

August 1998



The monthly Newsletter of The New Hampshire Flying Tigers Radio Control Club Send all correspondence to:

The New Hampshire Flying Tigers Radio Control Club P. O. Box 99 Derry, NH 03038-0099
President - John Lavery, Secretary - Scott Fuller, Safety Officer - Rich Bono, Field Marshal - Vacant
Vice President - John Clark, Treasurer - Kathleen Fuller, Newsletter Editor - Keith Spaulding

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This Months meeting will be on Wednesday August 26th, 7:00 PM at the Field

What's Happening

The July club meeting was called to order at 7:00pm, Wed, July 29th with 21 members & guests present at the Field in Derry, NH.

Old Business

Treasurer's Report was not read as our treasurer was on vacation.

The minutes of the May meeting were read by John Lavery.

New Field Marshal: Dave Annicelli has volunteered to be our new Field Marshal. Please give him your support. If you want to schedule time to mow the lawn etc. contact Dave.

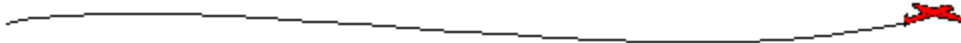
The Shelter: Does everyone know that we have a half built shelter just waiting to be finished? It seems that interest in this is lacking. Let's finish it! Our field is one of the finest in New England, it was even better when we had the old shelter to shield us from the Sun and Rain. The new shelter is even better! But it needs YOUR help to get it completed. We need YOUR HELP! (Yes, if you are reading this, YOU'RE the one I'm talking to). Do YOU want the shelter? Do YOU want to use it when it's at the field? Then please, call John Lavery and volunteer to get it finished! If YOU are NOT interested in the shelter, then let him know that too, we can just scrap the whole idea and save a lot of time and more money. It seems that everyone expects someone else to help out with this, so NOTHING is getting done. A few people have helped, and we ALL have to be thankful of these few people, but without YOUR help, this is not going to get finished. It seems that the same few people are helping with club projects, let's show some support for the club and get this project finished!

Pilot Station location change: Roger Gagnon submitted a proposal to move the pilot stations closer together, to facilitate better communication between pilots. Roger suggested 30 feet apart, as recommended by the AMA. If you have an opinion come to the meeting to share it.

Speakers Needed: John Clark is looking for suggestions for speakers for this winter's indoor meetings, let him know what you want.

Notice: Training nights are to give new trainees a chance to learn. Please do not do your hot dogging then, remember when you were learning to fly, how nervous you were even when you were the only one in the air. *Give them a chance.*

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The NH Flying Tigers On-Line Internet Forum

Join the new INTERACTIVE Tiger's R/C Forum on-line!

We now have a virtual meeting place. Have you ever wanted some help, or wanted to talk with other's about your ideas or questions but can't make it down to the field or to the meetings?

Join our R/C Forum! This allows you to discuss R/C with other members, friends or even people from around the world! Get on-line and join us! Here's the URL:

<http://forums.delphi.com/m/main.asp?sigdir=radiocontrol>

or you can follow the link from the Tigers web page at <http://www.derrynh.com/tigers>

There are TWO options, Live Chat and the Message Board. The LIVE Chat is just that, if you are online at the SAME time as others, you can all get together and talk just like being on the phone (except you are typing to each other), it's a big world wide party line. The message board is where all the 'action' is. This will keep messages around so everyone can read them. You'll find that you can get some useful (and useless) information from fellow flyers and interested parties.

Here are a list of current topic areas on the message Forum, if you'd like to see something different, just

let me know, this is YOUR online forum!

- General Radio Control
- Engines and Motors
- Airplanes
- Helicopters
- Learning to Fly
- Radios & Electronics
- Beginners Questions
- Aerobatics
- Building
- For Sale or Trade
- Private NHFT Club Members Only

So join in and say hi! Don't just read what's there, if you have a comment or question, join in!

Note that this does NOT cost you anything to use it's a free forum, your only cost is that of your online Internet provider (they will NOT charge you extra to use this free forum). You also do NOT need any special software to use this, just use your web browser and join us!

If you have questions about this, feel free to contact Rich ([Email:imrich@mediaone.net](mailto:imrich@mediaone.net))

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Instructors needed

If you are a qualified instructor, please try to make it to the field on training nights. There seems to be only three instructors in this club that are doing all the work. If we are going to go through the effort to qualify for this position, then why not put your talent to work.

Thinning Epoxy Tip:

Denatured alcohol is ethyl alcohol, usually near 100% plus some stuff to make it taste horrible. 70-90% isopropyl means 30-10% water, which is incompatible with epoxy, and will seriously damage your strength. Buy a lower viscosity "laminar" epoxy. If you still want to thin your epoxy with a solvent, use ketones (acetone, MEK), aromatics (toluene, xylene) or "lacquer" thinner. All available at a hardware store. And yes.... use with adequate ventilation.

John Marien

Trailer For Sale

Our old storage trailer is for sale. If anyone knows of someone who might be interested in it contact John Lavery at 603-635-7885.

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Upcoming Area Events

August 29 th Annual Club Picnic, John Marien has volunteered to head it up this year, let's all give him our support. Remember, flying starts at 10am, lunch is around Noon, and the party's over around 4pm. If you have a suitable shelter, tarp, canopy etc. let me know soon. BYOC (that's Bring Your Own Chairs). Remember to bring your sunblock, bug spray, airplane(s), and an appetite for good food and fun. You can Email me at jmarien@pumatech.com or call me at 603-891-4117.

September 19th Derry Fest 98, :10:00 AM - 6:00 PM. We plan on having a Raffle, a Plane display, and Information Booth. Volunteers are needed to support this effort. See John Lavery for more information.

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F.Y.I.

Rich Bono recieved this thru Email, For Your Information.

Rich,

Thank you for your response and this is the details on those 700 series 1/4 scale Hitec/Servos. I have no other problems with any of their servo or products and I will continue to buy and use their products.

On the older 700 series (servos made before Jan 97) the solder joint on the FET transistors will crack and cause it to be intermittent and it will cause a crash.. The fix to the servos is the FET is now soldered top and bottom of the circuit board ("pass through soldering technique" told by Hitec/RCD customer support).

I think if you purchased the servo before Jan 97, have them looked at by Hitec/RCD to make sure.
Regards, Vic Catalasan

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Crash Etiquette

While bent over your model tweaking with the needle valve, too often you hear "I ain't got it...," followed by a low frequency thump. Usually, several expletives will be inserted, some used imaginatively. A hand-crafted masterpiece of airframe miniaturization crammed with state of the art electronic equipment and powered by an exquisitely machined engine is no more. The pilot, who is frequently the builder/owner, has made an unscheduled landing or has discovered the radio in his hands has a greater range than the eyes in his head.

Your immediate problem is how to react. Generally, it is considered bad form to immediately ask if you may borrow the pilot's glo plug battery. Similarly, you probably shouldn't ask if he's finished with the clip. Any equipment related reasons for the crash you hear are by definition reasonable. Pilot error is

too rare and sensitive to suggest, so don't say, "That's odd, I haven't had any problems on that frequency today," until at least an hour after the crash. Offer to help go look. Don't say, "It sounded like it hit something solid." Note that most lost models are found and returned. Don't ask if he had his name and phone number in the model or wonder out loud if the model hit a house or car.

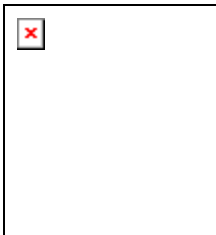
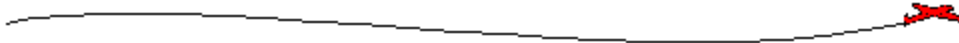
If it looks like more than enough people have "volunteered" to help with the search, try to weasel out of going. There are ticks and poison ivy out there, and seeing a grown man cry isn't pleasant. If the pilot takes a plastic bag with him or comes back empty handed to get one, assume the worst. Actually, in a really bad crash, two hands and a pocket are enough space for everything worth salvaging.

Whatever you do, don't hold a postmortem on the spot. The pilot probably doesn't want to discuss: battery condition, poor construction, pilot error, used rubber bands, fuel tank capacity, light blue covering, model selection vs. pilot skill

As best you can, avoid specifics, sound supportive, and look appropriately grave. You'll want the same consideration some day.

[from LIRCS Newsletter, Long Island, NY.]

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From The Editor

Any comments or suggestions will be greatly appreciated, and if anyone has anything to contribute please mail to me at: Keith Spaulding 13 Higgins Ave, Sandown, NH 03873. or (Email KeithSP@bit-net.com)

