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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April 2026 Newsletter

General Reminders for all RC Propbusters. See page 3.
Renew your RC Propbusters membership online at: http://rcpropbusters.com/ See page 3.
Members are encouraged to discuss pros and cons of a solar-powered battery charging station.
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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Spring 2026 at Propbusters Field

Photo credit: Jim Holzworth

Ed Deming is giving a flying lesson at Propbuster Field, April 18.

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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).

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://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.

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 1st.

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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Passing of Long-Time Member and Good Friend Carl Barker

With deep sadness we have to inform all our members that longtime member and good friend Carl Barker passed away on Saturday March 21st after a rapid decline in health since January. Per his wishes, there will be no obituary or service. Carl's grandson, Kyle, informed us that Carl lived and died as he wished, with dignity, in his own house surrounded by family.

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2026 Propbuster Event Schedule (tentative)

~~Field Cleanup OPTIONAL~~	~~April 11~~
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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April Aviation Events & Milestones

6 April 1890 (Java) — Anthony Herman Gerald Fokker, Dutch pioneer airman and aircraft manufacturer, is born in Kediri, Java. His Fokker D.VIII was one of the finest all-around fighters of the WWI. He became a naturalized United States citizen and his Fokker T-2 made the first non-stop flight across the United States In 1926, the North Pole was over flown in a Fokker tri-motor airplane.

23 March 1903 (USA) — The Wright brothers file a patent request for a powered flying machine based on the second (modified) version of their 1902 glider successfully tested at Kill Devil Hill.

19 April 1907 (France) — Louis Blériot flies and crashes his powered monoplane N° V at Bagatelle, France.

12 April 1911 (USA) — Lt. T. Gordon Ellyson becomes the Navy's first pilot.

21 April 1914 (England) — The first news movie shot from the air is filmed by cameraman B.C. Hucks, Warwick Bioscope Chronicle Film, England. He flies down to within 400 ft. of the royal yacht with King George aboard, crossing the English Channel from Dover, England to Calais, France.

6 April 1924 (USA) — The first successful flight around the world starts as four Douglas World Cruisers leave from Seattle, Washington. Of the four, only two complete the circumnavigation as they each fly 27,553 miles (44,340 km) in 175 days, and return to Seattle on September 28. The actual flying time is 371 hours, 11 minutes, and the successful pilots are Lt. Lowell H. Smith and Lt. Erik Nelson.

13 April 1925 (USA) — The first regular United States air-freight service is initiated by Henry Ford, linking Detroit, Michigan and Chicago, Illinois.

8 April 1931 (USA) — Amelia Earhart climbs to a record altitude of 18,415 feet in a Pitcairn Autogiro at Willow Grove, near Philadelphia.

8 April 1943 (Western Europe) — Republic P-47 "Thunderbolts" were first flown in combat over Western Europe.

20 April 1943 (South Pacific) — USAAF 7th AF Consolidated B-24 "Liberators" made the first attack on Tarawa.

4 April 1946 (USA) — Sears, Roebuck & Company begins a new, regular weekly overnight shipment of women's clothing from New York to the West Coast by airplane.

13 April 1960 (USA) — Major Robert M. White becomes the first United States Air Force pilot to fly the North American Aviation X-15 rocket research aircraft.

16 April 1973 (USA) — The Florida State Senate votes unanimously to restore the name *Cape Canaveral* to the NASA establishment which was renamed *Cape Kennedy* shortly after the President's assassination.

23 April 1988 (USA) — The United States government's ban on smoking on flights of two hours or less goes into effect. "No Smoking" signs remain lit on 80% of domestic airline flights. Flight attendants are to be armed with gum and candy for those in anguish.

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.

19 April 2021 (Mars) Ingenuity helicopter makes first flight on Mars.

10 April 2026 – The Orion spacecraft has splashed down in the Pacific Ocean off the coast of San Diego, ending Artemis II's historic 10-day mission to the moon and back. https://www.youtube.com/watch?v=uNFcP1QfSp0

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

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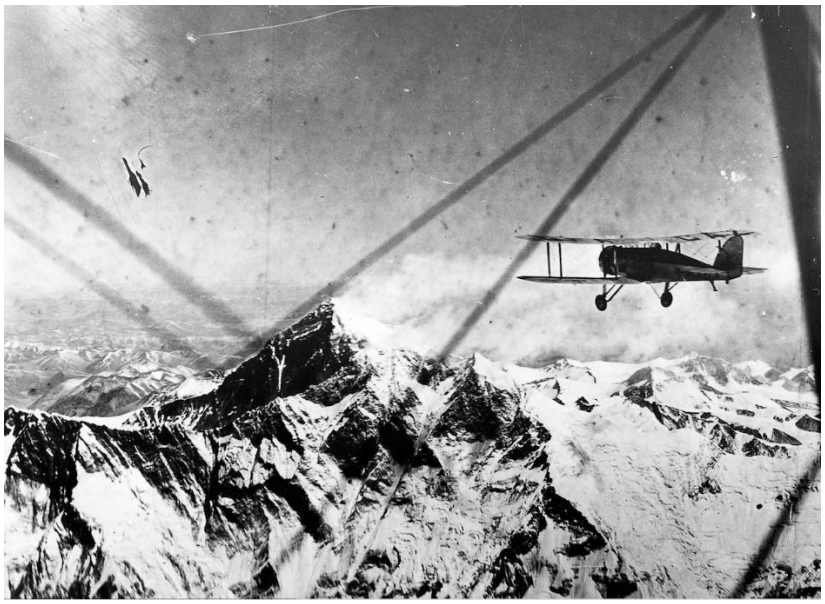
3 April 1933

3 April 1933: Squadron Leader Douglas Douglas-Hamilton, Marquess of Douglas and Clydesdale [1] (Lord Clydesdale)—at the time, the youngest squadron leader in the Royal Air Force, and in command of 602 Squadron—as Chief Pilot of the Houston Mount Everest Flying Expedition, flew a modified Westland PV-3 biplane, G-ACAZ, in formation with Westland PV-6, G-ACBR, over the summit of Mount Everest, the world's highest mountain, elevation 29,029 feet (8,848 meters). The PV-6 was piloted by Flight Lieutenant David Fowler McIntyre, also of 602 Squadron.



Lord Clydesdale, flying Westland WP-3 G-ACAZ, approaching the summit of Mt. Everest, 3 April 1933. (The Houston Mount Everest Flying Expedition via National Geographic)

The two airplanes took off from Purnia, in the northeast of India, at 8:25 a.m. Aboard Lord Clydesdale's airplane was observer Lieutenant Colonel Latham Valentine Stewart Blacker, O.B.E. ("Blacker of the Guides"), and on McIntyre's was Sidney R. G. Bonnett, a cinematographer for Gaumont British News. During the ascent to Everest, Bonnett damaged his oxygen hose and lost consciousness due to hypoxia.

The Bristol Pegasus S.3 was considered to be the only aircraft engine in the world that would be capable of powering an airplane with the necessary personnel and equipment high enough to fly over Everest. It was an air-cooled, supercharged, 1,752.79-cubic-inch-displacement (28.72 liter) nine-cylinder radial engine, with a compression ratio

of 5.3:1. It had a Normal Power rating of 525 horsepower at 2,000 r.p.m. at 11,000 feet (3,353 meters), and produced a maximum of 575 horsepower at 2,300 r.p.m. at 13,000 feet (3,962 meters). It had a Takeoff Power rating of 500 horsepower at 2,000 r.p.m. at Sea Level, with a three minute limit. The engine drove a two-bladed, fixed-pitch wooden propeller manufactured by The Airscrew Company Ltd., through either a 0.5:1 or 0.655:1 gear reduction.

After deciding on the engine, the Expedition had to select an airplane. The Westland PV-3 was chosen because it had the highest rate of climb of any airplane ever tested by the Royal Air Force.

Westland WP-3 G-ACAZ, after modifications for the Houston Everest Expedition.

For his accomplishment, Lord Clydesdale—later, Air Commodore His Grace The Duke of Hamilton KT GCVO AFC PC DL FRCSE FRGS—was awarded the Air Force Cross.

Mount Everest, known in Nepal as सगरमाथा (*Sagarmāthā)*, is a mountain in the Mahalangur Range of the Himalayas. Its peak is believed to be the highest point on Earth. The mountain was "discovered" by the Western world in 1856, during the decades-long Great Trigonometrical Survey of India. Identified as Peak XV, the height of the mountain was measured at 29,002 feet [2] (8,839.8 meters) above Sea Level. The Royal Geographical Society named the mountain Everest after Colonel Sir George Everest, FRS, FRAS, the Surveyor General of India from 1830 to 1843. At present, the agreed height of Everest is 8,848 meters (29,029 feet). The upper portion of the mountain is primarily marble and is covered by several meters of ice and snow.


Everest as seen from the south. Compare this photograph to the one above.

[1] In 1940, Lord Hamilton succeeded his father, Lieutenant Alfred Douglas Douglas-Hamilton, 13th Duke of Hamilton and 10th Duke of Brandon, as 14th Duke of Hamilton and 11th Duke of Brandon.

[2] Interestingly, in *The Map Makers* (John Noble Wilford, Alfred A. Knopf, New York, 1981), it was reported that the Great Survey actually calculated the height of the mountain at 29,000 feet (8,839.2 meters), but it was felt that this value would be taken as an approximation rather than an exact value, so 2 feet were added, resulting in the generally known height of 29,002 feet (8,839.8 meters).

The elevation of the summit may have changed due to a Magnitude 7.8 earthquake that occurred 25 April 2015, and a M 7.3 aftershock on 12 May 2015. Nepal and China both conducted an elaborate survey in 2020. Nepal used the Bay of Bengal as Sea Level, while China used the Yellow Sea. They agreed that the height of the summit of Mount Everest is now 29,032 feet (8,848.86 meters).

https://www.thisdayinaviation.com/2025/04/03/

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“No bird soars in a calm. WILBUR WRIGHT”
— **David McCullough, *The Wright Brothers***

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RC Propbusters of Salem CT

Our club was founded in the Waterford/ New London area back just prior to WW II around 1940. Most noted founding member was Ed Avena who, during the war, served in the Army Air Corps on B-24 Liberators as an engineer. In later years, he was noted for design and machine shop talents ...and ran the local hobby shop and helped a lot of us modelers get all the equipment we needed, also providing flight instruction for many beginners. The club started out prior to R/C with free flight modeling and shortly after the war with control line modeling evolving into R/C in the 50s and 60s. We've been at our current field since 1977 and have had many community and youth events.

Tom Vernon

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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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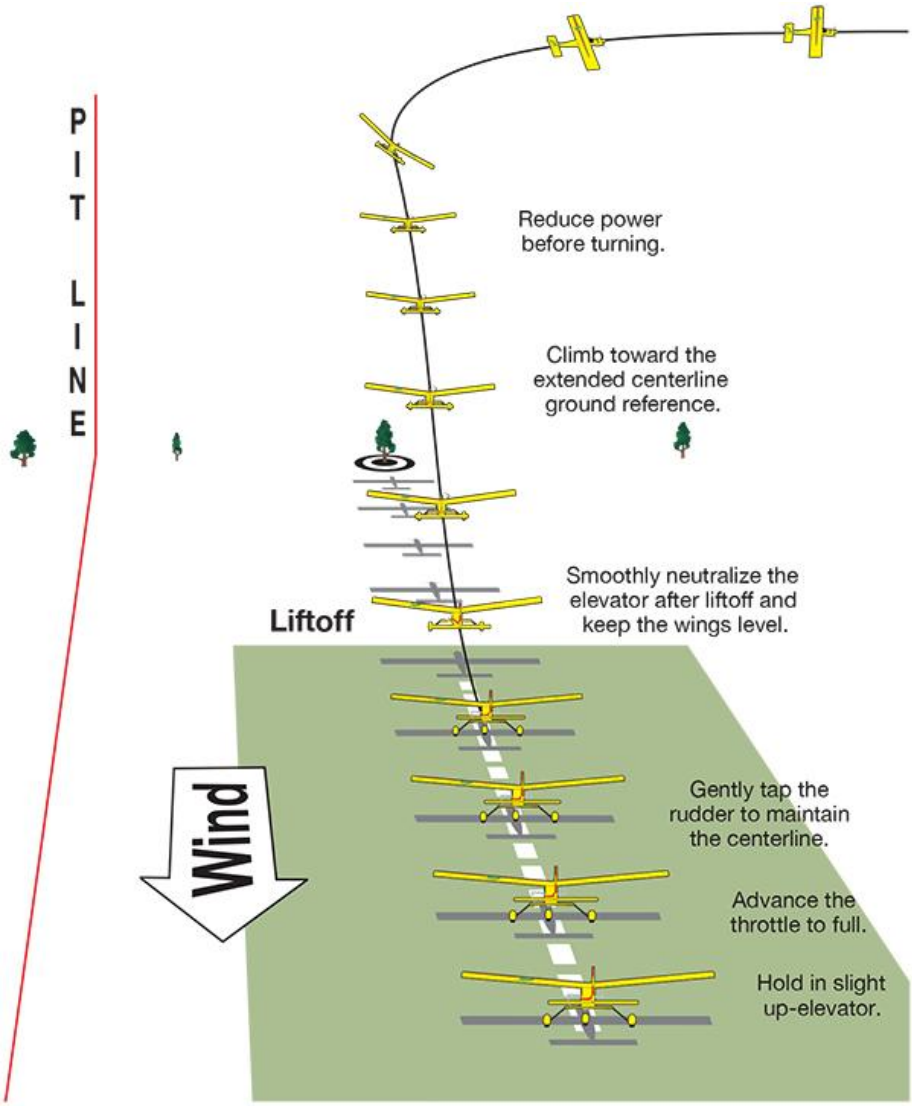
Mastering Takeoffs

Written by Dave Scott. As featured on page 27 in the July 2013 issue of Model Aviation. As featured in the July 2013 app. Rather than rehashing an ideal takeoff scenario, my goal is to explain the reasons why certain pilots routinely perform perfect takeoffs regardless of the type of airplane they fly, and at the same time, provide fliers with the simple solutions to avoid several common takeoff mistakes. The takeoff procedures outlined in this article are standard and apply to all aircraft, whether high or low performance, tricycle gear or tail-dragger. Anyone who has made the mistake of using different takeoff techniques with different airplanes will find that takeoffs are easier when using standard procedures.

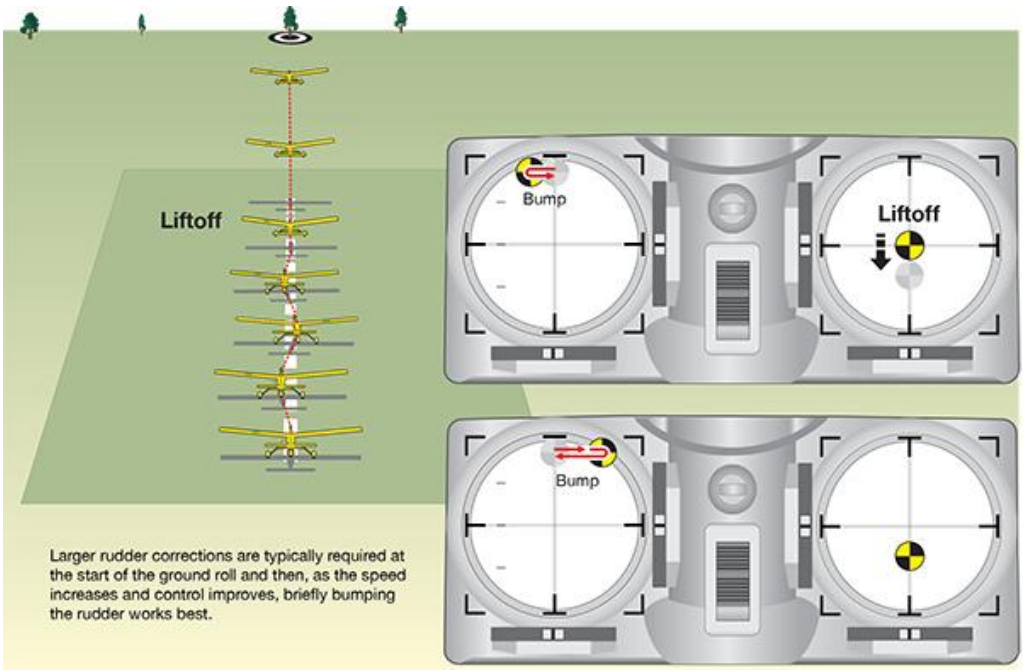
Laying the Groundwork

Good pilots control where the airplane is going instead of letting it go wherever it wants. You need to determine a ground reference on the horizon in line with your runway centerline. The goal is to climb out toward that reference to maintain the centerline and facilitate an easy entry into a familiar pattern right away (see Figure 1 below).



Reduce power before turning. Climb toward the extended centerline ground reference. Smoothly neutralize the elevator after liftoff and keep the wings level. Gently tap the rudder to maintain the centerline. Advance the throttle to full. Hold in slight up-elevator. Those who don't maintain the runway centerline during the climb out will not only set a sloppy precedent for the flight, but their workload will tend to be higher when they have to bring the airplane back from where they didn't intend it to go. Takeoffs are typically performed into the wind. What many pilots neglect is the importance of holding in slight up-elevator throughout the takeoff ground roll. This prevents a tail-dragger from becoming top heavy and tipping onto its nose/propeller. Unloading (taking weight off) the nose gear can reduce an aircraft's sensitivity and the possibility of overcontrolling. The elevator will also help pull the airplane off the ground when it reaches flying speed. Smoothly advancing the throttle to full power at the beginning of the takeoff roll is another key to easier, straighter takeoffs. Immediately accelerating to full throttle gets more air traveling over the tail sooner, which holds the airplane straighter and provides better rudder control. Those who slowly advance the throttle will have difficulty keeping the airplane straight because of the lack of air over the tail and poor rudder authority. If your airplane is overpowered and needs half throttle or less to take off, you should still smoothly advance the throttle to the takeoff setting. There's no set technique for maintaining the runway centerline during the takeoff ground roll. This is when the pilot needs to react to the airplane. However, as a rule, larger-sustained ground corrections are typically needed at the beginning of the ground roll, and then as the airplane picks up speed and control improves, small rudder bumps or taps work best (see Figure 2 below).

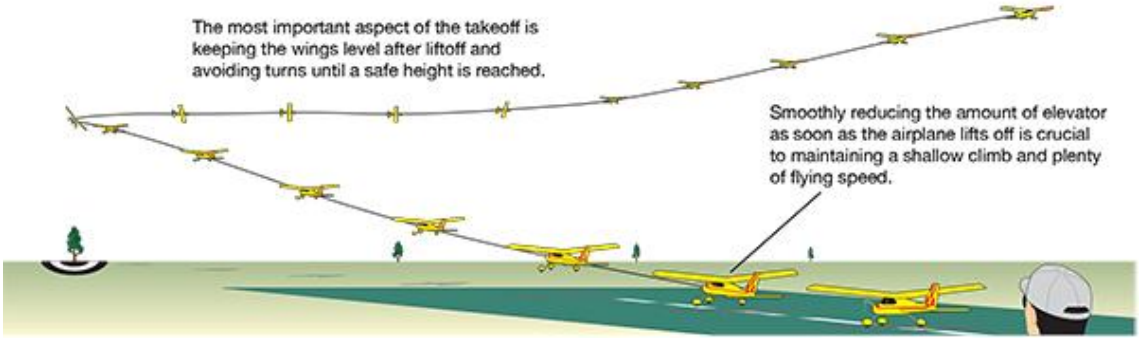
Larger rudder corrections are typically required at the start of the ground roll and then, as the speed increases and control improves, briefly bumping the rudder works best. In calmer wind conditions, tail-draggers are not more difficult to get airborne than nose-gear airplanes, but they tend to be less forgiving if overcontrolled. Because overcontrolling is unlikely unless the rudder is held in too long, limit yourself to briefly tapping the rudder during the takeoff roll. It is okay to make large rudder inputs as long as they are not held in.



Liftoff and Climb out

A concern that many new pilots have is avoiding a stall after takeoff caused by climbing too steeply and losing flying speed. The amount of up-elevator used to take off does not cause an airplane to climb too steeply and stall, but it is the length of time that the elevator is held in (i.e., too long). You must be prepared to start smoothly—taking out the elevator as soon as the airplane leaves the ground—to maintain a more shallow climb and plenty of flying speed (see Figure 3 below). Small amounts of elevator can then be used to fine-tune the climb angle.

The most important aspect of the takeoff is keeping the wings level after liftoff and avoiding turns until a safe height is reached. Smoothly reducing the amount of elevator as soon as the airplane lifts off is crucial to maintaining a shallow climb and plenty of flying speed. Without question, the most important aspect of taking off at the novice stage is keeping the wings level to avoid entering a low turn. It only takes a couple of seconds for a wingtip to strike the ground when a pilot neglects to level the wings. A pilot could also forget to relax the elevator after liftoff and put the airplane into a stall. If he or she had kept the wings level, there would be several seconds to neutralize the elevator and lower the nose to recover.



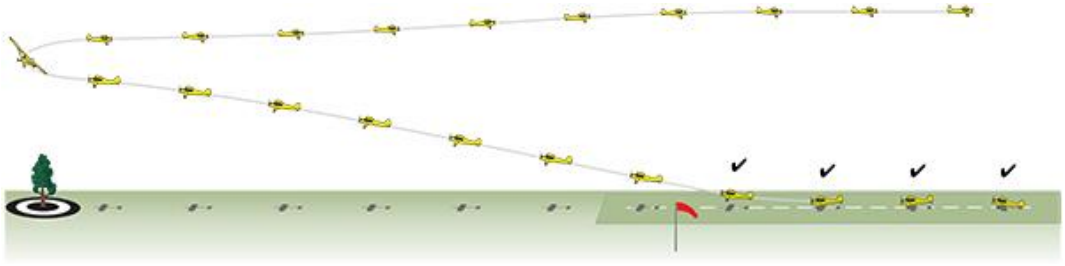
Entering the Pattern

A novice pilot should avoid making any turns until he or she achieves a safe height and should reduce power to at least half before the first turn, setting the stage for a forgiving first turn. After completing the turn, set the power and trim for straight-and-level flight at a comfortable speed. This will be difficult to do if a pilot fails to hold the centerline during the climb out and is working to position the airplane into view. Trimming when you're a novice is easier if you raise the transmitter to see if the throttle is close to the speed at which you're comfortable flying. This eliminates distraction of the throttle while you maintain the pattern and trim (see Figure 5 below).


Raising the transmitter makes it easier to establish the correct throttle position and trimming.

Raising the transmitter makes it easier to establish the correct throttle position and trimming. The most important aspect of launching an airplane that requires trim is to keep it flying until you have enough altitude to consider trimming. Despite what you may hear, airplanes rarely crash because they are out of trim. Instead, they crash because their pilots are so preoccupied with trimming that they fail to make the necessary control inputs to keep them in the air!

Takeoff Summary



The standard takeoff procedure used for high- and low-performance airplanes is: • Point the airplane into the wind. • Hold in a small amount of up-elevator and steadily advance the throttle to full (do not hesitate). • Smoothly tap the rudder to steer until the airplane lifts off. • Reduce the amount of elevator when the airplane leaves the ground, and keep the wings level with the ailerons. Pilots flying high-performance airplanes should also hold in slight right rudder after liftoff to counter the left-turning tendency (yaw) caused by propwash, then gradually remove the right rudder as the airplane gains speed and begins flying straight. You don't have to be a veteran flier to take off like one when you understand the mechanics involved. If you've been reacting to the airplane and using the trial-and-error method to take off, be prepared to feel as though something is missing when your takeoffs seem easier (and improved) the next time you fly. Remember to keep the wings level!

Happy flying. —Dave Scott 1usrcfs@gmail.com
SOURCES: 1st U.S. R/C Flight School www.rcflightschool.com

Read the original article in: https://www.modelaviation.com/masteringtakeoffs

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Master Your RC Tailwheel Takeoffs

Tail Heavy Productions
Jan 29, 2022

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

Here are a few quick footnotes on things we want to clarify from the video: -3:42 & 4:25 – "As airspeed * and/or propwash * increases over the control surfaces" (Prop wash does give ample air over the tail control surfaces on some planes alone ASIDE from actual forward airspeed. Think of full-scale STOL planes taxiing at a walking speed with their tails up). -7:42 – "begin the takeoff roll by applying full throttle oxymoron style – smoothly but quickly. * OR – on some planes, you may opt to gently bring your throttle in and takeoff with reduced power settings. Do whatever works best for the plane you're flying. * " Left Turning Tendencies Article (Including Gyroscopic Precession): https://www.boldmethod.com/learn-to-f...

Watch this fun and informative video at: https://www.youtube.com/watch?v=inHyElxJbbY&t=450s
10:27 minutes

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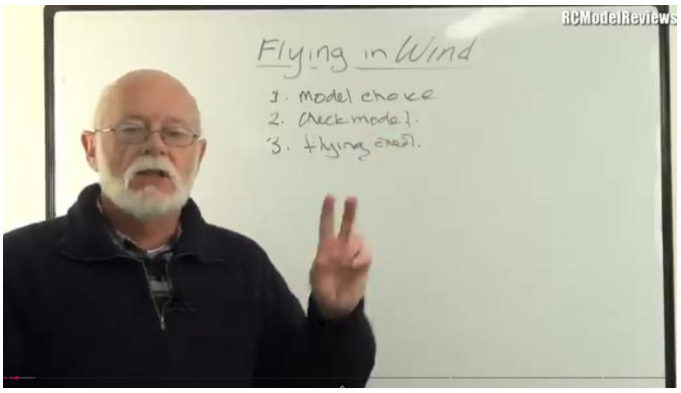
Tips for RC plane flying in strong winds

RCModelReviews
Sep 9, 2018



Don't be afraid of wind when flying your RC planes. This video gives some useful information, tips and suggestions to help you master the art of flying in very strong winds. Get the hang of it and flying in a gale can be the most fun you can have with your pants on!

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

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Ultralightweight sonar plus AI lets tiny drones navigate like bats

Published: March 27, 2026

Author Nitin Sanket, Assistant Professor of Robotics Engineering, Worcester Polytechnic Institute

To help small aerial robots navigate in the dark and other low-visibility environments, my colleagues and I developed an ultrasound-based perception system inspired by bat echolocation.

This small drone is using sonar, similar to bats' echolocation, to navigate through a grove of trees. Nitin Sanket

To help small aerial robots navigate in the dark and other low-visibility environments, my colleagues and I developed an ultrasound-based perception system inspired by bat echolocation.

Current robots rely heavily on cameras or light detection and ranging, known as lidar, or both. But these sensors fail in visually challenging conditions, such as smoke, fog, dust, snow or complete darkness.

I'm a scientific engineer who develops bio-inspired microrobots. To solve this challenge, my research team looked at nature's experts at navigating in poor visibility: bats. They thrive in dark, damp and dusty caves and can detect obstacles as thin as a human hair using echolocation while weighing as little as two paper clips. They emit sound waves and listen to weak echoes reflected from objects.

However, enabling this sensing on aerial robots is extremely challenging because propellers generate a lot of noise. It is a bit like trying to listen to your friend while a jet engine is taking off next to you.

To overcome this issue, we present two key ideas. First, a physical acoustic shield inspired by bat's ear cartilage reduces propeller noise around the acoustic sensors, which act like the robot's ears. Second, a neural network called Saranga recovers weak echo signals from very noisy measurements by learning patterns over time, inspired by how bats process sound.

Together, these enable the robot to estimate obstacle locations in 3D and navigate safely using milliwatt-level sensing power.

Read why it matters at:

https://theconversation.com/ultralightweight-sonar-plus-ai-lets-tiny-drones-navigate-like-bats-279287?utm_medium=article_clipboard_share&utm_source=theconversation.com

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Tips & Tricks

How to fix foam RC Plane with steam

SteffenRC
Aug 9, 2023

The Freewing L-39 80mm is back in my shop for another repair. This time the nose got smashed pretty good. I use several techniques to bring this plane close to original condition with a steam, spackle and paint.

https://www.youtube.com/watch?v=BKhF1kxFWg4

(The link to steamer on Amazon - https://www.amazon.com/dp/B09FKBRNRG?...is currently unavailable.)

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Model of the Month

No model of the Month for April.

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Minutes of the April 21st 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.

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