

March 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 March 25th, 7:00 PM at the Derry West Side Community Center MARCH MEETING PRESENTATION

The winter building season is winding down and you should be ready to cover this years project. This month, John Lavery will show us the proper way to prepare and cover using plastic heat shrink film (MonoKote, etc.) John has built a Gee Bee which he will be covering for his demonstration. I hope to see all of you at the March meeting.

What's Happening

The February club meeting was called to order at 7:07pm, Wed, February 25th with 16 members & guests present at the West Side Community Center in Derry, NH.

Old Business;

Treasurer's Report was read & accepted as read.

1998 Operating Budget was reviewed, amended and voted on with all in favor, none opposed.

Club Jackets are available, to order see John Lavery.

Derry Fest In addition, we are looking into attending the Derry Feast event held each year to promote the club and raise some money for both the United Way and our club. More information on this will be made available as work on it progresses.

Club Auction The idea of holding an annual auction was also brought up for discussion and is being considered at this point. If this is going to happen we need volunteers and ideas.

Annual Club Picnic John Clark is looking for one or more volunteer(s) to take over the coordination of the Annual Club Picnic event.

Field Marshal position is still open for a volunteer. If nobody volunteers we plan to just keep a clip board with the mower for members to schedule mowing time and keep a log of both who mowed when and any maintenance issues with regard to the tractor.

April Spring Projects meeting is fast approaching and all members were reminded to be ready with there projects for the April meeting which is also our last indoor meeting of the winter/spring season.

After the meeting DAN SCHARLACH gave an interesting talk on the quieter side of RC Flying, electric RC planes. Dan has been very active at our field with his electric planes and powered gliders over the past few summers. He is also active in the designing of motor speed controllers and battery packs that he uses in his planes.

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CALLING ALL INSTRUCTORS

Tuesday night April 7 there will be a Flight Instructors meeting, 7:00 PM at the Derry Community center. I ask that all Instructors please attend. The meeting will kick off this year's training season, I want get your input about last year's session as well as changes you would like to see made to this year's program.

Thanks, John Clark, Director of Training

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Upcoming Area Events

March 22nd, The NH Flying Misfits Club Auction, 12Noon-5 PM, 49 Eaton Road, Auburn, NH
Inside the Hangar, follow signs, for more information call Willie at 603-623-8474

March 25th, JOHN LAVERY - Covering tips and ideas.

March 29th, Salem Barnstormers Annual Auction, 1PM - 6 PM, Registration 12 - 1 PM, at the Derry Salem Elks Lodge Rt. 111 Salem NH. For more information call 603-898-9241

April 7, Instructors meeting, 7:00 PM at the Derry Community center. All Instructors should attend.

April 14, Training starts at the flying field. Please see the March news letter for details.

April 25, Southern NH Flying Eagles Flea Market, St. Stans Hall, Blue Hill Road, Nashua, NH.

April 29th, PROJECT Night '98 - After the long winter season it's time to show off your latest projects.

June 7th Annual Fly-In & Airshow, We will still hold our annual Fly-In on June 7th but will only invite pilots and modelers to attend. The members that put this event together each year decided for a number of reasons to change the format of the event this year and most likely into the future. The main difference will be lack of promotion to, and invitation for the public to attend.

June 21st, Father's Day fly-in - Last year a number of us and our families gathered at the field to celebrate dad's favorite past time, flying!!!! This year we have a special treat, it's the first official day of summer as well. This is a great day of socializing and flying. We will have the club grill at the field; all you need to bring is some food and drink (non-alcoholic of course). Hope to see you and your family there.

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CALLING ALL STUDENT PILOTS

RC flight training starts Tuesday night, April 14 at the flying field. Training is held every Tuesday and Thursday night from around 5:30 PM until dark, weather permitting. The training season usually lasts until the week before daylight savings time ends in mid October. Starting times may vary based on Instructor availability and daylight hours. Please review your NHFT Membership hand book for safety rules and proper frequency control procedures at the field.

To all regular NHFT members: please remember that students have first priority for flying frequencies these two nights. You may fly your own aircraft these two nights providing students are not waiting for a transmitter station to free up. Remember that you must be an Instructor to take someone up during training night. This is for your safety and those around you.

All students must wait for an Instructor to arrive at the field before they are allowed to fly. Please remember that each Instructor volunteers their time and efforts to assist you in learning to fly, they may have other commitments and unforeseen schedule changes that prevent them from showing up at regular intervals. Your thanks and understanding is greatly appreciated by them.

To help make your first flight of the season a success don't forget to give your plane a thorough pre-flight inspection before showing up to the field, this helps maximize your flying time. The following list of items should be checked after taking your airplane out of storage as well as before each and every training night. Things that aren't 'just right' should be repaired:

- 1) Inspect all control surfaces. Make sure the hinges are firmly attached and all control surfaces move without binding. Remember; the loss or failure of a control surface will cause a crash!
- 2) Inspect the plane for hidden damage. Flex the wing and look for broken ribs and wing spars. Check the wing tips for cracks; make sure the wing center joint has not started to crack. Remember that even

the smallest crack could cause the wings to fold up due to the stresses generate while flying. Check the tail surfaces; make sure the fin and stabilizer have not separated from the fuselage. Make sure the tail surfaces are properly aligned with the fuselage. If they are out of alignment the plane will be difficult to trim for level flight. Check the fuselage for stress cracks, the most common places being around the engine mount and landing gear mounting blocks. Repair these areas as needed. If your plane uses wing-mounting bolts instead of rubber bands, check the threads and mounting blocks for cracks. Epoxy these areas as needed.

3) Check the wheels. Check that they turn freely and make sure the front wheel is aligned with the fuselage so the plane rolls in a straight line when the rudder control stick is centered. Inspect and tighten all wheel collar setscrews, this will keep the wheels from falling off in flight. I recommend the use of LOCTITE to keep the screws from loosening.

4) Check all control linkages for excessive slop. Make sure none of the Clevis connectors are worn or broken. If you are using plastic Clevis connectors and threaded rods, pull on each connector making sure the threads aren't stripped. If you are using "EZ" connectors, check to make sure the snap nut on the bottom of the connector has not loosened. Also tighten the setscrew, remember that "EZ" connectors when used on control surfaces are high maintenance items and should be inspected before every flight. (I personally don't recommend the use of "EZ" connectors for control surface linkages for safety reasons.) Check the elevator and rudder control horn mounting screws and tighten any that may have loosened.

5) Check all servo and battery wiring. Make sure all connectors are seated properly and there is no corrosion on them. Remove the receiver battery pack from the plane and inspect it for corrosion and frayed wires. If there is "blue/green stuff" oozing from the battery cells, it's time for a new pack. Check the power switch and wiring harness for corrosion and proper operation. Make sure that none of the wires can catch on the servo arms and control linkages. Use nylon wire ties, bread wrapper twist ties or tape to hold the servo wires away from any moving parts. I also recommend wrapping the receiver and battery in plastic bags to prevent the entry of water in the event of a landing in our swamp. Check for 'metal to metal' vibration contact. This condition if not corrected, can generate electrical noise which reduces receiver range causing a crash.

6) Charge your transmitter and receiver batteries before taking the plane to the field. Remember that a Nickel Cadmium (NiCad) battery loses its charge when it sits idle. The first charge of the season should be at least 20 hours with the supplied wall charger. Check the radio's instruction manual for charging details. Also, don't forget to charge your glow plug NiCad starter battery.

7) Inspect your transmitter. Check all the servo reversing switches, are they set to the correct position, are any broken or loose? Inspect the power switch for proper operation. Check the transmitter antenna, make sure it's screwed in tightly and that each section slides properly. Hold the transmitter as if you are flying and operate the control sticks, make sure they operate smoothly and their lengths are set to your liking, check your radio manual for adjustment details. Check the "Trainer" switch for proper operation, if the lever is broken it must be fixed. The Instructor needs to operate this switch to hand over control to the training buddy control box. If your transmitter uses NiCad batteries, remove the pack and inspect each cell just as done for the receiver battery pack. Replace a leaking battery pack. If your transmitter uses individual non-chargeable batteries install a fresh set of batteries according to the manual's recommendations.

8) Inspect the receiver antenna wire, make sure it has no breaks and is properly routed away from all servo control wires. This will assure maximum range. If you have the yard space, do a "range check" according to the radio manufacture's instructions. Correct any problem that you find.

9) Check the fuel tank and hoses. Make sure the rubber stopper hasn't loosed up, allowing fuel to leak out or air to leak into the tank. Check all fuel lines for pinholes. This helps to assure a steady fuel draw and proper engine operation. Also check to make sure the tank clunk moves freely and has not fallen off of it's flexible tubing inside the tank. Inspect the tank for debris that could plug up the engine's needle valve, if needed flush out the tank with fuel or rubbing alcohol.

10) Inspect the engine. Make sure the engine mount has not loosened from the firewall and check that the engine mounting bolts are tight. I recommend the use of LOCTITE or nylon aircraft nuts to hold everything tight. Check that the engines throttle operates freely and that the throttle opening can be closed off when the control stick and trim tab are all the way down. This allows the engine to be shutdown after the flight has ended. Inspect the muffler to engine mounting bolts and tighten as needed, make sure that all muffler hardware is tight. Mufflers tend to loosen from engine vibration and thermal expansion and contraction during flight. Inspect the throttle needle valve assembly, make sure it's not bent or full of debris. Remove and then inspect the glow plug by lighting it up using your glow starter battery, make sure it lights properly and the wire coil is not damaged. (Compare the coil with a second plug of the same type, if you have one). Turnover the engine by turning the propeller in a counter-clockwise direction with the glow plug removed, it should turn without jamming. There will be a small amount of resistance due to the mechanical tolerance in the engine, but it should turn around completely without jamming. Re-install the glow plug by hand, making sure not to cross thread it, tighten the plug with a glow plug wrench, being careful not to over tighten and strip the treads.

11) Inspect the propeller. Make sure there are no stress cracks or nicks. Never, never, never try to repair a defective prop! Replace it with a new one if it's damaged. If your plane has a spinner nosecone, check it for cracks and replace if damaged. Check that the propeller and prop nut have been FIRMLY tightened down. Use a good size wrench, 6" adjustable or a good quality prop wrench works well.

12) Check the airplane's balance. If you used stick-on lead weight last season to balance the plane, make sure they are still attached and won't fall off this season. Remember: an aircraft that's tail heavy, can be unstable in flight, resulting in a crash. Balance the plane so it's level without fuel in the tank according to the plans.

11) Don't forget your AMA card and frequency pin! The NHFT RC club requires you to have a valid AMA membership. We will be using the "T" bar and number pins to secure a frequency when flying this spring. We should have the frequency board installed early this summer and you will need to use your AMA card to secure a frequency at that time. Did you put your name and AMA number inside the plane, AMA safety code requires this. Check you AMA membership literature for details.

12) Does your plane use rubber bands to hold the wing on? Well, throw out all those old used bands from last season and treat your plane to new ones. They become weak and will break from being stretched and exposure to glow fuel and Sun light. I like to use 2 bands installed from front to back, for each pound of aircraft weight, plus two final bands installed across the wing as an "X" to keep the others from slipping off. For example, a 6 lb. plane gets six bands installed from front to back on each side of the wing plus two safety bands installed diagonally across the wing as an "X".

If you remember to run through this list each and every time before bringing your plane to the field, you will spend more time flying and less time fixing.

Remember: "Flying is said to be the second greatest thrill known to Man, Landing is the first." (Anonymous) Have a safe and happy flying season!



John Clark, Director of Training

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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)

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