



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. ©

May 2026 Newsletter

General Reminders for all RC Propbusters. See page 3.
Propbusters Memorial Funfly, June 13 (rain date, 6/14). See pages 5-6.
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.

Flying Field is Ready for 2026!



Ray Gilbert mowing our field on 2026-05-22. He and his crew will keep it in excellent condition.

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.

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://repropbusters.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 Probusters

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.

Please remember that the dumpster at our flying field is NOT for household garbage. NO PERSONAL TRASH IN DUMPSTER, PLEASE!

When opening and closing the flying field for the day, please leave gate locked without displaying the combination. The gate has been found unlocked with the lock set to the combination numerous mornings in the past six weeks. While it is probably not club members, please be vigilant.

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 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)

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 Probusters Flying Field Rules, Page 6, Updated 9.6.2023

May Aviation Events & Milestones

- 20 May 1784 (France) — The first women to ascend in a tethered balloon are the Marchioness de Montalembert, the Contess de Montalenbert, the Contess de Podenas, and Mademoiselle de Ligarde. Their Montgolfier balloon lifts to the length of the restraining rope.
- 31 May 1862 (USA) — Information obtained from Thadeus S. C. Lowe's balloon observation saves Union forces from defeat at the Battle of Fair Oaks, Virginia during the U. S. Civil War. Union General George McClellan is warned by Lowe of Confederate General Albert Johnston's approaching troops.
- 21 May 1878 (USA) — Glenn Hammond Curtiss, pioneer of the first years of powered flight and rival of the Wright brothers, is born in Hammondsport, New York.
- 6 May 1896 (USA) — After four years of work and failed flights, Samuel P. Langley succeeds in obtaining good results with his steam-powered, model-size, tandem-wing airplane. His model “No.5” makes a flight of 3,300 feet.
- 22 May 1906 (USA) — The Wright brothers are granted United States patent No. 821,393 for their airplane control system.
- 25 May 1910 (USA) — Orville Wright takes his 82-year-old father for his first airplane ride. Also on this day, Wilbur and Orville fly together for the only time in a six-and-one-half minute flight at Simms Station, near Dayton, Ohio.
- 11 May 1911 (France) — Edouard Niéport, a racing cyclist before he went into aircraft construction, sets a new speed record of 74.4 mph flying his “Nieuport” monoplane powered by a 28-hp engine.
- 13 May 1911 (USA) — Lieutenants H. H. Arnold and T. D. Milling become first Wright School Army pilots.
- 9 May 1926 (Norway/North Pole) — The first airplane flight over the North Pole is made by Americans Lt. Cdr. Richard E. Byrd and Floyd Bennett in a Fokker F-VII/3m. Their total distance from Spitzbergen, Norway is 1,600 miles (2,575 km).
- 20 May 1927 (USA/France) — The first solo non-stop flight across the Atlantic is made by Charles A. Lindbergh. In his Ryan monoplane “Spirit of St. Louis,” he covers 3,600 miles in 33 hours, 29 minutes and wins the Orteig Prize of \$25,000.
- 25 May 1927 (USA) — Outside loop demonstrated by Lt. James H. Doolittle.
- 15 May 1930 (USA) — The first airline stewardess is Ellen Church, a nurse who flies on the Boeing Air Transport flight between San Francisco, California and Cheyenne, Wyoming.
- 9 May 1932 (USA) — United States Army Air Corps Capt. A. F. Hegenberger has become the first pilot in the world to make a “blind” landing using instruments alone, with no Back-up co-pilot on board in Dayton, Ohio.
- 3 May 1952 (USA) — The first landing at the North Pole is made by Americans Lt. Col. William P. Benedict and Lt. Col. J. O. Fletcher on a ski-and-wheel equipped Air Force Douglas C-47 “Skytrain”.
- 7 May 1958 (USA) — Lockheed F-104A “Starfighter” sets altitude record for aircraft of 91,243 feet.
- 26 May 1972 (USA) — Cessna Aircraft Corporation announces completion of the company's 100,000th aircraft, becoming the first company in the world to achieve such a production figure.
- 18 May 1983 (USA) — American Airlines carries its 500,000,000th passenger.
- 13 May 2011 - The first Solar Impulse aircraft, HB-SIA, the first solar-powered aircraft capable of both day and night flight thanks to its batteries charged by solar power, makes its first international flight, flying 630 km (391 miles) from Payerne Airport outside Payerne, Switzerland, to Brussels Airport in Belgium, in 12 hours 59 minutes at an average speed of 50 km/hr (31 mph).
- 18 May 2011 (USA) - Space Shuttle Endeavour docks to the ISS for its final mission.
- 14 May 2013 (USA) - The world's first catapult launch of an unmanned aircraft from an aircraft carrier takes place when the U.S. Navy aircraft carrier USS George H.W. Bush (CVN-77) launches a Northrop Grumman X-47B demonstrator unmanned combat air vehicle in the Atlantic Ocean off Virginia. The X-47B makes two low passes as if preparing to land on the carrier, then flies to a landing at Naval Air Station Patuxent River, Maryland, about an hour later.

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

<https://en.wikipedia.org/wiki/Portal:Aviation/Anniversaries/May>



www.rcpropbusters.com

Salem, CT

RC Propbusters Stuart Gadbois Memorial Field

Memorial Fun Fly



2026 June 13th (14th rain date) - 9am - 5pm
Open to all aircraft except turbines

www.amadistrict-i.org



www.modelaircraft.org



- Please join us in honoring those RC Propbusters who have passed
- Current AMA / TRUST / FAA / Plane Markings - required
- Newly renovated 500' x 75' runway
- Dedicated heli field
- Hotdogs & Burgers served
- \$10 Landing Fee



One of the best flying fields in the North-East

For details see: www.rcpropbusters.com

Academy of Model Aeronautics Chartered Club #191



- Contest Director:
Steve Pickering - pickersa@gmail.com
- Club Contact:
Ed Deming - edwardd707@aol.com

Directions



RC Propbusters, Salem CT

[rlito1](#)
Published on Mar 16, 2009
WFSB Every town has a story

RC Propbusters, LLC remembers and honors our deceased members at our annual Memorial Fun Fly. Watch and listen to one of our dear members (Fred Myer, 1934-2018) describing our club in 2009.



<https://www.youtube.com/watch?v=Rxy71K5EJA&gl=IL&hl=en>

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

25 May 1927



1st Lieutenant James H. Doolittle, United States Army Air Corps, at the 1929 Cleveland National Air Races. Jimmy Doolittle is seen in this photograph sitting on the turtle deck of the Curtiss P-1C Hawk. (National Air and Space Museum)

25 May 1927: At Wright Field, now Wright-Patterson Air Force Base, Dayton, Ohio, First Lieutenant James H. “Jimmy” Doolittle, United States Army Air Corps, was the first pilot to successfully perform an outside loop.

Flying a Curtiss P-1B Hawk pursuit, he began the maneuver in level flight at 10,000 feet (3,048 meters), then pushed the nose down into a dive. When he reached 280 miles per hour (450 kilometers per hour), Doolittle continued to pitch the nose “down” and the airplane flew through a complete vertical circle, with the pilot’s head to the outside of the loop.

Jimmy Doolittle attempted to repeat the outside loop at the 1929 Cleveland National Air Races, with a Curtiss P-1C Hawk, serial number 29-227. The airplane’s wings came off but Doolittle parachuted to safety. (The Curtiss P-1C used wing radiators instead of the large radiator under the nose of the P-1B. This substantially reduced the aerodynamic drag which allowed the airplane to accelerate to too high an airspeed during Doolittle’s maneuver.)

Jimmy Doolittle was one of America’s foremost pioneering aviators. He set many records, won air races, tested and developed new flying equipment and techniques. He was a highly-educated military officer, having earned his Bachelor of Arts from the University of California Berkeley School of Mines, and M.S and D.Sc. degrees in Aeronautical Engineering from the Massachusetts Institute of Technology. As a pioneer aviator, he won every international air race, and had been awarded every international aviation trophy. He was also the first pilot to fly completely by reference to instruments.

During the early days of America’s involvement in World War II, Lieutenant Colonel Doolittle planned and led the Halsey-

Doolittle B-25 raid on Japan. He was awarded the Medal of Honor and promoted to brigadier general, and then placed in command of the Twelfth Air Force in North Africa. As a major general, he commanded the Fifteenth Air Force in the Mediterranean Theater of Operations. Lieutenant General Doolittle commanded the Eighth Air Force in England from January 1944 to September 1945. He supervised the transition of the 8th to the Boeing B-29 Superfortress and its eventual transfer to bases on Okinawa to continue the war against Japan. World War II came to an end before any of the 8th’s B-29s actually moved west.

After the war, Lieutenant General Doolittle was placed on the inactive list. On 4 April 1985, by Act of Congress, James H. Doolittle was promoted to General, United States Air Force, Retired.

General James Harold Doolittle is the only person to be awarded both the Medal of Honor and the Medal of Freedom. He died 27 September 1993 at the age of 96 years. He was buried at the Arlington National Cemetery, Arlington, Virginia.



The Curtiss P-1B Hawk was a single-engine, single-seat, single-bay biplane pursuit, an aircraft type now known as a fighter. The airplane and its D-12 Conqueror engine were both built by the Curtiss Aeroplane and Motor Co., Garden City, New York.

The P-1B was 22 feet, 10 inches (6.960 meters) long with an upper wingspan of 31 feet, 6 inches (9.601 meters). The lower wing had a span of 26 feet, 0 inches (7.925 meters), a narrower chord, and was staggered 3 feet, 2½ inches (0.978

meters) behind the upper. Both wings had significant taper with rounded tips. Their angle of incidence was 0°. The upper wing had no dihedral, while the inboard lower wing had 1°, and the outer, 5°. The total wing area was 252 square feet (23.4 square meters). The horizontal stabilizer span was 10 feet, 6.0 inches (3.200 meters) and its incidence could be adjusted from +3° to -1.5°. The vertical fin was offset 2° left of the airplane's centerline. The overall height of the airplane was 8 feet, 10 inches (2.712 meters).

The P-1B had an empty weight of 2,105 pounds (955 kilograms), gross weight of 2,932 pounds (1,330 kilograms), and maximum weight of 3,562 pounds (kilograms).

The P-1B was powered by a liquid-cooled, normally-aspirated, 1,145.1-cubic-inch-displacement (18.8 liter) Curtiss D-12D (V-1150-3) dual overhead cam (DOHC) 4-valve 60° V-12 engine with a compression ratio of 5.7:1. It was a direct-drive engine, rated at 415 horsepower at 2,000 r.p.m. at Sea Level, and 460 horsepower at 2,300 r.p.m. The D-12 was 58¾ inches (1.492 meters) long, 34¾ inches (0.883 meters) high and 28¼ inches (0.718 meters) wide. It weighed 680 pounds (308 kilograms). The P-1B was equipped with an aluminum Curtiss-Reed propeller with a diameter of 8 feet, 9 inches (2.667 meters).

The pursuit had a cruise speed of 127 miles per hour (204 kilometers per hour). Its maximum speed was 159.6 miles per hour (256.9 kilometers per hour) at Sea Level, and 157 miles per hour (253 kilometers per hour) at 5,000 feet (1,524 meters). It had a service ceiling of 21,400 feet (6,523 meters) and absolute ceiling of 22,900 feet (6,980 meters). Its range was 342 miles (550 kilometers).

The P-1B was armed with two fixed air-cooled Browning machine guns, one .50-caliber and one .30-caliber. The Air Corps ordered 93 Curtiss P-1 Hawks between 1925 and 1929.

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Read the entire article at: <https://www.thisdayinaviation.com/2025/05/25/>

28 May 1987

28 May 1987: At 12:21 p.m., 18-year-old Mathias Rust, a pilot with just 50 flight hours' experience, took off from Malmi Airport, Helsinki, Finland, aboard a rented Reims Aviation F172P Skyhawk II, D-ECJB. At 6:43 p.m., he landed the Skyhawk inside *Krásnaya Plóshchad'* (Red Square), Moscow, Union of Soviet Socialist Republics.

Rust was prosecuted for entering Soviet air space without authorization and "malicious hooligansim" and sentenced to four years in a labor camp. After 14 months, he was released in August 1988 and returned to Germany.

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Read the entire article at: <https://www.thisdayinaviation.com/2025/05/28/>



Curtiss P-1A Hawk, 25-410, similar in appearance to the P-1B that Doolittle flew into an outside loop. (U.S. Air Force)



Mathias Rust, Moscow, 28 May 1987.

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).

Your Editor asked Google Artificial Intelligence (AI) Assistant Gemini “How to fly RC airplane straight and level?”

Conversation with Gemini

Flying an RC airplane straight and level is a fundamental skill that requires a mix of proper mechanical setup, electronic "trimming," and active pilot management.

1. The Golden Rule: Throttle for Height, Elevator for Speed

For beginners, the most important concept to master is how your controls interact.

- **Throttle controls altitude:** If you want to fly higher without changing your pitch, increase the throttle. The extra speed creates more lift, causing the plane to climb. To descend, simply [reduce the throttle](#).
- **Elevator controls speed/pitch:** Pulling back on the stick (up elevator) increases the angle of attack, which adds drag and slows the plane down. Pushing forward increases speed but puts the plane into a dive.

2. Trimming Your Aircraft

"Trim" refers to adjusting the neutral position of your control surfaces so the plane flies straight without you touching the sticks.

- **Aileron Trim:** If the plane constantly rolls to one side, click the aileron trim button in the opposite direction until the wings stay level.
- **Elevator Trim:** Set your throttle to "cruise" (usually 50–60%). If the plane climbs, add "down" trim; if it dives, add "up" trim until it maintains a [steady altitude](#).
- **Rudder Trim:** Use this if the plane "crabs" or yaws to the left or right while the wings remain level.

3. Visual Cues and Corrective Actions

To keep the flight path true, focus on the following:

- **Keep the Wings Level:** A plane cannot fly straight if it is banked. Even a slight tilt will cause the plane to begin a slow turn.
- **The "Coming Toward You" Rule:** When the plane is flying at you, controls are reversed visually. A helpful tip is to "**move the stick to the low wing**" to level it back out.
- **Three Mistakes High:** Always practice level flight at a safe altitude (roughly 30–40 feet or higher) to give yourself [time to recover](#) if you over-correct.

4. Mechanical Checklist

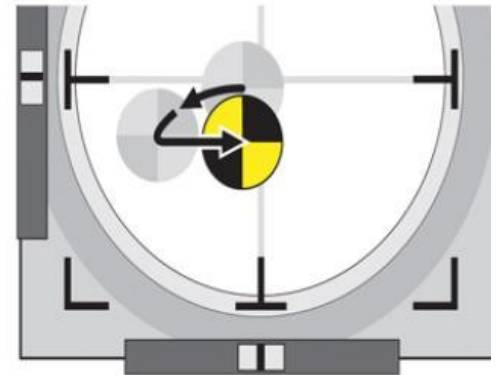
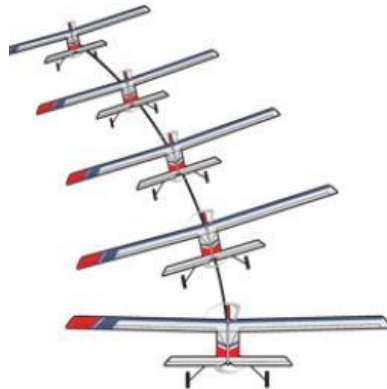
If you find yourself constantly fighting the sticks, your plane might be physically unbalanced:

- **Center of Gravity (CG):** A "tail-heavy" plane is unstable and difficult to fly level. Ensure your battery is positioned so the plane is slightly [nose-heavy](#) or balanced according to the manual.
- **Thrust Angle:** Most RC motors are angled slightly down and to the right to counteract the natural torque of the propeller. If your plane climbs sharply only when you add power, you may need more [down-thrust](#).

Mastering Straight Lines & Course Adjustments

Written by [Dave Scott](#) As featured on page 45 in the December 2011 issue of Model Aviation.
Modified very slightly here.

INTRODUCTION: When most people learn to drive a car, they work hard at keeping the car going straight. This is mostly because of holding in the steering wheel corrections too long and trying to “steer” the car straight. After a while, we’re able to keep the car straight with little effort because we start appreciating that most deviations can be corrected with a simple little nudge upon the wheel, and we’re confident that if one nudge doesn’t do the job, we can always apply another.



Thus, applying small nudges to the steering wheel produces straighter lines and reduces the number of corrections we have to make. Small, brief (not held in) bumps of aileron or rudder have precisely the same effect, helping us fly straighter lines, as well as making small course changes without overcontrolling.

Bump Applications: Proficient pilots use small bumps of aileron to keep the wings level to maintain straight lines. Bumps are also used to bank the wings slightly and cause an airplane to drift to the left or to the right (Figure 1).

FIGURE 1: Straight lines are maintained using small (brief) aileron bumps to keep the wings level. Small course changes are made using a small bump of aileron (in and out) to bank the wings slightly. As long as the bumps are not too large or held in, the airplane won’t lose altitude after a bump, so there is no need for elevator when making small course changes. (Note: If the airplane features a symmetrical airfoil wing, the course change after an aileron bump will tend to be more gradual. To affect a more deliberate course change with a symmetrical wing airplane, the pilot must also pull a little up-elevator, and perform a mini procedure turn [Figure 2].)

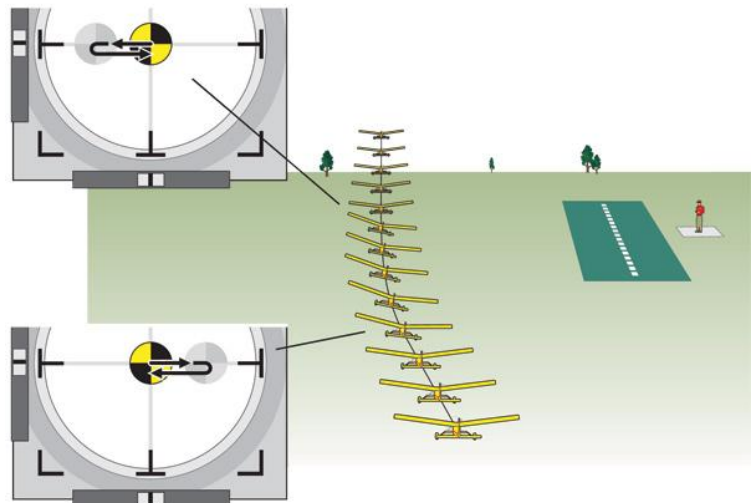
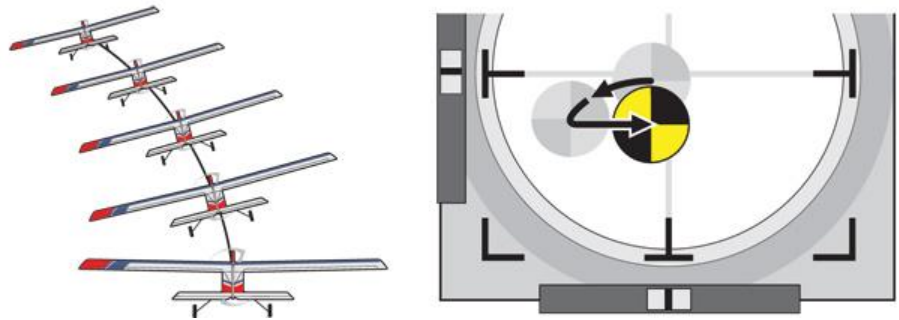


FIGURE 2: Small course changes with symmetrical wing airplanes entail briefly bumping the aileron (in and out) to bank the wings slightly, then holding in a small amount of up-elevator to effect a gentle turn. Because the bump is small, it must be applied and returned to neutral smoothly to give the airplane time to respond. Quickly jabbing the aileron will likely produce little or no response.

Keep in mind that the slight wing bank and gradual course change after a smooth, small bump may not be immediately obvious. You must pause for a few moments after each bump to be certain whether another bump is needed. Often, a single bump is enough. Remember, overcontrolling is usually not caused by aggressive inputs at first, but is the result of holding an

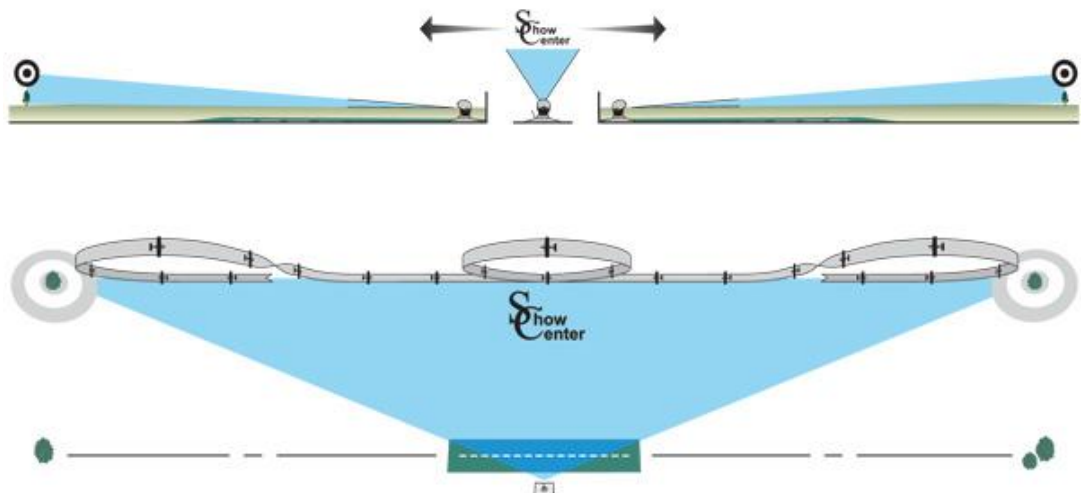


input in too long, and occurs most often when pilots hold in their inputs waiting to see an obvious reaction of the airplane. As a rule, it's better to make two separate bumps, rather than holding in the aileron. Bumping the rudder on airplanes without ailerons works as well; however, rudder bumps must be applied smoothly to have the desired effect. The bump technique works great for gradual course changes up to 20° to 30°. A larger course change requires a deliberate turn involving aileron and elevator. As pilots (like drivers) become more relaxed, they start noticing deviations from the intended path the moment they occur, and the corresponding bumps become so small that anyone watching won't be able to tell that corrections are being made. That's one of the main reasons why good pilots make flying look so easy.

Flying Better Straight Lines and a Parallel Foundation: If you have ever watched proficient pilots fly (you can tell by their ability to perform one maneuver after another), you may have noticed the absence of visible corrections between their maneuvers—often referred to as “being smooth.” The primary reason for their smooth flying is that they possess a solid foundation of flying consistent lines parallel with the runway. Establishing a parallel foundation starts with picturing where you want the airplane to be when it passes in front of you, otherwise known as “Show Center.” Then, project that distance out to your left and right parallel with the runway and pick some ground reference targets on the horizon to use as parallel turnaround points (Figure 3). Guiding your airplane toward these points will improve your consistency in the air.

FIGURE 3: To improve your consistency and ease of flying, picture where you want the airplane to be when it passes in front of you, then project that distance to your left and right parallel with the runway and pick some ground references to use as parallel turnaround points. **Crosswind Positioning Basics and Objects as a Whole:** As a rule, an airplane will fly in a straight line

whenever the wings are level. When a crosswind exists, the airplane will crab (point) into the wind a bit, but as long as the wings remain level it will continue to track straight. From the ground, the position of the wings can be difficult to judge. Rather than relying on the positions of the wing or fuselage, proficient pilots concentrate on where the airplane is traveling (Figure 4a and 4b).



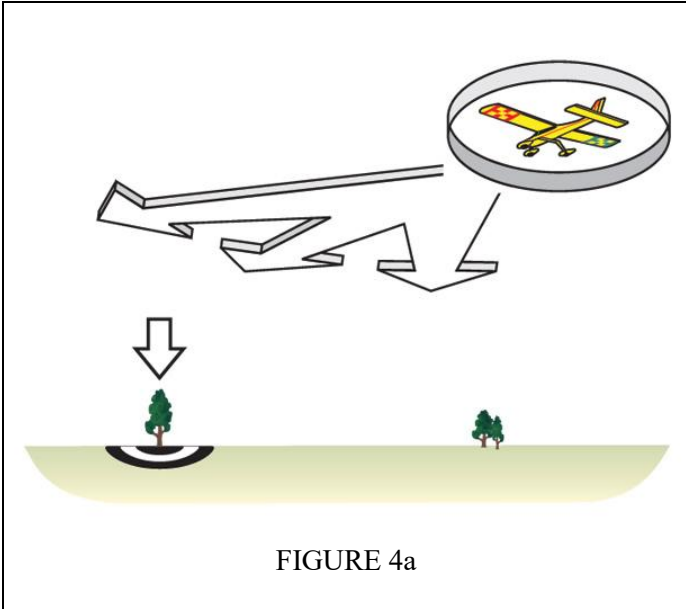


FIGURE 4a

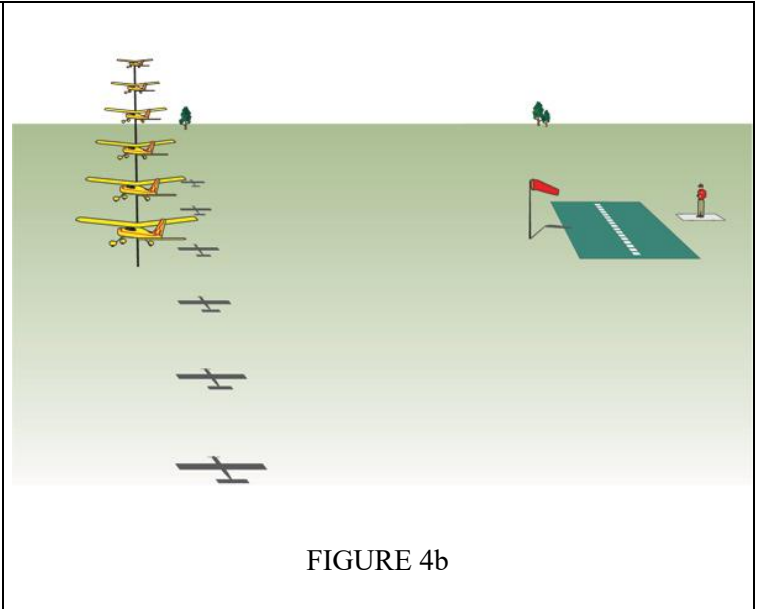


FIGURE 4b

An airplane will fly in a straight line when the wings are level. Flying in a crosswind causes the fuselage to crab into the wind, yet as long as the wings remain level, the airplane as a whole will continue to fly in a straight line. Pilots need to pay attention to where the airplane is traveling as a whole, not where it is pointing. It is easy to see deviations when guiding the airplane as a whole toward a distinct target on the horizon. It's trickier on the return path to Show Center. Early detection of deviations from parallel, after turning around, is accomplished with an eye on where the airplane is traveling relative to you. Ask yourself, "Is it drifting away from me?" (Bump it in.) "Is it drifting toward me?" (Bump it out.) When neither a deviation in or away from you is detected, the airplane will be tracking parallel with the runway (Figure 5).

FIGURE 5: When the airplane is neither veering in nor away from you approaching show center, it will be flying mostly parallel with the runway. While wind is often blamed for deviations, it mainly exaggerates deviations and mistakes that pilots can otherwise get away with in calmer conditions. For example, when a crosswind exists, amateur pilots often make the mistake of completing their turns when the airplane points where he or she wants it to go, then inputting a crab into the wind after detecting wind drift. The correct method is to finish turns a bit early or late so that the required crab angle into the wind is already in place. That way, the airplane never gets blown in the first place (Figure 6). How early or late this happens depends on the strength of the crosswind.

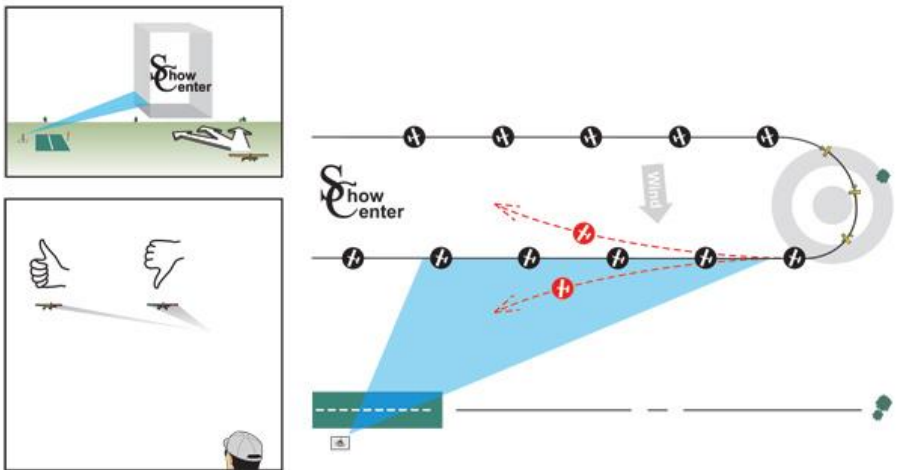


FIGURE 6: When turning into a crosswind, exit the turn a bit early to establish the necessary crab angle and prevent getting blown, or overshoot the turn slightly when turning with the wind. A note to beginners regarding left/right confusion when the airplane is approaching show center: Consider the fact that a person driving a car doesn't have to think about whether to apply a left or right input. Because the driver is facing in the direction that the car is traveling, all he or she has to do is move the steering wheel in the direction he or she wants the car to go. Rotating your body to face in the general direction the airplane is traveling, and thinking in terms of bumping the control stick in the direction that you want the airplane to go, helps reduce left/right confusion when learning to fly (Figure 7).

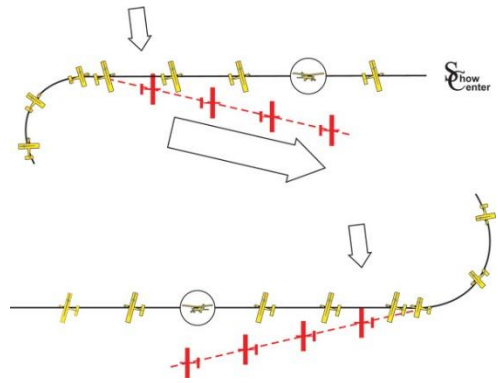
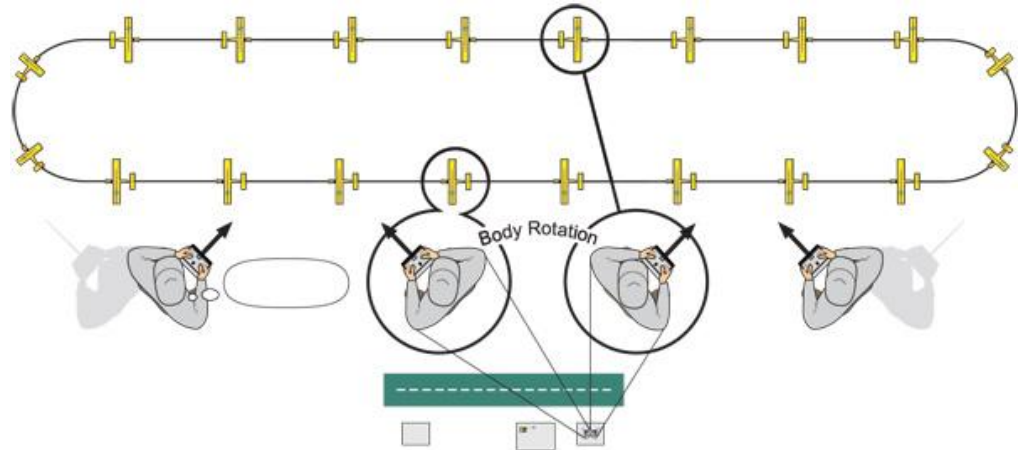


FIGURE 7: To reduce left/right confusion, face in the general direction that the airplane is traveling so your left and right match that of the airplane. Note that body rotation will naturally start disappearing within a few days as you shift from thinking about your own orientation to thinking about guiding the airplane as if you were in it.



Conclusion: Most RC pilots continue to fly using the techniques they learned early on, including the habit of making constant corrections. Most pilots make three to four times more control inputs than what's necessary when the airplane is flown correctly, but they are simply too busy making corrections to realize it. Not only does learning to bump one at a time improve consistency and reduce overcontrolling, it significantly improves landing because of the importance of making small inputs when low to the ground. Happy landings!

Read the original article at: <https://www.modelaviation.com/straightline>

RC BASICS: What is KV?

[RCModelReviews](#)

Jan 20, 2013

When using electric motors to power RC model aircraft you'll often hear the term KV - so what is it? In this video, I explain what KV is and how it can be used to calculate the RPMs of a motor when powered from a battery of a known voltage. I also demonstrate how to measure the KV of a motor when it is unknown -- although you can buy a KV meter which will do the job much more simply if you want. I'm sorry that this video is a bit long -- I may re-edit it later and shorten it up a bit.



Watch this rather lengthy video at: <https://www.youtube.com/watch?v=IP4PFq6u7wg>

Michael Wargo on Learning Beginning Aerobatics

Michael Wargo RC Flying and Instruction

May 14, 2021

[Hobbyking Industry](#) Team Pilot Michael Wargo Teaches introductory aerobatic maneuvers. Discussion and demonstration on the loop, roll, inverted flight and stall turns. Model Used in Video: Duraflly Ugly Stick V2 (PNF) 1100mm The Ugly Stick is suitable for both beginner and experienced flyers alike. At low speeds, it exhibits no bad stall tendencies and can be flown comfortably at half throttle. However, when you wish to experience its true flying capabilities, open the throttle wide and the Ugly Stick will oblige, performing a full range of sport aerobatic maneuvers with the ease that made the original so popular.



Watch this instructional video at: https://www.youtube.com/watch?v=z8q8Y_oTml8&t=44s

Tips & Tricks

How to repair foam hinge on RC Plane

SteffenRC

Nov 29, 2023

Quick shop tip on a simple process to repair/fix a foam hinge on your RC Plane



This video demonstrates how to repair broken foam hinges on RC planes using two different adhesives: Welders and Foam Tac. The presenter explains the application process for each adhesive, highlighting their unique properties and drying times. They also discuss the compatibility of each adhesive with different types of foam.

<https://www.youtube.com/watch?v=L3fmdBeeNqo>

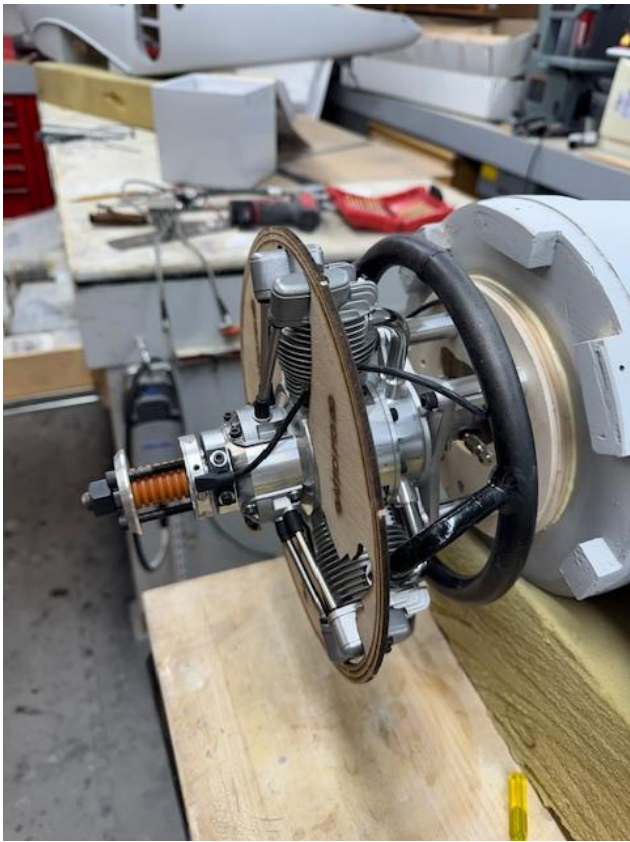
Models of the Month

Len Buffinton is finishing his Zirolì Beechcraft D18/C45 Expeditor. With a 114" wingspan, it will be powered by 3-cylinder radial Saito engines. Len is hoping to paint the plane in the middle of May, with a white and red color scheme

Len says he put on about 7,000 rivets and wiped off another 3000! "Panel lines are done with 1/32 chart tape and primer. Rivets, since this was the era of raise rivets, are made from canopy glue in a wood glue applicator tube," Len says. "It's very difficult to get every drop ice to Al, so I've spent time preparing some pretty good excuses. The cowls and first 2/3 of the engine nacelles are smooth rivets, due to those being just introduced in 1934, beech was trying it out in areas of high airflow. Those were done with vinyl dots, and some others with a dremel and a ground down bit drill bit."

Here (and on the next page) are the most recent photos taken by Len:





New club member **Rick Bell** showed his Striker, built from a kit based on the original 1968 design by Peter Russell (Vintage Pattern Aircraft).

With its 6s 6000 lipo battery, it weighs 8 lbs.13 oz. Rick gets about 8 minutes of flight time. Let's watch Rick fly this bird!



Screenshots by Jim Holzworth



See more pictures on facebook at:

Rick Bell's Post
Vintage Radio Control Plane Only Group ·
Just completed Aerospaz Striker. Wonderful kit!

<https://www.facebook.com/groups/1239564162731992/posts/26657440913850967/>

Peter Russell's Striker (Vintage Pattern Aircraft)

https://www.ukcaa.org.uk/Club/Articles/Striker_RCME-Nov1968.pdf

Minutes of the May 19th 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.
