

September 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, September 27th , 7pm

At The Marion Gerrish

Community Center

Welcome!

Please join us in welcoming Jeff Greenfield to the New Hampshire Flying Tigers.

The August meeting was called to order at 7pm with 22 members present.

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Old Business

The August meeting was called to order at 7pm with 22 members in attendance.

The treasurer and secretary reports were read and accepted.

Glen Bolser provided additional information regarding a porta-potti for club use. Monies will be included in the 2001 budget for approval by the club.

Training Coordinator Jerry Lavoie announced Sept 14th as the last day of training this year. And what a great ending it was! More to follow...

Paul Pazolt provided a flying site update. Future updates are on hold pending additional information regarding the Derry Landfill and other possible sites.

New Business

Safety Officer John Lavery reviewed flight boundary concerns, including construction work under way to extend the blue building closer to our field. Volunteers Steve Widgren, Glen Bolser, and Phil Greco will work with John to further review flight boundaries and provide recommendations at future club meetings.

Rich Bono shared good news with our club. We now have our own web site: <http://www.nhflying.com> thanks to the efforts of club member Eric Carlson. This site will provide many new online features to the NHFT, including email redirect addressing.

Club members Kellie Annicelli, Brian Greenfield and Paul Pazolt formed a committee to plan this year's Christmas party.

Glen Bolser won \$13.00 at this month's 50/50 raffle. An additional \$17.00 was collected to raffle a timer donated by Steve Widgren. Ed Price was the winner.

Jerry Lavoie provided a training update and announced that he will retire as training coordinator. Great job Jerry! Anyone interested in coordinating the training program next year should contact a club officer.



Training Update: Jerry Lavoie

The official training season came to an end this month and what a spectacular season we had. First of all I want to express my thanks and gratitude to all of you (and you know who you are) that showed up at our field on Tuesdays and Thursdays to help make the Tiger Training Program the best in the area. I also want to express my gratitude on behalf of all the members to flight instructors Roger Gagnon, Dave Annicelli, and Russell Richard who faithfully showed up for 99% of the training sessions; great job guys and thank you from all of us, we could not have done it without you. Congratulations to Phil Greco, Chad Mitchell, George Moranian, and John D. Stevens for passing the Fixed Wing Flight Proficiency Exam this month, great job and safe flying to all of you. This will be my last article as your Training

Coordinator. As many of you know I will be retiring and handing the management of the program to someone to be selected by the team of officers elected to serve you next year. My last night as your Training Coordinator will be one that will live in my memory forever. I want to express my sincere appreciation and thanks for the special recognition and honor you paid me. The presentation of a Senior Telemaster kit, OS Engine, and a Gift Certificate for dinner for my wife and I at "The Colosseum" was completely unexpected, and really overwhelmed me as you who witnessed the presentation observed. I want you all to know that my sincere " THANK YOU" cannot possibly express how I feel and the gratitude that is in my heart. Building the Telemaster will be my winter project, and yes it may be a long winter, but as I look forward to spring with the anticipation of flying the big bird I feel encouraged that the days will also fly by. "Enjoy each day", as the old saying goes "this is not a rehearsal". That's my motto, and I invite you to also make it yours.

Jerry.



Safety Update: John Lavery

Hi Gang,

Hope this e-mail finds everyone in good health and enjoying what's left of the flying season. If you attended the August meeting you are aware of our new safety concerns but for those who could not attend: Merrimack Valley Wood Products is enlarging their building, unfortunately it is coming in our direction. PLEASE if you are out at the field and there are workers out there DO NOT FLY OVER THEM ! Over the next couple of months we will be looking at the clubs safety requirements we have formed a committee made up of several concerned members. I hoped to have something to present at the September meeting but do to my work schedule this will not be possible. I will be organizing the first meeting for the committee sometime in October. Anyone who would like to attend is welcome to we will be discussing the clubs safety issues and putting a presentation together for the October meeting. Please feel free to contact me with any suggestions or thoughts.

Thanks, Safety Officer John Lavery



President's Corner: Rich Bono

It's hard to believe that summer is just about over. We had a great year. The field looks super, we have many new members who have been learning to fly and membership is higher than it has ever been at this time of year. This is amazing considering that we used to pull in a lot of members after our 1000 spectator air show. Since we stopped having the event a few years ago, membership was dwindling. Lately it seems that our web pages have brought in more members than anyone could have predicted. In case you missed it, thanks to Eric Carlson the flying tigers now has its own domain. If you are on the internet, just visit www.NHFlyingTigers.com and you'll find us. It just keeps getting better and better! While on the subject of 'The Best', I want to give Jerry Lavoie a special thank you! We had a banner year for our training program! It was never as organized nor as productive as it was this year. It is hard to imagine it being run any smoother. Even if you were not involved in this years training program, be sure to thank Gerry for his hard work. He sacrificed his own flying time to be sure that other students

were able to learn and progress. Thanks Jerry, I know that we couldn't have done it without you. It seems that many members enjoyed having the porta-potti at the field. So we're going to work it into the budget for next year. Be sure to attend the budget meeting (usually in January) to give your input on this. On a slightly 'sad' note, we've had some minor vandalism at the field. Please remember, if you arrive at the field and find anything wrong, please call the Londonderry Police and fill out a police report. Just show them the vandalism and tell them that you found it as a member of the Flying Tigers. Remember the field is in Londonderry, so don't bother trying to call the Derry Police. Other than this, we've had a very good year. It seems that it's been a couple of years since things have run so smoothly. This is a tribute to the hard working team members that keep things running behind the scene.

Fly safe!

From The VP: Glen Bolser

I would like to start this month by thanking John Clark who has once again volunteered to bring the coffee and freshments to our indoor meetings from Sept. through April; this is something that's greatly appreciated, especially through the cold winter months. Next on my agenda would be presentation topics. As you know this is something we try to do for our indoor meetings as a fun or informative thing. I have some ideas of my own and have already received some ideas from members, and would encourage any members that may wish to have a particular topic discussed to let me know their thoughts. I will look into it and see what I can arrange. I hope all that attended the club picnic enjoyed themselves. We didn't hold any events simply because people just seemed to be enjoying themselves flying with no pressure and no schedule to follow. It was a great day for flying and the food was great as well; so thanks to Chef Paul and to Kellie Annicelli for all your efforts to make this happen; and congratulations to all the winners of the R/C Buyers gift certificates that were given away as door prizes. Now last on my agenda, I would once again like to let "ALL MEMBERS" know if they have a concern or an idea they would like addressed please feel free to bring it up at the meetings. If you are not comfortable in that type of environment you are more than welcome to contact myself at home, one of the officers, or appointed members and let your feelings be known. Every member has the right to voice their opinions; no one is excluded from this process, and if there is something you feel is not being done, or something you would like to see changed, bring it to someone's attention so we can correct it. Please don't complain amongst yourselves and let the problem grow. Let's get it out in the open and discuss it so that we can fix it and continue to improve as a club, and at the same time be able to have fun and enjoy the hobby. Well now that I have stepped down from my soapbox, hope to see you all soon!

Your humble servant, Glen

From Your Editor

Included in this month's newsletter is additional information regarding the Granite State IMAC Challenge being held at CAGS Field, Hopkinton NH, October 7th - 8th. For more information contact John Marien. Secondly, since becoming the editor this year I realize how much effort and cost is put into

providing a monthly newsletter to club members and others on our mailing list. Based on an average of 70 hardcopy mailings per month the club can expect to spend upwards of 500.00 annually on materials, printing, and postage costs. In the future I will propose that we reduce the hardcopy mailings where possible and migrate to electronic newsletters. Doing so would not only save the club money but would also reduce the effort involved by the editor and secretary positions. Please contact me by phone or email if you anticipate problems obtaining a monthly newsletter via email or from our web site. I will also poll the membership at the next few meetings. Should there be interest in going electronic I'll make a proposal with the steps necessary to get us there. Your inputs are always appreciated. Finally, I greatly appreciate everyone's help and support this year, both with the newsletter and at the flying field. That four -letter word called "work" sometimes prevents me from getting to the field, but when I'm there it's a reminder of how fortunate Mike and I are to have found the NHFT.

Thanks, Paul



Building an R/C Model:Chapter 3

by John Marien

Jigs, building boards, and tools of the trade.

Ever wonder how some people build arrow straight wings and fuselages? The answer is technique and the right tools for the job. I know of a professional builder who builds pattern planes for a living and has a building table/jig setup that cost around \$10,000.00. That's a little out of our league. However, we can all use some of the techniques and tools that he uses.

If you build a wing on a warped building table you will have a warped wing when you're done. Sounds rather simple doesn't it? But when was the last time you checked your building surface to see how straight it was? You just can not build a straight fuselage or wing on a warped table. So how do we solve this problem? Build a better table or use a jig. Let's look at tables first. The main features we need for a building surface is 1) it has to be flat, 2) we have to be able to pin into it, and 3) it has to be large enough to accommodate the subject we're building. My favorite building surface for many years has been a composite kitchen table surfaced with Formica, with a hollow door on top of the table, and a piece of 5/8" sheet rock on top of the door. The table keeps the door straight and the sheet rock is firm to pin into and when the pins go through the sheet rock they go into the hollow door (most of the time). When the top of the sheet rock gets cut up and has glue dots on it you can sand them off and turn the sheet rock over and use the other side. However, after years of building this way my tabletop has started to sag in the middle due to gravity. It's time to replace the foundation of my building table. I'm looking into obtaining a pool table slate that will never sag in my lifetime. On top of this I'll continue using a hollow door and a piece of sheet rock. There are commercially available "building boards" that are also very good and straight. What about jigs? No not dances, but wing jigs and fuselage jigs. Jigs can turn a slighted bowed table into a good surface to build a wing or fuselage. Wing jigs work by drilling/boring two holes into every rib and aligning the ribs on two 1/4" steel rods. By keeping the rods straight against gravity you get a straight wing. A fuselage jig is similar in that it holds the fuselage sides at the correct position so that the fuse comes together and is straight instead of banana shaped. The two wing jigs I have used are the Great Planes wing jig and the A-Justo-jig. Both take a bit of time to setup but provide acceptable results. For smaller wings the Great Planes jig is faster. An added advantage of the Great Planes jig is that all of Great Planes' models already have the jig holes cut into their wing kits. The hard

part of using a wing jig is getting the jig holes absolutely perfect. Here is where the accuracy counts! There is only one fuselage jig I recommend and that is the jig made by Gator R/C. All I can say is that it works and works well. As with other jigs, it takes a little time to set it up properly, but the results are worth it! Ok so we now have our absolutely flat workbench and have built our fuselage and wings and they are beautiful and straight. How do we put them together and ensure they are straight and have the correct incidences? The answer to this question could take volumes in itself! There are many good books and videos on this subject and I'm not going to try to reproduce all of that work here. However, I will present a few rules and guidelines to help you along the way. Take your time. That has to be the best advice going. You are going to have this plane for a long time so spend an hour or more getting the alignment correct and you'll really appreciate it later on. Use an incidence meter, or two. Robart makes a good incidence meter for the sport modeler at a reasonable price (around \$20). If you have the bucks and want more accuracy you can get a digital level with 0.001 degree accuracy for a couple of hundred dollars. You get what you pay for, but the bang for the buck is in the Robart meter. Recently I moved up to a digital level with 0.1 degree accuracy for about \$100. Since then, I've used nothing else to set my incidences and to check my alignments. The Robart meter comes with an 18" bar. If you need a longer bar, go to Home Depot and get a piece of 1/8" x 3/4" by 8 ft aluminum bar for about \$2.00, cut it to length. I use a 36" piece for my larger models. Using two meters is far simpler than measuring and moving the meter and measuring again without bumping the structure and having to start over again. Once you have the incidence done you are done right? Nope. Now you have to get the tip to tip measurements equal. After that, you need to check the incidence again. Once both are set you can fix you wing to the fuse or drill your wing hold-down bolt holes etc. Precision takes time. How close to perfect should I get these measurements? As close as is practical. There are people out there who will tell you that 1/128" is the maximum out of alignment your wings should be. But how do you measure that? Beats me, my ruler goes to 1/32 and I can guess at the half way point between two ticks. The point is that I doubt you can tell the difference between 1/128" and 1/16" out of alignment flying sport airplanes. A gentle breeze has more effect on our planes. Another good tool is made by KISS products and it easily measures the relative alignment of your wings and stabs etc. This tool is invaluable for getting the wing tips to be equally distant from the nose (or tail) of the fuselage. One topic I want to touch on briefly is foam wings. Many people shy away from foam wings because they are "different". Lack of knowledge and the expense of making a mistake tend to keep people from experimenting. Foam wings are not faster to build than built-up wings, nor are they necessarily lighter. Foam wings are stronger than built-up wings and retain the proper airfoil better. Look for a future newsletter article on how to build foam wings and stabs.



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