



AMA GOLD LEADER CLUB

RC Propbusters of Salem CT

www.rcpropbusters.com

AMA Club No 191
Founded 1937

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RC Propbusters, Inc. ©

June 2026 Newsletter

- General Reminders for all RC Propbusters. See page 3.
- Renew your RC Propbusters membership online at: <http://rcpropbusters.com/>
- Electric Fun Fly & Swap Meet, Saturday, July 18th, 2026, 9am - 5pm. See pages 10-11.
- Register/Renew the FAA registration for your RC aircraft. See page 12.
- Take The Recreational UAS Safety Test (TRUST), required by FAA. See page 12.
- Members vote "YES" for a solar battery charging station at flying field.

2026 Memorial Funfly at Propbusters Field



Contest Director (CD) Steve Pickering (first from right) presents instructions to pilots before raising the flag at our 2026 Memorial Funfly at Propbusters Field.

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://rcprobusters.com/>

Please submit ideas and tips for the newsletter to Jim Holzworth at jimholzworth@gmail.com

Propbusters Meeting Location

Regularly scheduled Propbusters monthly meetings are held at the Salem *Center School*, 250 Hartford Rd Salem, CT 06420. The *Center School* is in the Salem CT historic district.

<https://historicbuildingsct.com/center-school-salem-1885/>
 41.491289, -72.275949



Monthly meetings will simultaneously be conducted electronically using Zoom.

General Reminders for all RC Propbusters

PLEASE CHECK OUR WEBSITE (<https://rcpropbusters.com>) REGULARLY, particularly the NEWS AND ANNOUNCEMENTS section up front for current notices and information. It is updated at least weekly.

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

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

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

Mark all your models with required FAA and AMA markings.

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

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

2026 Propbuster Event Schedule (tentative)

Field Cleanup 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 Propbusters Flying Field Rules, Page 6, Updated 9.6.2023

RC Propbusters Outerwear
available at

**NOTICE (from the Editor): Do we have your
correct email address?**



26A Bushnell Hollow Rd., Baltic, CT 06330
Phone: 860-822-9777
Email address: jdembroidering@aol.com
<https://www.facebook.com/JDEmbroidering/>

If you are currently a member of R/C Propbusters in good-standing and can only receive the monthly newsletter from our website (<http://www.rcpropbusters.com>), maybe your email address has changed, or was incorrectly entered on our membership list. Monthly newsletters are sent individually (directly) to each club member at the email address listed on the website membership list. If you have a new email address, or need to make a correction, please log in to our website and update your profile.

June Aviation Events & Milestones

- 4 June 1783 (France) — In Annonay, France, the Montgolfier brothers, Joseph-Michel and Jacques-Etienne, give the first public demonstration of their hot-air balloon by sending up a large model made of linen lined with paper.
- 9 June 1861 (USA) — Two members of the First Rhode Island Regiment, James Allen and Dr. William H. Helme, make the first United States Army trial captive balloon ascent.
- 23 June 1905 (USA) — Wilbur and Orville Wright make their first flight of 1905 in Huffman Prairie, Ohio, in their new “Flyer III,” the first practical airplane in history.
- 26 June 1909 (USA) — The first commercial sale of an airplane in the United States is made as Glenn H. Curtiss sells one of his planes to the Aeronautic Society of New York for \$7,500. This action spurs the Wright brothers to begin a patent suit to prevent him from selling airplanes without a license.
- 26 June 1911 (USA) — As spectators watch in amazement, Lincoln Beachey flies his Curtiss pusher biplane over Horseshoe Falls, the most spectacular of the Niagara Falls.
- 14 June 1919 (Canada/Ireland) -The first direct non-stop crossing of the Atlantic by airplane is made by a British two-man team. Capt. John Alcock and Lt. Arthur Whitten-Brown fly a Vickers "Vimy" bomber from St. Johns, Newfoundland, to Clifden, Ireland. They fly some 1,950 miles in 16 hours, 27 minutes.
- 1 June 1925 (USA) — A car dealer covers himself in stamps worth \$718 in a bid to be sent airmail from San Francisco to New York; the United States Post Office refuses to accept him.
- 11 June 1928 (Germany) — The first rocket-powered manned airplane flight is made by Frederich Stamer from the Wasserkuppe peak in the Rhön Mountains of Germany. His tail-first glider flies about one mile.
- 1 June 1940 (USA) — United States Army Air Corps announces plans for the construction of the world's most powerful wind tunnel at Wright Field, Dayton, Ohio.
- 20 June 1941 (USA) — The United States Army Air Forces is established.
- 4-5 June 1942 (South Pacific) — Battle of Midway.
- 6 June 1944 (England/France) — A huge airborne armada, nine planes wide and 200 miles long, carries American and British troops across the British Channel for the D-Day invasion of Europe.
- 26 June 1948 (Germany) — The “Berlin Airlift” was initiated in response to the Russian blockade of Berlin, Germany.

3 June 1959 (USA) — Graduation of the first United States Air Force Academy class.

5 June 1969 (USSR) — The Tupolev Tu-144 supersonic airliner becomes the first aircraft of its class to fly through the sound barrier when it exceeds Mach 1 at a height of 36,000 feet.

2 June 1986 (USA) — The greatest distance achieved by a hang-glider is made by American Randy Haney who flies an unpowered hang-glider 199.75 miles (321.47 km) from his takeoff point.

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

30 June 1968



The prototype Lockheed C-5A Galaxy, 66-8303, at Marietta, Georgia, 30 June 1968. (Bettmann/CORBIS)

30 June 1968: At 7:47 a.m., Eastern Daylight Time, the first Lockheed C-5A Galaxy transport, serial number 66-8303, took off on its maiden flight at Marietta, Georgia. Chief Engineering Test Pilot Leo J. Sullivan and test pilot Walter E. Hensleigh, flight engineer Jerome H. Edwards, and E. Mittendorf, flight test engineer, made up the flight crew. U.S. Air Force test pilot Lieutenant Colonel Joseph S. Schiele was also on board.

The C-5A weighed 497,000 pounds (225,435 kilograms) at takeoff. After a 3,800 foot (1,158 meters) takeoff roll, it lifted off at 123 knots (142 miles per hour/228 kilometers per hour). It remained in takeoff configuration while it climbed to 10,000 feet (3,048 meters) at 140 knots (161 miles per hour/259 kilometers per hour). The flight lasted 1 hour, 34 minutes. On landing, the Galaxy's touchdown speed was 116 knots (133 miles per hour/215 kilometers per hour).

The Lockheed C-5A Galaxy (Lockheed Model L-500) is a long-range, heavy lift military transport with high, “shoulder-mounted” wings and a “T-tail.” It has a flight crew of two pilots, two flight engineers and three load masters. The airplane’s cargo compartment can be accessed by a ramp at the rear of the fuselage, and the nose can be raised to allow cargo to be loaded from the front. The wings’ leading edges are swept to 25°. Four turbofan engines are mounted on pylons beneath the wings. The landing gear has 28 wheels in five units, and can “kneel” to bring the cargo deck closer to the ground for loading and unloading.

The C-5 is a truly giant aircraft. It is 247 feet, 10 inches (75.540 meters) long with a wingspan of 222 feet, 9 inches (67.894 meters) and overall height of 65 feet, 1 inch (19.837 meters). The cargo compartment has a height of 13 feet, 6 inches (4.115 meters) and width of 19 feet (5.791 meters). It is 143 feet, 9 inches (43.825 meters) long. The C-5A has a maximum takeoff weight of 840,000 pounds (381,018 kilograms) and a maximum cargo weight of 270,000 pounds (122,470 kilograms).

The C-5A, C-5B and C-5C are powered by four General Electric TF-39 high-bypass turbofan engines, rated at 43,000 pounds of thrust, each. The C-5M uses four General Electric F138 engines rated at 51,250 pounds of thrust, each.

The Galaxy has a cruise speed of 0.77 Mach and maximum speed of 0.79 Mach. Its service ceiling is 35,700 feet (10,881 meters) and its unrefueled range is 2,400 nautical miles (3,862 kilometers).

Lockheed produced 81 C-5A Galaxy transports for the U.S. Air Force between 1969 and 1973. These were followed by 50 C-5Bs. Two C-5As were modified to C-5Cs to carry larger “space cargo.” Remaining C-5s in the fleet are being modified to an improved C-5M Super Galaxy variant.

The first prototype C-5A, 66-8303, was destroyed by an explosion and fire after being defueled at Dobbins Air Force Base, 17 October 1970. One person was killed.



An M1A1 Abrams Main Battle Tank being loaded on the forward cargo ramp of a Lockheed C-5M Super Galaxy. The transport's nose has been raised to provide loading access from the front of the airplane. The tank weighs 139,081 pounds (63,086 kilograms). (Roland Balik/U.S. Air Force)

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Read the entire article at:
<https://www.thisdayinaviation.com/2025/06/30/>

30 June 1975



The last operational U.S. Air Force C-47 Skytrain, 43-49507, on display at NMUSAF. (U.S. Air Force)

30 June 1975: The last operational Douglas C-47 Skytrain transport in service with the United States Air Force, 43-49507, was retired and flown to the National Museum of the United States Air Force at Wright-Patterson Air Force Base, Ohio.



A group of new Douglas C-47 Skytrains. The airplane closest to the camera is C-47-DL 41-18415. (Douglas Aircraft Company)

A C-47D, it is on display in the World War II Gallery, painted and marked as C-47A-80-DL 43-15213 of the 91st Troop Carrier Squadron, 439th Troop Carrier Group, during World War II. At the time it was withdrawn from service, 43-49507 had flown a total of 20,831 hours.

43-49507 (Douglas serial number 26768) was built at Oklahoma City as a C-47B-15-DK Skytrain. The C-47B differed from the C-47A in that it was powered by Pratt & Whitney Twin Wasp S3C4-G (R-1830-90) engines. These engines were equipped with two-speed superchargers for improved high-altitude performance. Following World War II, the second speed (“high blower”) was either disabled or removed. Following this modification, the airplane was redesignated C-47D.

The Douglas C-47 Skytrain is a military transport variant of the Douglas Aircraft Company DC-3 commercial airliner. It is an all-metal, twin-engine,

low-wing monoplane with retractable landing gear. It was operated by a minimum flight crew of two pilots, navigator, radio operator and mechanic/load master. The airplane’s control surfaces are covered with doped-fabric. The primary differences between the civil DC-3 and military C-47 was the addition of a cargo door on the left side of the fuselage, a strengthened cargo floor, a navigator’s astrodome and provisions for glider towing.

The DC-3 made its first flight 17 December 1935, while the C-47 flew for the first time six years later, 23 December 1941.

The C-47 is 64 feet, 5½ inches (19.647 meters) long with a wingspan of 95 feet (28.956 meters) and height of 17 feet (5.182 meters). The total wing area is 988.9 square feet (91.872 square meters). The angle of incidence is 2°. The wing center section is straight, but outboard of the engine nacelles there is 5° dihedral. The wings' leading edges are swept aft 15.5°. The trailing edges have no sweep. Empty weight of the C-47D is 17,865 pounds (8,103 kilograms) and the maximum takeoff weight is 33,000 pounds (14,969 kilograms).

The C-47A was powered by two 1,829.4-cubic-inch-displacement (29.978 liter) air-cooled, supercharged R-1830-92 (Pratt & Whitney Twin Wasp S1C3-G) two-row 14-cylinder radial engines with a compression ratio of 6.7:1. These were rated at 1,060 horsepower at 2,550 r.p.m., up to 7,500 feet (2,286 meters), maximum continuous power, and 1,200 horsepower at 2,700 r.p.m. at Sea Level for takeoff. Each engine drives a three-bladed Hamilton Standard Hydromatic constant-speed full-feathering propeller with a diameter of 11 feet, 6 inches (3.505 meters) through a 16:9 gear reduction. The R-1830-92 is 48.19 inches (1.224 meters) long, 61.67 inches (1.566 meters) in diameter, and weighs 1,465 pounds (665 kilograms).

The specifications of the Pratt & Whitney Twin Wasp S3C4-G (R-1830-90) installed on the C-47B and C-47D were nearly the same as the -92 engine of the C-47A. Displacement and compression ratio were identical. The engines' diameters were the same, though the -90 was very slightly longer than the -92—1.85–2.74 inches (4.699–6.960 centimeters), depending on specific variant. Also, the -90 was heavier than the -92 by 25–30 pounds (11.34–13.61 kilograms), again, depending on the specific variant. The R-1830-90 could maintain 1,000 horsepower at 2,550 r.p.m. at 12,500 feet (3,810 meters), and 1,000 horsepower at 2,700 r.p.m. at 14,000 feet (4,267 meters), a significant increase over the -92.

The C-47D has a cruising speed of 161 knots (185 miles per hour/298 kilometers per hour) at 10,000 feet (3,048 meters), and maximum speed of 202 knots (232 miles per hour/374 kilometers per hour) at 3,500 feet (1,067 meters). Its service



C-47 Skytrains in Vee-of-Vees formation.

ceiling was 22,150 feet (6,751 meters). The Skytrain had a maximum range of 1,026 nautical miles (1,181 miles/1,900 kilometers) with full cargo.

The C-47 could carry 9,485 pounds (4,302 kilograms) of cargo, or 27 fully-equipped paratroopers. Alternatively, 24 patients on stretchers could be carried, along with two attendants.

On D-Day, The Sixth of June, 1944, a formation of C-47 Skytrains, nine airplanes abreast, 100 feet (30 meters) from wing tip to wing tip, 1,000 feet (305 meters) in

trail, stretching for over 300 miles (483 kilometers), airdropped 13,348 paratroopers of the 82nd and 101st Airborne Divisions, United States Army, and another 7,900 men of the British Army 6th Airborne Division and the 1st Canadian Parachute Battalion, behind the beaches at Normandy, France.

During the Vietnam War, 53 C-47s were converted from their transport role to AC-47 Spooky gunships. These were armed with three fixed, electrically-powered General Electric GAU-2/A .30-caliber (7.62 NATO) Gatling guns firing out

the left side of the fuselage. These aircraft were highly effective at providing close air support. The three Miniguns could fire a total of 12,000 rounds per minute.

Douglas Aircraft Company built 10,174 C-47 Skytrains at its factories in Santa Monica and Long Beach, California, and at Oklahoma City, Oklahoma.

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Read the entire article at: <https://www.thisdayinaviation.com/2025/06/30/>

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

ALL-ELECTRIC FUN FLY AND SWAP MEET

Sponsored by
RC Propbusters

AMA Sanctioned

Propbusters Stuart Gadbois Memorial Field
Route 82, Salem, CT
(directions at <http://rcpropbusters.com/>)

Saturday, July 18th 9 AM – 5PM
Rain Date July 19

Landing Fee: \$10.00	Swap Meet (anything RC related): \$5.00 donation
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HOT DOGS & HAMBURGERS WILL BE SERVED

Welcome to all electric-powered
airplanes, helis, quads, etc.

For more info, contact Steve at pickersa@gmail.com



Steve Pickering
Contest Director

Salem, CT

RC Propbusters Stuart Gadbois Memorial Field

Electric Fun Fly & Swap Meet

2026 July 18th (19th rain date) - 9am - 5pm
Open to all electric airplanes and helis

www.rcpropbusters.com



www.amadistrict-i.org



www.modelaircraft.org

- Come have an electric time with the RC Propbusters at our Electric Fun Fly & Swap Meet
- Plenty of generators on hand
- Current AMA / TRUST / FAA / Plane Markings - required
- Newly renovated 500'x 75' runway
- Dedicated heli field
- Hotdogs & Burgers served
- \$10 Landing Fee, \$5 Seller's 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



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).

Mastering the Landing Approach



Written by Dave Scott. As featured on page 31 in the April 2013 issue of Model Aviation. As featured with bonus interactive content in the April 2013 app.

It has long been said that the key to a good landing is a good approach to the runway, in other words, one that requires few corrections. Landing is not hard when the pilot can get the airplane to the runway without having to make many corrections. Approaching the runway without having to make a number of corrections hinges on coming out of the final turn aligned with the runway. Consistently coming out of the final turn already lined up with the runway requires that you keep your turns consistent and start them in the right spot. In short, a successful landing is accomplished through a singular focus on the setup to landing.

Good Landings Are No Accident

If you have ever watched a proficient pilot land, you probably noticed how easily he or she made it look. One reason is that proficient pilots tend to use a 180° turn to set up their landings because—compared to two 90° turns—a 180° turn requires fewer inputs and takes up less space, thereby making it easier to see and to position, especially in a crosswind.

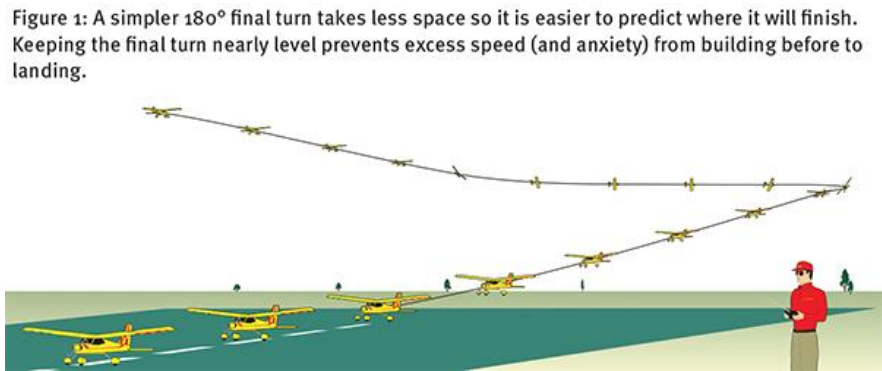


Figure 1: A simpler 180° final turn takes less space so it is easier to predict where it will finish. Keeping the final turn nearly level prevents excess speed (and anxiety) from building before to landing.

The first step to achieving great landings is learning to perform consistent turns. Second, the final turn must be kept mostly level to avoid the anxiety and excess speed that tends to build up during a descending turn (Figure 1). After you’ve mastered consistent turn inputs and level turns, you can start figuring out where to place your turn to consistently come out of it aligned with the runway.

Ground Targets: The Six Ps

There is an old saying, “Prudent prior planning prevents poor performance.” Proficient pilots don’t strive to make good adjustments to come out of the final turn aligned with the runway. Proficient pilots anticipate where to start the turn so that few, if any, adjustments are needed altogether. Half of the battle is already won by locating a good target area from which to start the final turn and to come out on the centerline without having to make many adjustments.

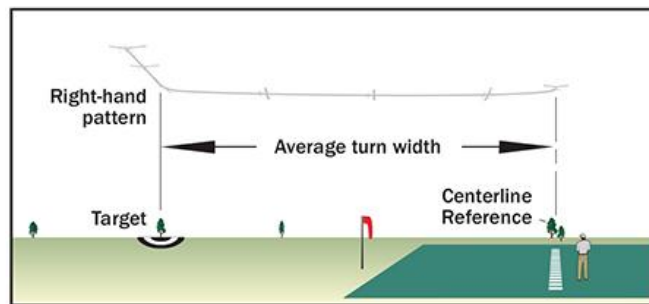


Figure 2: With consideration for the wind’s effect on the average turn, estimate where you will need to start the final turn to come out over the extended centerline reference. Choose a ground reference to mark that turning point.

After determining the direction in which you will be landing, walk out to the centerline of your runway and identify a ground reference on the horizon in line with the centerline. Estimate where you think you should start the final turn to come out near the centerline reference, and choose a ground reference “target” (tree, hill, etc.) to mark that turning point (Figure 2). If there’s a crosswind, consider the effect that the wind will have on the turn and adjust the target (where you

start the turn from) accordingly. Turning with a crosswind will result in a wider turn, and therefore you'll need to widen your target (Figure 3). How much will depend on the strength of the crosswind. Turning into (against) a crosswind will tighten the turn, so you'll need to choose a target slightly closer to the centerline. Plan to initiate the turn when the airplane intersects your line of sight with the target, and if the turn doesn't come out exactly over the centerline reference, adjust your target accordingly (Figure 4).

Figure 3: When turning *with* a crosswind, plan to start the final approach wide to accommodate a wider turn.

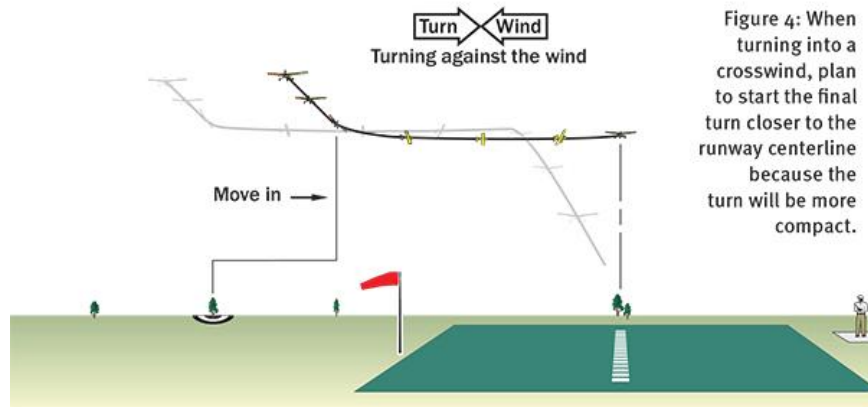
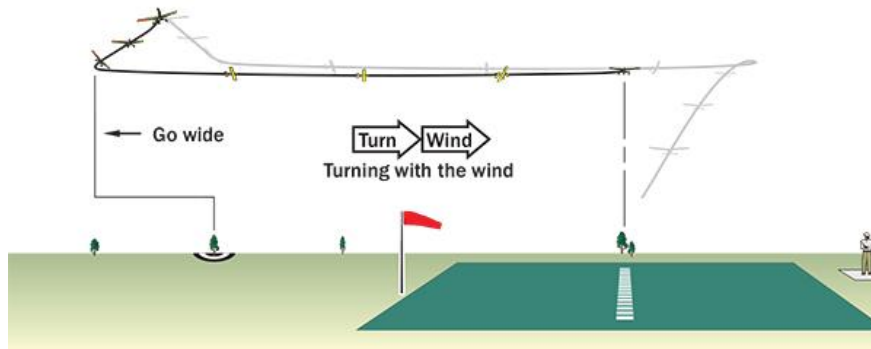
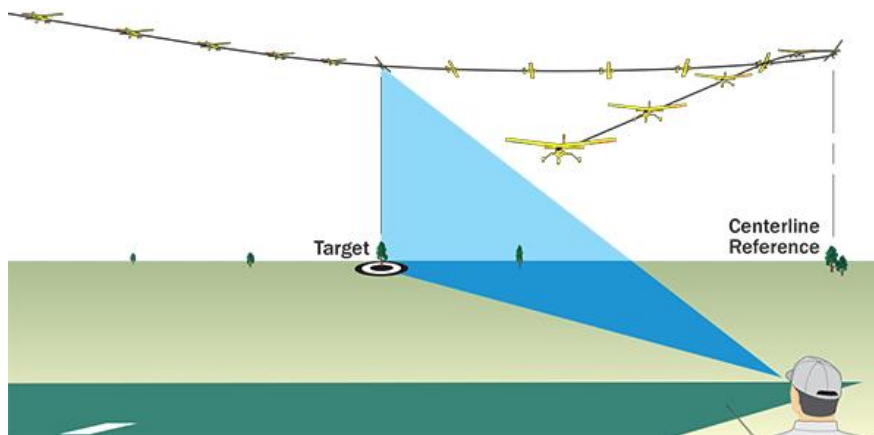


Figure 4: When turning into a crosswind, plan to start the final turn closer to the runway centerline because the turn will be more compact.

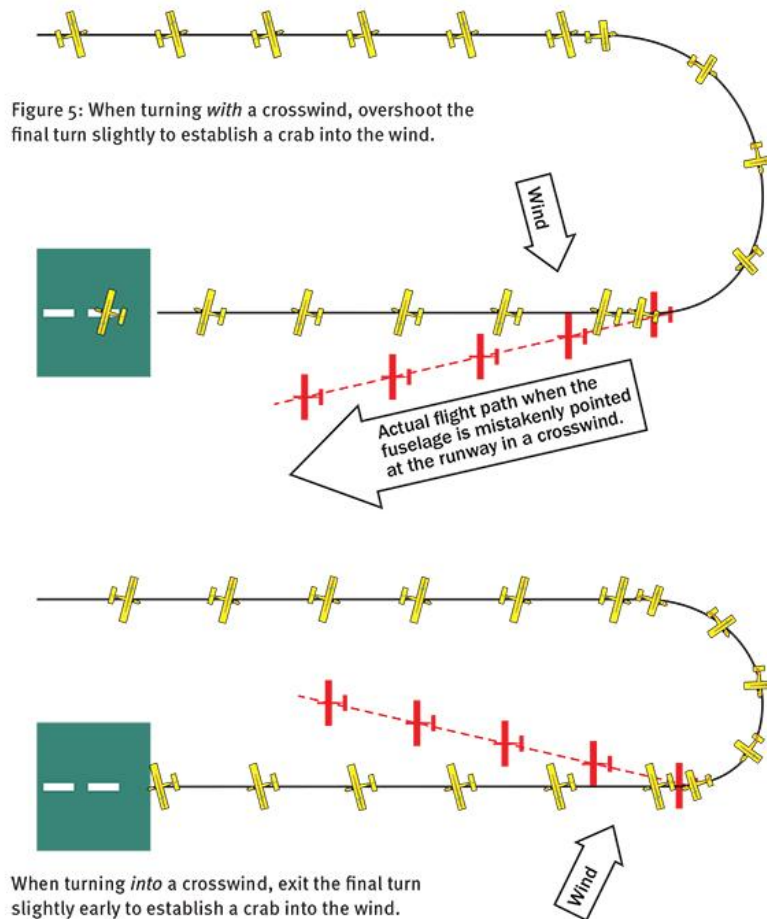
Start the final turn when the airplane intersects your line of sight with the target. If the aircraft does not exit the turn above the centerline reference, change where you start the turn the next time.



Finding good targets will greatly reduce the number of corrections needed to align with the runway, and afford you the opportunity to start thinking about the proper time to idle the engine and land. Of course, to realize the benefits of using “targets,” your turns must all be similar, which is the result of consistent control inputs.

Staying Ahead of the Wind

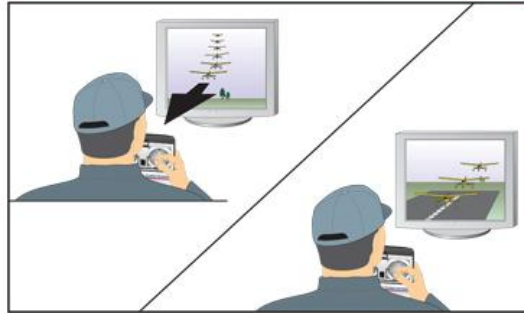
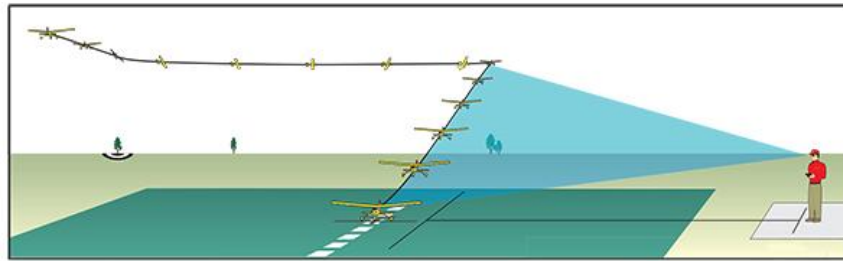
Although wind is often blamed for causing deviations, the principle effect of wind is helping to exaggerate the deviations and mistakes that pilots can otherwise get away with in calmer conditions. When a crosswind exists, inexperienced pilots often make the mistake of completing the final turn when the fuselage points at the runway and then try to input a crab into the wind in response to seeing the airplane get blown off of the centerline. The result is a much more challenging approach.



The correct method is to anticipate the crosswind and overshoot or undershoot the turn slightly so that the required crab angle into the wind is already in place (Figure 5). How much will depend on the strength of the crosswind.

Final Approach

Even the best RC pilots can only approximate the airplane’s position above the ground at a distance, and yet they consistently end up landing on the runway centerline. That’s because proficient pilots perceive how far the runway centerline is from where they are standing and then fly the airplane to that point in front of them. Rather than making hit-or-miss estimates of where the airplane is above the ground, proficient pilots keep track of where the airplane is heading in reference to themselves (Figure 6).



above Figure 6:
Rather than trying to estimate the airplane's position above the ground, proficient fliers observe how far the runway centerline is in front of their position. Standing at 75 feet, the pilot should maintain an approach that brings the airplane 75 feet in front of his or her position.

Figure 7: Because the runway does not typically come into view until the last moment when practicing on a simulator, the pilot must guide the airplane toward himself or herself, remembering that the runway was directly in front of his or her virtual position when he or she took off.

In most flying environments, the runway centerline is approximately 75 feet in front of where the pilot stands. The objective is to maintain an approach that will bring the airplane 75 feet in front of you. Compare this approach with how a person lands on the runway when flying a simulator. Because the runway does not come into view until the last moment, the pilot needs to guide the airplane nearly at his or her virtual position, remembering that the runway was directly in front of his or her virtual feet when taking off. As a result, the airplane is always close to the runway, and the tiny corrections to perfect the centerline when it comes into view are barely noticeable (Figure 7).

Controlling the Touchdown Location

Wind, model type, etc., all influence the angle and length of the landing-glide slope, making it difficult to judge when to idle the engine to consistently land near the front end of the runway. The solution is to reduce the throttle and begin a gradual descent before the final turn and by doing so, set up a lower approach. A lower approach will take the guesswork out of when to fully idle the engine since the airplane will not have far to go before touching down (Figure 8).

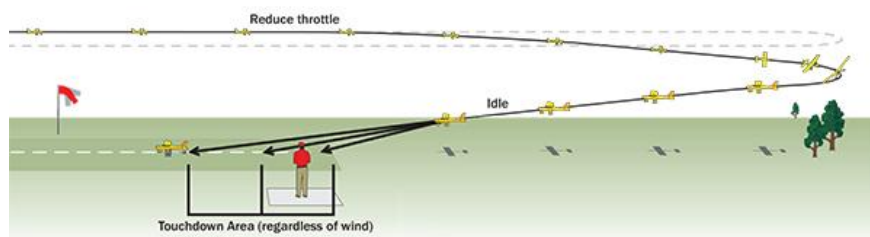
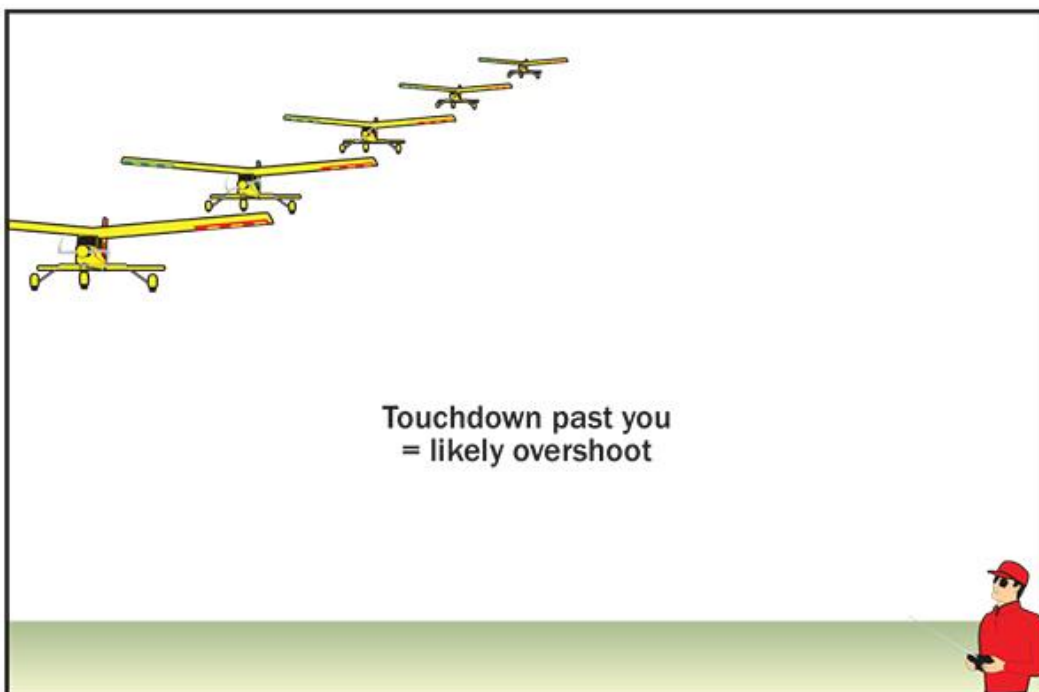
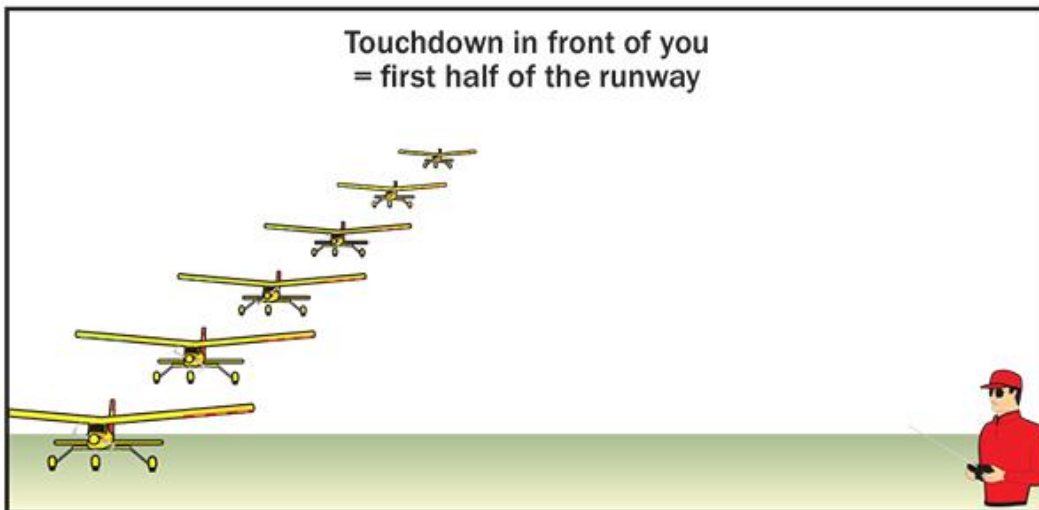
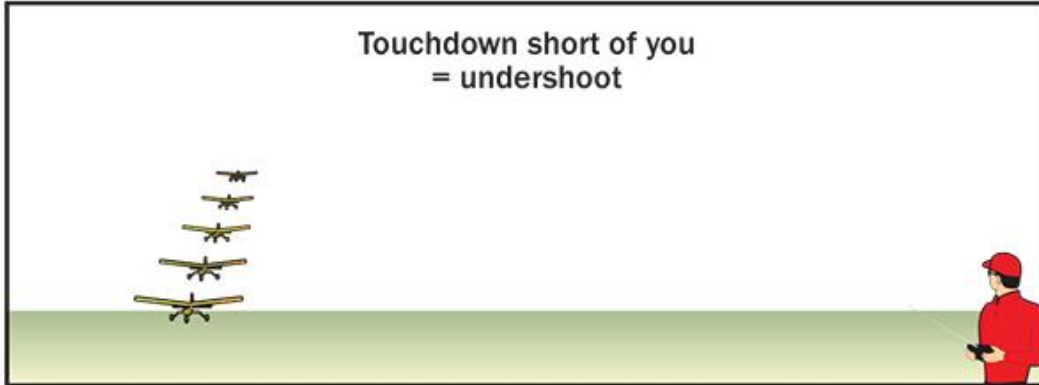


Figure 8: Reducing power and altitude before the final turn sets up a lower approach, which makes judging when to idle the engine easier.

Determining the touchdown location on the runway is easier when standing near the approach end. When you see that the projected touchdown is going to be short of your position, you'll know that you need to extend the approach (Figure 9). A projected touchdown in front of yourself will obviously be near the front of the runway, whereas you can predict a touchdown well past you and will likely overshoot the runway.

Figure 9: Determine when and if you should idle the engine by comparing the airplane's projected touchdown location relative to your position standing near the front end of the runway.



Besides not using ground targets and performing a diving final turn to lose altitude, the most common error made during landing is failing to establish a good alignment before becoming distracted with throttle and altitude, leading to an angled approach and a much more difficult landing. On the other hand, those who hold off from thinking about the throttle until

after they get aligned, end up having more time to properly manage the throttle because of a less-demanding approach, and the landing flare/touchdown will be much easier when everything leading up to it was more relaxed.

Summary

The ease of your landings will tend to reflect the quality and consistency of the turns that set them up. How close you come to the centerline will reflect how consistently you line up the airplane in front of yourself. Keep the final turn nearly level and make sure you're aligned with the centerline before you think about idling the engine. Not only will things seem like they're happening slower, but don't be surprised if landing starts becoming a lot of fun as well!

—Dave Scott lusrfs@gmail.com SOURCES: 1st U.S. R/C Flight School www.rlightschool.com

Read this article at: <https://www.modelaviation.com/LandingApproach>

Adverse yaw – Gemini AI Overview

Adverse yaw is an aircraft's tendency to pivot in the opposite direction of an intended turn, caused by the extra induced drag created when ailerons are used to bank the wings. Pilots must actively use the rudder to counteract it and coordinate the turn.

California Aeronautical University

Classic Aviation Quotes & Descriptions

- **Orville Wright (Describing the 1901 glider):**

"The machine was not only not under the control of the operator in the direction of bank, but when we tried to bank it, it would slide off to the lower side and would not turn at all."

Wikipedia

- **AOPA (Aircraft Owners and Pilots Association):**

"Adverse yaw is the tendency of an airplane's nose to yaw in the opposite direction of the bank. It's caused by the higher induced drag on the outside wing (the one being raised) compared to the inside wing."

- **The FAA (Pilot's Handbook of Aeronautical Knowledge):**

"Adverse yaw is a flight condition where the yawing moment is in the opposite direction of the turn. This is caused by the parasite drag of the downgoing aileron, and the induced drag of the wing generating the greater lift."

Ailerons, Rudder & Adverse Yaw RC Model Airplanes

Tim McKay
Jul 13, 2023

Understanding how ailerons, rudder and adverse yaw affect RC model airplane flight is very helpful to the RC pilot. Proper stick and rudder skills are important to the successful flight of any RC model, to include scale models that might have unique flight characteristics.

Ailerons, rudder & adverse yaw all come into play when learning how to fly a RC airplane. Whenever a pilot turns an airplane, the first control input is ailerons to bank the aircraft, followed by rudder to coordinate the turn. Model aircraft can be turned with rudder only if the model has some inherent stability, such as a high wing trainer. More maneuverable or aerobatic models will require ailerons for proper bank control.

Adverse yaw comes into play when an aircraft, generally, is lightly wing loaded and has a large aileron surface area. This is typical of World War 1 fighter aircraft.

With adverse yaw, the input of a bank command, say to the left, has the right side aileron going down to create more lift to raise the wing. As the aileron goes down, the drag on that side is increased, causing the nose to yaw to the right (opposite the direction of turn). Rudder in the direction of the turn corrects this.



Watch this informative video at:
<https://www.youtube.com/watch?v=XW2DcS6uB5M>

Practice, Practice, Practice

2026 Propbusters Memorial Fun Fly

Photo credits: Jim Holzworth

Contest Director (CD) Steve Pickering reports that we had a very good event. In total we had 30 pilots sign up and we brought in \$330 in landing fees. As many as 40 people attended our event at one point.



Pilots listen to the Star Spangled Banner before the 2026 Memorial Fun Fly



Steve Christley preparing to take off his high-wing airplane



Dave Pratt landing his Doggone RV-8 airplane



Having a nice day at the Funfly: Left to right: Ernie Carosella, Mike DeFranzo, Shane Duffy, Steve Pickering, Tom Vernon



Jeff Janssen completing his pre-flight inspection as Bill Fries looks on.



Jim Knox, from the Northern Connecticut Radio Control Club, setting up his triplane.


Tips & Tricks

A Beginner's Guide to Flying RC Planes

Two Brothers Radio Control
Jun 22, 2024

Or at least our attempt at one. Don't let us be the final word. Other channels have fantastic content on this subject and can teach you a lot, too.

Get informed and view some other videos on this subject:

@VoroRC :  • How to fly RC airplane updated

@TimMcKay56:  • 8 Tips for a Successful First RC Airplane ...

Learn to fly with RealFlight:

<https://bit.ly/RealFlightTransmitterP...>

<https://bit.ly/RealFlightNoTransmitter>

Watch this excellent instructional video at: <https://www.youtube.com/watch?v=siviLeeHL1A>

Model of the Month

No model of the month for June.

Minutes of the June 16th 2026 RC Propbusters Meeting

Meeting minutes will be available with a password on the RC Propbusters website.

In the menu of our www.rcprobusters.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.
