

## July 2000



*The Monthly Newsletter of The New Hampshire Flying Tigers Radio Control Club. Send all correspondence to: The NH Flying Tigers RC Club, P.O. Box 99, Derry, NH, 03038-0099*

*President: Rich Bono Vice President: Glen Bolser Treasurer: Dan Wilder Secretary: Kellie Annicelli Field Marshall: Dave Annicelli Safety Officer: John Lavery Newsletter Editor: Paul Pazolt Training Coordinator: Jerry Lavoie*

## (((What's Happening)))

This Month's meeting will be held on

Wednesday, July 26<sup>th</sup> , 7pm

At the flying field

The June meeting was called to order at 7:01pm with 18 members and 2 guests in attendance.

### *Welcome New Members!*

Please join us in welcoming the following new members to The New Hampshire Flying Tigers:

*Ken Fogerty Sr, Pelham NH*

*Chris Horn, Manchester NH*

*Edward Price, Derry NH*

## **Old Business**

Paul Pazolt asked club members to help with the newsletter by submitting articles of interest such as building tips, set-up techniques, and other ideas.

The club's new training boxes arrived with an added bonus...two Futaba 9.6V batteries. The batteries are worth \$34.99 each and were auctioned at the June meeting. The winning bids were Chris Horn (\$20) and Paul Pazolt (\$15).

Dan Wilder discussed moving the club checking account into a low risk account (money market) to gain higher interest rates. Details are provided in Dan's article with more discussion to follow at the July meeting. Club members present at the June meeting agreed that some type of low risk account would benefit the club.

Glen Bolser will continue discussions about pilot station fencing (protection) at the July meeting.

The planning process is in full swing for our club picnic scheduled for August 27<sup>th</sup>. Kellie Annicelli reminded club members to email her regarding how many people you plan on bringing to the picnic. Kellie also needs to know what side dishes and desserts people are bringing. Kellie can be reached at [gryhnd2000@earthlink.net](mailto:gryhnd2000@earthlink.net)

Jerry Lavoie reported that the training program is going very well, with good participation from instructors, students, and additional help in the pit areas.

## **New Business**

The Sig Manufacturing Company sent the club a catalog. See Kellie if you would like to browse through Sig's offerings.

Ed Price won \$15.00 at the June 50/50 Raffle. Ed also donated newsletter paper and other office supplies to our club. Thanks Ed, greatly appreciated!

There was not much in the way of new business this month but two important announcements:

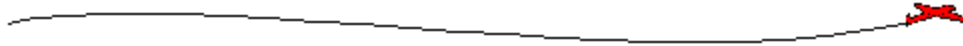
Dave and Kellie Annicelli celebrated their 3<sup>rd</sup> wedding anniversary by attending the June meeting. Talk about club dedication!

The Bolser family was blessed with a new arrival:

*Shannon Marie*

*Born on June 28<sup>th</sup>*

## *Congratulations to all!*



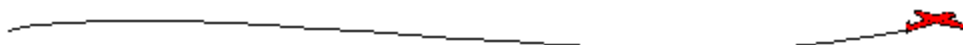
## July Proposals

The following is proposed for discussion and will require a vote at the July meeting:

From Glen Bolser: Due to the increasing head count for the club picnic an additional \$130.00 is proposed. \$90 is also proposed to cover a porta - potty.

From John Marien: *So, You Like BIG Planes!*

There always seems to be a lot of interest in the bigger planes. I see this every time someone brings out one of the bigger planes. I guess bigger is better. Currently the club has a couple of examples of larger IMAC (International Miniature Aerobatics Clubs) and IMAA (International Miniature Airplane Association) style planes, but there is a whole lot more out there. I have been to several IMAC contests and have seen some truly amazing aircraft do some really impressive aerobatics in the air (starting an inverted flat spin less than 100 feet above the runway with a 37% Extra 300L). Some of these pilots are world class and have competed at the Masters championships and some have attended the TOC (Tournament of Champions - an invitation only event to the best of the best). What I'd like to propose is we consider opening our field up for one weekend and to invite as many IMAC flyers as are willing to come and fly at our field. This would be an open flying event, like a picnic, with no competition. Club members would be encouraged to come down and see the big planes fly and to fly your own planes. In other words, the field would be open to club members flying anything they want. Since time this summer is short, I would like to propose that we plan this weekend event to happen on September 23 and 24 and for flying to begin at 10am each day. I'd also like to propose that the club sell food (hamburgers, hot dogs, drinks) to raise some income for the club. Since volunteers are always hard to come by, I will volunteer to coordinate announcing the weekend event to the IMAC community, coordinating the event, and to handle the food. Of course if anyone wants to assist me I'd welcome the help. Let's discuss this at this month's meeting. As a reference point, last October I attended an IMAC picnic just like the one I'm proposing we host. The event went well with over thirty IMAC flyers showing up from several different states. Food was sold, planes flew, no planes crashed, and a safe and fun time was had by all.



## Checking Account Alternatives

At the past two club meetings we have held discussions regarding placing some of the club's treasury in a high interest bearing account. Michael Hayes and myself have looked at several options and feel that a Money Market Account (MMA) best fits the club's needs at this time. The Money Market Accounts we have looked at offer complete access to the entire account balance with out penalties. These accounts also offer attractive interest rates in the 4% to 6% ranges. The risk associated with these MMAs is relatively low when compared to other high interest bearing accounts. The plan for re-investing the club's treasury would be as follows: First open a local checking account with a low or no minimum balance requirement. This account would be used for day to day club

business. Invest the remaining balance in the Ford Motor Credit Company's MMA or the Morgan Stanley MMA, both have a current interest rate of 6+%. This combination would give us a much better interest rate than we are currently getting and keep the money liquid in case the need to develop a new field arises sooner than expected. Currently we get about \$50 of income per year from our checking account, with the new accounts we would expect about \$500 per year.

How and where the club's treasury funds are invested is not something that is governed by the club's constitution and by-laws but I believe all of the club's members should have a chance to be heard regarding this issue. At the upcoming meeting I would like to open the floor one final time for discussions and comments and then take a vote to confirm the membership wants to do this. *Dan Wilder*

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## **Club Picnic Update - Paul Pazolt**

There was an officer meeting this month I could not attend but catching up via emails and a conversation with Kellie. It occurred to me that the club picnic will take place prior to the August newsletter printing. I decided to publish the specifics now so the club would be informed in advance. I've also included my own inputs.

The club picnic will be held on Sunday, August 27<sup>th</sup> starting at 10am. Volunteers are requested to arrive at the field between 8:30 and 9:00 to help with set-up. The rain date will be Sunday Sept 10<sup>th</sup>. If we are rained out I have a freezer to store all perishable food purchases. Glen proposed additional expenditures to cover head count to date. After helping with two similar events last year I agree with this and urge the club to attend the July meeting and vote to approve the adjusted budget. This does not mean the approved budget will be fully spent, but will better align us with anticipated costs. The approved budget will support all items required such as paper goods, condiments, meats, beverages, ice, etc. Coolers will be provided at no cost. At the June meeting a club member volunteered (I believe it was Steve Widgren) to provide a gas grill. I'm working on getting an additional gas grill ready by repairing the club's or a donation grill given to us by my neighbor. Kellie and I discussed the menu: hamburgers, veggie burgers, hot dogs, and Italian sausage with peppers/onions. For those of you who like sausage you're in for a treat, compliments of the Red Barn Market, Salem NH. The sausage and rolls are made fresh..... daily! Kellie asked the club for side dish donations such as salads and desserts. Please contact Kellie so she can coordinate who is bringing what, avoiding any duplication. This year's picnic will include some fun fly activity that all members can participate in. This is non-competitive so don't be shy and enjoy the activities. There will be ample time for general flying as well. Kellie also outlined some activities for those attending with children. Bring your works of art. Video and still photos will be taken.

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## **President's Corner: Rich Bono**

Summer is in full swing, people are flying, the weather is great! What else do you need? Just a little fuel and charged batteries. It seems that many people have been flying which is great! I can see a lot of improvement in the flying of many members compared to years past. Don't forget to contact Kellie about the club barbecue. This is always a lot of fun. You AND your family are welcome. We will try to have a few fun events. We'll try to keep things short and simple so even the student pilots can have a lot of fun. We'll also try to keep the events short so everyone can just do what they like best to do, FLY! Our membership is growing. I asked a few of the new members at the last meeting and it seems that our

internet web site continues to be an asset to the club. I was reviewing some statistics and it seems that we get a good share of traffic. I see days where our site has had over 440 accesses. Yes, this is in ONE DAY! It seems the average access brings us to about 1900 views a week. How do people find us? Well, the top referrals come from: Yahoo (search.yahoo.com) Hobby Lobby ([www.hobby-lobby.com](http://www.hobby-lobby.com)) Tower Hobbies ([www.towerhobbies.com](http://www.towerhobbies.com)) and a host of other search sites such as [www.altavista.com](http://www.altavista.com). So people must be searching for R/C or aircraft related items to find us. Please remember to fly safely, review the membership handbook to refresh yourself with our rules, and have fun! **Rich**

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## **From The VP: Glen Bolser**

I'm baaaaack and doing well. Thanks to everyone for the support and well wishes my family and I have received. I am done with my treatments and back to work, so all is good. Given the events previously mentioned, I haven't been at the field for sometime but have kept in touch via e-mails and phone tag. I'm glad to hear all is running smoothly but I need to mention a few concerns that have been brought to my attention, one being the training program. Jerry Lavoie has once again graciously volunteered to coordinate between trainees and instructors at the field. By this I mean when a trainee is ready to fly: performed a radio range check, a safety check i.e. check hinges on all control surfaces, check linkages and clevises and finally has his or her plane FUELED AND READY TO GO! They should then notify Jerry that they are indeed ready and Jerry will then put them together with an instructor. This will be done to ensure everyone has equal flying time. Next on my agenda is safe flying practices, please remember no matter how many people are at the field at a particular time your current AMA CARD must be in place on the frequency board to ensure that frequency is secured. This should be done without exception. Other than an emergency situation there should never be a reason for anyone to either take off or land in any area "other than the runway". There are no exceptions to this safety rule except the previously mentioned emergency situation. This is done for safety reasons and must be followed by all members; there is no gray area! Hope to see you at the field if I can get away. **Glen**

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## **Training Update: Jerry Lavoie**

We continue to attract new students to the training program, and we welcome you all to our club. Training activities on Tuesday and Thursday are keeping our faithful instructors and ground crew extremely busy. We invite all club members who are instructors or experienced pilots to come out on training nights and help us to lighten the load on the current training crew. Congratulations to Steve Widgeon for passing the Fixed Wing Pilot Proficiency Exam this month. Steve looks forward to becoming an instructor and giving back some of what he received as a student. Do you use "Loctite" sealant on all of your threaded hardware that is subjected to engine vibration? If you don't you are inviting a possible disaster. What if the front screw holding the muffler came loose on your engine and completely backed out allowing the muffler to drop down and act like a flap on that side? One possible result would be a "death spiral" that you may not be able to pull out of, resulting in the disaster I mentioned earlier. Don't let this happen to you, use "Loctite" on your planes (yes this happened to me). There are different blends of Loctite to get the job done, including small to large thread strengths, metal to metal, plastic to plastic, and high heat versions. Whatever the application might be, carefully read the recommended application use along with suggested Mfr Specs for the product you're working with.

*Jerry*

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## **Flying Site Update: Paul Pazolt**

**Flying Site Committee:** Dave Annicelli, Glen Bolser, Rich Bono, Ken Boucher, Paul Pazolt, Darrell Wagner.

**Derry Landfill:** I received a voice mail from Alan Swan, Derry DPW director regarding the landfill. The reason we have not heard much from the town was due to the methane gas measurements taken recently. The levels were higher than anticipated and this led to further studies being conducted by the NH EPA. As Alan described this is by no means a showstopper, but more of a procedure the state must follow to ensure the landfill is safe for public use. Alan mentioned this is a definite delay, and I will follow up in a week or so to identify some type of time line. To re-cap our efforts for all new club members, the land we currently use is up for sale. A committee was formed last January to investigate and secure a new home for The Flying Tigers. Most of our concentration has focussed on the Derry Landfill. This site has great potential for R/C flying. Unfortunately this is not a case where we can quickly negotiate privately owned land for our use. The town is in charge of maintaining the landfill with strict rules issued by the state environmental agency. As our committee and club discussed last winter, landing this site will take time with some red tape. We need to be patient regarding the landfill yet not give up. The bad news is we are delayed. The good news is the town and state are serious about converting the Derry Landfill for recreational use, otherwise these studies would not be taking place. Michael Hayes and Rich Bono are still investigating some privately owned land on Island Pond Rd, Derry. The club will be updated as soon as more information is available. We need to keep moving forward and investigate any and all flying site possibilities.

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## **Building an RC Model**

This is the first of what I hope will be several articles on the building of an RC model. Many of you know that I build many models, from designing my own, to scratch building from plans, to building from kits to order or for myself. Designing a model and scratch building are very labor intensive aspects of this hobby that are not for everyone. So this article will focus on kit building. Just as a side note, Harry Higley prints a book about "Building ARFs". If you're interested in ARFs, this is a good place to start. Now before I begin let me say that what I'm going to talk about is the way I do things. That doesn't mean these are necessarily the best way to do things and there may be better ways to do them. These work for me.

### **The Building Frenzy:**

We all know the excitement when the new plane we ordered is delivered by the big brown airplane delivery van (UPS), or when you walk out of the local model shop holding your new prize possession. We want to rush right home, open the box, oohhh and ahhh, a bit and then start to build the kit. Where's the glue? My knives were here, I thought. Whooaaaaaaa. This is where we get into trouble. You have a lot of work ahead of you before you'll need glue. Don't even buy glue with your new model unless you

have good self control. The first step is to carefully unpack the instruction book that came with the model. Read it completely. Read it completely. Yes, the last sentence was the same as the one before it, but you probably missed it the first time. The manufacturer has gone through a lot of trouble to include this manual and it contains almost all of the information you'll need to build the kit, *so read it*. Reading the manual helps familiarize you with the kit, its parts, and the building sequence. Unless you have a really good reason to do otherwise, follow the construction sequence outlined in the book. Layout the parts and familiarize yourself with them. Are all the pieces there? Are any broken or unsuitable? Look for warped stock, cracks or splits. Is the wood the right density for the job, if too soft it might fail in flight. Replace any parts that need to be replaced. Arrange the pieces according to sub assemblies and clearly mark each part to avoid confusion later. Don't try and beef up the design. Most planes are designed to withstand a hard landing or two to begin with. Plans don't match the manual? Don't guess which one is right, call the manufacturer. You did study the plans, right? Have you researched this model? What do other modelers who have built this model think about it? This would have been something to consider before buying the kit. Are there key assemblies that can be made better with hindsight? Other modelers can tell you these things, but remember everyone has an opinion.....

Now is the time to decide which engine you'll use, where the radio equipment might go, and the color scheme of the model. Yes, the color scheme. If the color scheme calls for a trim strip over an open bay you might consider placing a balsa support in the bay. Although it can be done, splicing Monokote over an open bay is not a good idea. Do you want retracts in this plane? Better to decide now and have the parts on hand than to glue the landing gear blocks into the wing and then decide retracts would be nice! Is this a tail dragger or tricycle gear plane? Make some notes on the plans as to which option you're going to use. This saves time later on when you figure out that you glued the landing gear plate in the position for a tricycle gear with 10-ton epoxy and realize you wanted conventional gear. Now look at your building table. Is it straight? Yes? Check it with along straight edge. Bows, twists, and bends in the building surface have a way of being transferred to your wing and fuselage. A straight fuselage and wing fly far better than a twisted one. Yes, a slight warp to the fuse or wing and the plane will still fly, but you'll be constantly trimming the airplane for different speeds or wind conditions. Building it straight now takes time. However, it takes less time to build it straight the first time than to constantly keep trimming the plane and falling out of loops etc later on. Do you have the right tools on hand? Now is the time to check your glue supply. Do you have the right knife and blades on hand? Are they sharp? Nothing dulls Exacto or razor blades faster than Monokote. I've also cut myself more times with a dull blade than with a sharp one. Arrange your building table so that your tools have a proper place. When you are done with a tool - put it back into its place. This will save a lot of time searching for that knife or the pliers that you just had in your hand a minute ago. Clean your shop often during the building process. There are few things more annoying than mixing epoxy then spending the next 10 minutes searching for the part you want to glue, only to find it under balsa shavings. How'd it get there? I don't know, but here's my knife too! Two tools I find indispensable are a hobby miter box and a disk sander with a miter guide. These two tools allow for clean and crisp edges to parts especially when butt fitting sticks together for the tail feathers or wings. Try them on cap strips and you'll always have a good clean joint. Sanding, we hate it but.....Clean sandpaper sands better than old gummed up sandpaper. Makes sense. So why do we always grab that old scrap of paper, or sanding block with the original piece of sand paper still holding on to it, to sand with? Get some clean paper on all of your sanding tools and blocks. Find your fuselage parts and identify the outside walls and finish-sand them now, before they are glued into funny positions. Sanding flat on the table top is easier than holding the finished fuse and sanding it while trying not to nick or ding the tail feathers. Do the same for your wing sheeting and cap strips. Nicks and dings....You are going to get them in your balsa. Some came in the kit, some were "installed" along the way. Before you reach for the filler paste, try a few drops of ammonia and water and let it dry overnight. You'll be surprised how much of the ding goes away by morning. Read the manual. Look over the plans. Get familiar enough with these two tools so that you can build each assembly from memory. But don't do it that way! Practice-fit key assemblies and get the feel for the parts and

sequences. Are we ready to glue SOMETHING YET? Just about. Read the manual. Make a list of the things you'll need from the hobby shop and remember to take it with you on your next visit. Start your new project when you're fresh. Tired eyes/hands often play tricks on you. Remember to cover your plans so that you don't glue them to the table. Ok, we're ready. Where's the glue? In future articles I'll talk about different glues, building specific structures, methods of balancing and aligning various parts like the wings to the fuse etc. and setting the CG. *John Marien*

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## Upcoming Events

**New Hampshire Flying Tigers Annual Picnic:** The picnic is scheduled for Sunday August 27<sup>th</sup>, 2000 and is open to club members and their families. The club will provide food and soft drinks. We need volunteers to help again this year. Contact Kellie Annicelli if your are interested in volunteering.

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## Newsletter Note

Ed Price was nice enough to provide the club with a few reams of paper to help reduce newsletter costs. Don't be surprised if your newsletter arrives in various colors during the coming months. Once again thanks Ed for helping the club! *Paul*