

December 2004



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 - Glen Bolser Vice President - Dave Sigillo Safety Officer - Glen Bolser Field Marshall - Paul Pazolt
Secretary - Dave Annicelli Treasurer - Dan Wilder Newsletter Editor - Will Widgren Training Coord.- John Lavery

This Month's meeting is the annual Christmas Party and will be on Wednesday, December 29th, half hour earlier at 6:30 pm at the Marion Gerrish Community Center

What's Happening

Annual Christmas Party.

N.H.F.T. R/C Club's Annual Christmas Party and Yankee Swap will begin at 6:30 P.M. on December 29TH.

The club will provide pizza and beverages to members and guests.

We will have 2 short video presentations, followed by the annual Yankee Swap.

**Hope to see you there,
Merry Christmas
from the Officers.**

Minutes of Last Meeting

Meeting began at 7:01pm with 19 members present.

Treasurer's report was read and accepted.

Dave Sigillo spent a great deal of time organizing all club records over the last month and placed all current documents in a file box that the Secretary will have available at all future club meetings and activities. Thanks, Dave!

The new lawn tractor is stored in the trailer. There was concern raised about security and the possibility of the tractor being stolen. It was ultimately decided to leave the tractor stored in the trailer as there have not been any problems in the past.

Bill Horton is working on club decals and embroidered shirts and hats. He suggested

that the club purchase these items in advance to have a supply on hand. Some members expressed concern that the original Flying Tigers logo may be copyrighted and whether we should be using it. Roger Levesque offered alternates to the decals.

There was one new member voted in. Ian Day of Manchester.

All members were reminded that if you performed Field maintenance, but did not receive credit to contact the Secretary.

New Business

All current officers were granted a waiver for their dues for 2005.

The appointed positions are as follows:

Field Marshal - Hans Shull
Safety Officer - Jim Bergeron
Bill Horton - Events Coordinator

Volunteers are still needed for the compliance committee.

John Lavery asked for suggestions for activities for the advanced training program.

Glen brought up having a multi player "fly-in" using the Great Planes flight simulator through the internet. A broadband connection is recommended, but not required.

Glen also encouraged all members to check the club forums available through the website.

All current officers will remain in place for 2005. All officers have decided to step down after 2005.

Roger C. suggested awards for participation in club activities, field maintenance, and organization for future club events. More to come later.

The meeting was adjourned at 8:30.

President's Corner

Hi Everyone and Happy Holidays!

I hope you have all gotten your shopping taken care of, don't forget a gift for the Yankee Swap. Dave Annicelli and I have been working on a presentation for the party that we hope all that attend this year's party will enjoy tremendously. We had a lot of fun compiling photos to go along with specific music selections and the end result should be entertaining for all. Roger Levesque is also working on a presentation for the party which I am sure will be just as good if not better than the one Dave and I have put together. Our goals are the same, that is to make this year's party a fun evening.

Now, on the more serious side of things, I would like to thank all of you for a great year and I look forward to bigger and better things for next year.

We have all appointed and elected officers in place so all we need to take care of in January will be the annual budget for 2005 and to appoint three volunteers to the "Rules Compliance Committee". We

should be all set for the year, we just need membership participation to make "05" an outstanding year. The club officers will get together after the holidays and lay out a budget for next year and submit it for approval at the January meeting, we will focus on field conditions and what it will take to maintain and improve the current runway, as well as providing whatever is needed for the training program to be a continued success. We will also discuss possible events for the upcoming year and their impact and benefit to the club.

If any member wishes to contact me and discuss any club related issues or suggestions, please feel free to call me at my home, or email me (this info is available on the club roster on the back page of your newsletter or via the web). I am always available to talk with you and listen to suggestions you may have, so don't be shy if you have a question or a concern.

Hope to see you at the Party.

Merry Christmas, and a Happy New Year,
Glen

From the Field Marshall

Hi Folks, are you all ready to plant some grass and roll the field yet? Yes I know it's only December but it's good to be prepared, not to mention slightly optimistic.

O.K., I'll be serious now, the old mower is all set, the front axle has been welded, and the mower deck has been repaired and is

ready to assist with grass cutting as soon as Spring arrives. The new tractor is ready and waiting for spring as well. all we need now is for Mother Nature to be kind to us and give us a short mild winter and if we're lucky we be flying again at the field in March (I'll keep my fingers crossed).

I have been working on a steel gate(at no cost to the club) in my spare time, along with the old mower, as it turned out I had some extra time last Saturday so I decided to install the gate at the field last weekend, and I hope no one will attempt to plow the grass in the pit area, as occurred last year, I set up the gate so it will swing into the field away from cars entering the field which should make it a little more convenient to get in and out of the field, I still need to add some finishing touches and a good coat of paint in the Spring. I couldn't have all the fun, I wanted to leave some of the work for the rest of you.

If you find the new gate locked it has been done so to prevent damage to the pits from vehicle traffic so please respect the field and do your best not to leave any permanent damage that would have to be repaired in the Spring.

This is my final report as Field Marshall as I will be handing the reigns over to Hans Shull as of January, although I'm sure I will be at the field helping out whenever it is needed.

Glen

Building 101: The Big Birds

One thing veteran hobbyists emphasize is the importance of building a kit to understand how R/C aircraft really fly and all the technical terms in between.

Recently my work travels further supported the words of hardcore builders during a visit to Boeing Commercial Aircraft, Everett, WA. The purpose of my trip was to review a project Boeing and my company are working on together.

After business was taken care of, there was time left to tour the Boeing manufacturing facility. I will make a disclaimer right now that this article in no way can describe the magnitude of what it takes to build a commercial aircraft.

In perspective to a typical work bench in our homes, the Boeing tour is over a 2 mile walk under one roof with a ceiling height of 100 feet. When the build process is complete, aircraft are towed through hangar doors the size of football fields for paint/detailing in other hangers.

Manufacturing space alone comprises 98 acres. The aircraft facility is so large that medical facilities and a fire department are self contained on site. It's a city that can hold 16,000 workers through 3 shifts.

And I was proud of remodeling a 16 x 20 shed. (Still not done yet!)

The process begins at one end of the building where materials are delivered by rail car and staged for assembly lines (767, 747, etc). The Tail section is built first. As the fuselage and other subassemblies are built they are moved by sliding cranes on the ceiling to the next step in the assembly process. A crane can easily transport 16 tons of material. Wing halves are supported and stationary. You can visibly see leading edge, trailing edge, spars and ribs much like the balsa versions. A machine moves along the wing half to secure sheeting with rivets that are inserted, pressed and shaved automatically. An operator monitors this and stops the process as needed.

Eventually the aircraft is built as it comes closer to the hanger exit doors for paint. Engines are mounted near the end of the process but this causes a problem. Without engines the aircraft is tail heavy and will tilt nose up. To compensate for this 16,000 pound weights are hung from the engine mounts while cabin work continues. Once completed the aircraft is towed to a paint hangar for painting and final prep for test flights and delivery to the customer. The paint process is completely automated for good reason. For every pound of paint excess one pound of passenger or cargo is lost. Hmmm...shaving weight has a new meaning.

The next generation aircraft (7E7) is on the design table. This aircraft not only includes the latest avionics and fuel saving technology but will also be constructed of composite materials. The 7E7 will travel 8,500 miles before refueling.

For those interested, visit www.boeing.com for more information. If you ever get a chance take a tour, all of a sudden you'll find that balsa kit less intimidating, but with the same characteristics as the big birds.

Paul Pazolt

Editor's note: I checked out the Boeing web site, and found speeded up videos that show the whole process described by Paul. Very interesting.

From The Editor

Any comments or suggestions will be greatly appreciated.

If anyone has anything to contribute please mail to:

Will Widgren, 17 Dyer Avenue, Salem, NH 03079.

or: widgren@comcast.net

Deadline for submissions: January 17th

Web Newsletter: The club newsletter is available on the web at: www.newhampshireflyingtigers.org,