wind/>

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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 **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).

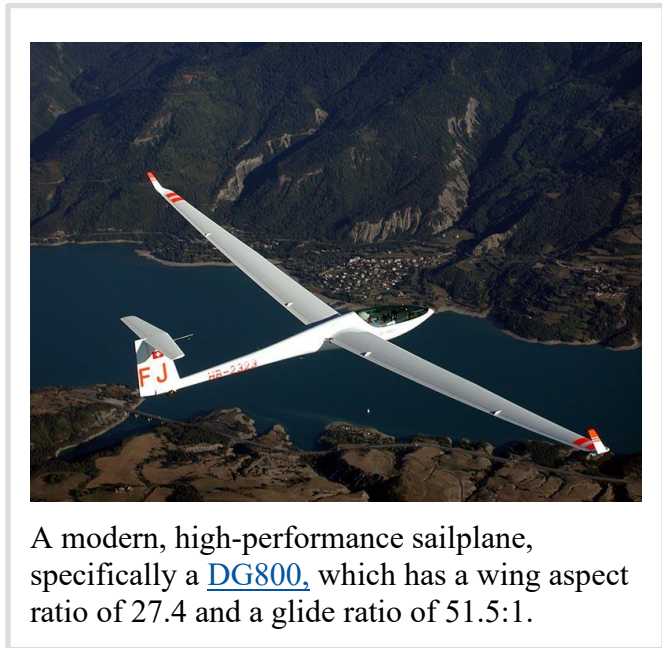
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## 65GLIDERS & SAILPLANES

### Introduction

Gliders and sailplanes are names often used synonymously to refer to aircraft designed to fly without an engine. However, a sailplane is typically regarded as a high-performance glider that can soar and remain aloft almost indefinitely by relying solely on atmospheric updrafts. A skillful pilot can soar for hours using [rising air](#) from thermals, uplifted air when the wind blows against hills and ridges, [sea-breeze frontal boundaries](#), or high-altitude [mountain waves](#). Flights of five or



A modern, high-performance sailplane, specifically a [DG800](#), which has a wing aspect ratio of 27.4 and a glide ratio of 51.5:1.

more hours covering hundreds of miles are relatively easy to accomplish in a modern sailplane, even one with modest performance. It is not unusual for sailplanes to soar to altitudes well over 20,000 ft (4,572 m), with record altitudes much higher in the stratosphere, and to cover distances of over 1,000 km (621 miles) in a single flight.

Gliders and sailplanes are designed to be lightweight and aerodynamically efficient, featuring long, high-aspect-ratio wings and sleek fuselage shapes, as illustrated in Figure 1. Some sailplanes may also use winglets, which increase the effective aspect ratio by about 10%. The pilot typically sits in a semi-prone position, allowing the fuselage to have a minimum cross-section and the lowest possible drag. Early gliders and sailplanes were primarily constructed of steel tubing, wood, and fabric through the 1960s, which gave them glide ratios of about 25:1. This means that for every unit of altitude lost, they would travel horizontally 25 units. Since the 1970s, most sailplanes have been constructed using composite materials such as glass and carbon fiber. These materials offer high strength, low

weight, and highly smooth, aerodynamically efficient surfaces, enabling sailplanes to achieve glide ratios exceeding 50:1. The world’s largest single-place glider is the [Nimeta X](#), which has a glide ratio of approximately 70:1.

Gliders and sailplanes offer a unique and exhilarating flying experience. The first step is to launch the engineless aircraft into the air. The most common launch method is aerotow, in which a powered aircraft tows the sailplane behind it using a towline, as shown in Figure 2. The sailplane has very low drag compared to the airplane, and the tow imposes minimal extra power requirements on the airplane. Another technique is winch launching, in which a [ground-based winch](#) rapidly reels in a steel cable attached to the sailplane, which then climbs to approximately 1,000 ft (300 m) before the cable is released. Some sailplanes are [self-launching](#) and feature a small engine driving a propeller, allowing them to take off under their own power. The engine is then retracted after a safe altitude is reached.



A sailplane being launched by aerotow behind an airplane.

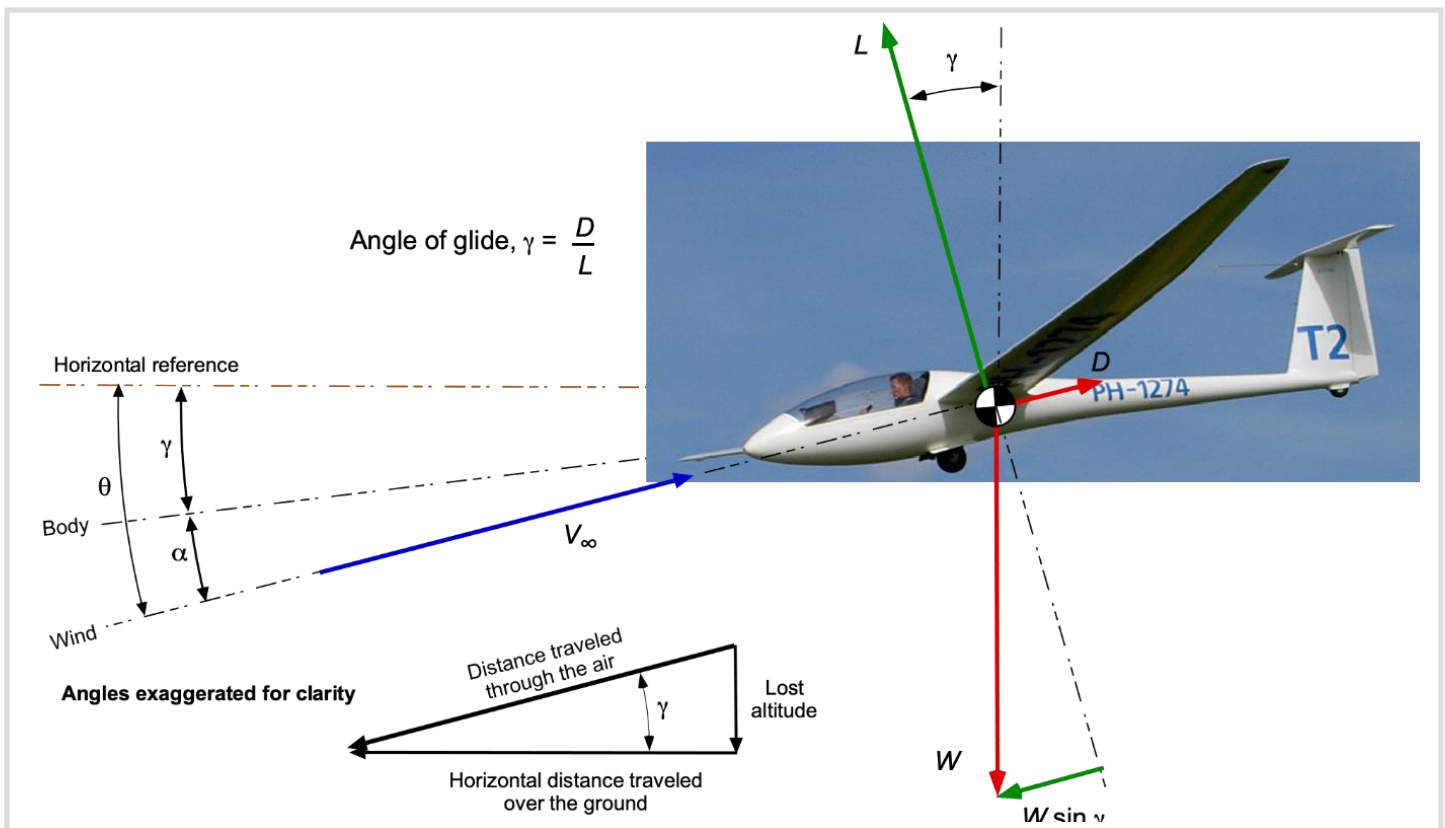
Sailplanes are primarily flown for recreation by pilots who enjoy the pure experience of flying without power, as well as the challenges of interpreting weather and understanding atmospheric dynamics. Impressive flights are possible, using only wind currents to stay aloft. Gliding has become a popular sport worldwide, with various competitions held at both national and international levels. These competitions involve flying specific distance courses, achieving the longest flight distance, or staying aloft for the longest time. Other pilots also strive to meet standardized duration, altitude, and distance requirements for [FAI certificates](#) or to set records in categories such as altitude gain, distance flown, and speed over a given course. Why not join this experienced pilot and [take a flight](#) in a high-performance sailplane to the Matterhorn?

## Sailplane Aerodynamics

Sailplanes *glide* by harnessing gravity; they *soar* by exploiting the upward-lifting aerodynamics of the atmosphere. Sailplanes are designed with smooth, streamlined shapes to minimize drag. The wings of a sailplane are typically long and slender, with a high aspect ratio, which maximizes lift and minimizes drag. Aerodynamic efficiency depends on the use of laminar-flow airfoils for the wings, reduced surface roughness, and optimized fuselage shape.

## Glide Ratio

Consider first a sailplane in steady, unaccelerated, gliding flight in still air, as shown in Figure 12. The glide *angle* is denoted by  $\gamma$ , which equals the pitch angle minus the angle of attack. The glide *ratio* measures how far a sailplane can travel horizontally compared to the vertical distance it descends. A high glide ratio means the glider can cover a longer distance for a given altitude loss. Sailplanes are designed to have high glide ratios, typically 30:1 to 50:1 or higher. This means the sailplane can travel 30 to 50 units horizontally for every unit of altitude lost.



Read this entire chapter at: <https://eaglepubs.erau.edu/introductiontoaerospaceflightvehicles/chapter/gliders-sailplanes/>

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<https://theaviationist.com/2014/02/20/an-124-ruslan-gilzerijen/>

## Editor’s Note: I couldn’t sleep.

Last Thursday night (actually Friday the thirteenth 2026-03-13) I was disturbed by a loud noise above my home in Preston, CT.

I recognized that it was an airplane, flying low, loud, a few minutes after 2:00 AM. I waited a few minutes until my curiosity got the best of me and then turned on my iPhone and opened my FlightRadar24 app to find out what airplane it was. It wasn’t flying low! It was flying at 33,000 feet. It was loud at 33,000 feet!

It was an Antonov An-124 Ruslan cargo airplane. According to Wikipedia,

The **Antonov An-124 Ruslan** ... is a large, [strategic airlift](#), [four-engine aircraft](#) that was designed in the 1980s by the [Antonov design bureau](#) in the [Ukrainian SSR](#) of the [Soviet Union](#) (USSR). The An-124 is the world's second heaviest [gross weight](#) production cargo airplane and heaviest operating [cargo aircraft](#), behind the destroyed one-off [Antonov An-225 Mriya](#) (an enlarged derivative of the An-124).<sup>[4]</sup> The An-124 remains the largest military transport aircraft in service.<sup>[5]</sup>

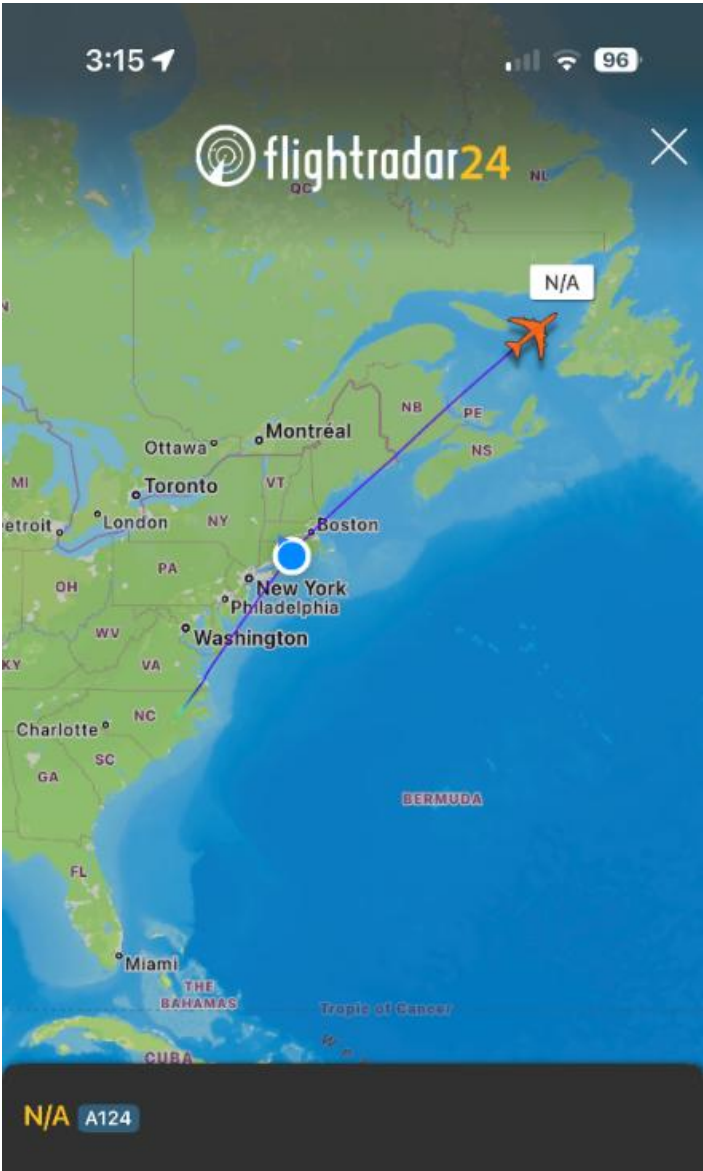
Wikipedia also indicates that the primary users of this airplane are: Russian Aerospace Forces, Volga-Dnepr Airlines, and Antonov Airlines







Read about the Antonov An-124 Ruslan at:  
[https://en.wikipedia.org/wiki/Antonov\\_An-124\\_Ruslan](https://en.wikipedia.org/wiki/Antonov_An-124_Ruslan).







So, I’ve been wondering where it came from, what it was carrying, where it was going?

On the next page are FlightRadar24 screenshots of my Antonov flyover.

AIRCRAFT TYPE (A124) Antonov An-124-100 Ruslan	
REGISTRATION N/A	COUNTRY OF REG. N/A
SERIAL NUMBER (MSN) N/A	AGE N/A
BAROMETRIC ALTITUDE 33,050 ft	VERTICAL SPEED +128 fpm
GPS ALTITUDE 32,100 ft	TRACK 47°
Speed & altitude graph	
GROUND SPEED 540 kts	TRUE AIRSPEED N/A
INDICATED AIRSPEED N/A	MACH N/A
WIND	
TEMPERATURE	



N/A NOT AVAILABLE		N/A NOT AVAILABLE	BAROMETRIC ALT. 32,975 ft
Departed N/A ago		Arriving in N/A	GROUND SPEED 544 kts
Antonov An-124-100 Ruslan		REG. N/A	
 3D view	 Route	 More info	 Follow
		 Share	

N/A NOT AVAILABLE		N/A NOT AVAILABLE	BAROMETRIC ALT. 33,000 ft
Departed N/A ago		Arriving in N/A	GROUND SPEED 555 kts
Antonov An-124-100 Ruslan		REG. N/A	
 3D view	 Route	 More info	 Follow
		 Share	

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## Preliminary Field Work at Propbusters Field, Friday, March 20.



Pre-emergent herbicide was spread on the flying field. Fertilizer will be applied in mid-April.



Shane Duffy driving the roller.



The spreader used to apply herbicide.



## Tips & Tricks

# 5 Tips for Windy Day Flying

Flying RC airplanes in windy conditions requires a blend of skill, technique, and adaptability. Here are our top 5 tips to help you navigate windy conditions with confidence.

[Article](#) By [Jason Cole](#) | Dec 18, 2023, 09:54 AM



## Mastering Windy Conditions

Flying RC airplanes in windy conditions requires a blend of skill, technique, and adaptability. While gusty winds can pose a challenge, they also offer an opportunity to enhance your piloting abilities. Here are our top 5 tips to help you navigate windy conditions with confidence.

### 1. Takeoff Techniques:

Takeoff into the wind. It's ok if it doesn't line up perfectly down the runway. Some runways are large enough that you can take off across them or at an angle. It's important to make sure you have enough runway to get off the ground, but remember the higher the wind speed, the shorter the takeoff rollout will be.

### 2. In-Flight Maneuvering:

Keep your control inputs smooth and gradual to counteract turbulence. Be prepared for the plane to react strongly to sudden gusts. Be careful when turning downwind. As you bank the wings over, they can act as a sail and potentially push the wing over to inverted. Ground speeds will be slower into the wind and much faster going downwind so adjust your flight path and turns accordingly.

### 3. Landing Strategies:

Always land into the wind to enhance control and ensure a slower ground speed. Just like with taking off, you don't have to land right down the centerline of the runway. It's better to minimize any crosswinds, even if it means coming in on an angle. For most planes, you'll want to keep the power at a higher level than you would with no wind. Keep flying the plane, all the way to the ground and through the rollout. With enough wind, a plane may start rolling backward after the landing, so be prepared to apply throttle. It's best to avoid turning after the landing. The wind can get under the wings unless you are very confident with the ailerons and it can easily flip the plane.

### 4. Control Surface Adjustments:

If you are just learning or don't have a lot of practice using both ailerons and rudder together, experiment with aileron and rudder mixes to enhance stability. It can also be helpful to increase your exponential settings for a softer control response since control is increased with the wind.

### 5. Plane Set Up:

A plane with a nose-heavy center of gravity is more stable so consider a slightly forward (CG) to make it easier to handle the wind. You can add weights or coins to the nose or shift the battery forward if possible to move the CG slightly forward.

Remember, safety is paramount. If conditions become too challenging or unpredictable, consider postponing your flight until the weather is more favorable. With practice and these techniques, you'll become a master of the skies, even when the winds are blowing strong.

<https://www.rcgroups.com/forums/showthread.php?4467377-5-Tips-for-Windy-Day-Flying>

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## Model of the Month

Chris Osborne showed us his OMP M2 Sport helicopter. He likes it. Chris says “So, this little guy, it's a 200 class, helicopter, so it has, 200mm blades. ... It takes a 3-cell...little 750 milliamp to 1000mAh battery. I got 3 flights on it already. I got it on Saturday before all the wind and rain came. And I got about, you know, just doing some test hovering and some tuning. I got about 8 minutes on a battery, which is pretty good.”



OMPHOBBY M2 V3 Sport 3D RC helicopter, evolved over 6 years with 3-gen air dominance. Boasts OFS3 flight control, pro main rotor, high-efficiency motor & ultra-light tail system. Available in Nebula Pink/Aurora Green, with precise flight performance and sleek dual-tone designs.

Read about this heli at:

<https://www.omphobby.com/OMPHOBBY-M2-V3-Sport-RC-Helicopter-p4686803.html?srsId=AfmBOoprZFiOPTg7vjsqBJEYvXnsIRLg61-VnIo8yYsrfyv683HMSu5>

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# Minutes of March 17<sup>th</sup> 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](http://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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