

# July 2005



## ***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 - Jim Bergeron Field Marshall – Hans Shull  
Secretary - Dave Annicelli Treasurer - Dan Wilder Newsletter Editor - Will Widgren Training Coord.- John Lavery  
Events Coordinator – Bill Horton

**This Month's meeting will be on  
Wednesday, July 27<sup>th</sup>, 7:00 pm at the  
Field**

## ***What's Happening***

**Be sure to review the enclosed proposals  
for consideration at the meeting.**

### **Minutes of Last Meeting**

Meeting began at 7:00 with 27 members present.

Treasurer's report was read and accepted.

Glen informed the membership that the new mower has been stolen. A police report has been filed with the Londonderry police department.

The club received its sanction for the Scale event in September.

Bob Kilmon has been in touch with the Tamposi's to obtain official permission to use the field. He informed the membership that it is known that we are using the field and there is no problem.

A motion has been made to obtain a liability policy for the Tamposi-Nash Corp. through the AMA. The motion passed with all in favor.

John Lavery gave an update on the Curtis Jenny that the club is donating to the NH Aviation Historical Society. John is building the fuselage and is looking for help in other areas of construction.

The meeting was adjourned at 7:25

### **President's Corner**

Hello from the dungeon (a.k.a. my basement) where it is cool and comfortable, unlike the conditions outside. Well as most of you know by now, the tractor has been stolen from the trailer and the Police Departments of Londonderry and Derry are investigating the leads we have supplied them. We'll keep our fingers crossed.

On a lighter note, I am glad to say that training has been going extremely well. Also The A T-6 Texan racing league has gotten off to a good start with 5 members participating last week and 4 participating this week in spite of the less than desirable weather. I am glad to see some

participation in this low cost fun competition. Don't forget to check it out on the web in the Club Forums Section, and contact Bill Horton if you have any questions.

We will be discussing whether or not to hold the sanctioned scale event on September 18<sup>th</sup>. It appears that there is a lack of interest and just not enough time to do it properly this year. Also, don't forget that the Annual Club Picnic will be coming up at the end of August. Any comments and suggestions regarding the picnic will be welcomed.

Hope to see you at the meeting,  
*Glen*

### **From the Field Marshall**

Well we are in full summer swing now! The weather has been pretty nice for the most part and the training and AT-6 racing is in full swing now.

As everyone knows by now, the new mower has been stolen. As much as this stinks, it has happened and we have to live with it. The old mower still runs and can do the job for now, so don't think you all are getting out of grass mowing duty.

I have not been around and won't be at this meeting either. I'll be on a plane bound for Japan again. Busy, busy! I am sure that you will carry on the good work and keep the field looking sharp and flight ready at all times. As always, make sure you sign the mowing sheet in the trailer so you get credit for cutting. Most of all, have a great time using the field and get out in this nice weather.

I'll see you all sometime in the next year I hope!!!

Long lost Hans

## **Proposals**

From Glenn:

New Tractor Proposal: To allocate up to \$2500 to purchase a Garden Tractor to replace the tractor that was stolen with an identical model from craftsman, and purchasing supplemental locking devices for both tractors.

Re-enforcing the trailer proposal: To allocate up to \$400 to strengthen the integrity of our storage container.

I would also like to propose anyone wishing to make a donation towards purchasing a new tractor should feel free to do so. The club will except any amount donated towards this purchase.

Cost Offset Proposal: a 1 time charge of \$30 assigned to all current members to offset the cost of replacing the tractor to be paid between August/2005- January 2006.

It is my firm belief that we need to move on as a club in spite of our financial set back, we need to learn from this and move on. We will be researching insurance for the club's possessions as well as making the trailer and its contents more secure, I know this is not a popular proposal but we still need to maintain the field and the conditions are the same as last year when we decided to purchase a tractor then.

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New Proposal #1 from Dave Sigillo: We do not purchase a new tractor until such time as adequate insurance coverage or security has been explored, pricing established, presented, and approved by the club.

New Proposal #2 from Dave Sigillo: In lieu of having any insurance coverage for new tractor the club will offset 100% of new Mobile Mini secure container rental and delivery cost and any other misc. fees with a "Security Fee" (SF) assigned to each club member. This fee will be evenly

distributed amongst all members at time of vote by taking the total SF and dividing it by the official club roster. The SF will be a yearly fee assigned to each member to properly secure club belongings in a more secure container. This fee will be due at time of execution of a purchase order or a check has been authorized and sent to Mobile Mini.

Best regards,

Dave

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Lease Proposal from Glenn:

Proposal:

To accept a lease agreement from Tamposi to lease the field giving the club exclusive use, for \$250 Monthly, (\$3,000 per year), payable in advance. This proposal will also be on the agenda for this month's meeting.

Glenn,

**Landing**  
**by Walt Gerfen**

"Flying is the second most thrilling thing known to man—landing is the first!"  
"Takeoffs are optional—landings are mandatory."  
"Flying is hours of boredom punctuated by moments of pure terror."

These old cliches all have a basis in truth, but landings need not be that intimidating. I have noticed that some pilots land by forcing the airplane down to the runway with down-elevator stick, while the airplane still has too much airspeed. The airplane then bounces one or more times while it continues to fly, before finally slowing down enough to stay on the runway.

The optimum landing is achieved by running out of flying airspeed and touching the runway at the same time. To achieve good landings, the pilot must know his airplane. Each different airplane will have different flight characteristics

that relate to the size of the airplane, the airfoil of the wing, the wing loading (i.e. the ounces of weight per square foot of wing area), the geometry of the flying surfaces, location of the center of gravity (CG), etc.

Most airplanes are power-trim sensitive—as power is increased, airspeed increase produces more lift. So in order to maintain level flight, elevator trim must be adjusted for each power setting. Higher power settings require down-trim, and conversely lower power settings require up-trim. Aerobatic airplanes with symmetrical airfoils and zero incidence settings are less sensitive to speed changes.

When you are done boring holes in the sky and it is time for landing, use a low power setting and enough up-trim to maintain level flight as you enter the landing pattern. The altitude of your downwind leg should be determined by the low speed glide ratio of your aircraft. The flatter the glide, the lower the downwind leg altitude should be.

Reduce power again as you make your base leg turn to start your descent. Be sure that the nose doesn't drop in the turns, as this will cause the speed to increase and your final approach will be too fast and too low at the threshold.

As you turn to final, reduce power to idle, keep the airplane level with just enough up-elevator to maintain a slow glide to the runway. When you are several feet above the runway, add a little more up-elevator to keep it off the ground as long as you can. It will then run out of flying speed and touch down at the same time.

To summarize—know your aircraft, learn how slow it will fly without stalling. Practice low speed stalls at altitude to learn what the stall speed is. When it stalls does it fall off on one wing (tip stall), or does it just mush straight ahead and drop the nose until flying speed is regained? Practice gliding with the engine at idle to learn the low speed characteristics and trim required to glide hands off. Set the engine to the lowest maintainable rpm.

Fly a consistent landing pattern. This pattern altitude may vary for each different airplane you fly, but try to keep the rest of the pattern the same.

Practice touch-and-goes holding the airplane off the runway as long as you can. If it won't settle, then you are going too fast. Remember, airspeed is controlled with the elevator trim. You will probably be surprised how slowly your airplane will continue to fly without stalling.

This all sounds simple, but takes a lot of practice to do it right every time. Flying the landing pattern consistently the same way will result in good approaches and good landings. I like to burn a tankful at each flying session doing dozens of touch-and-goes to keep current on my landings.

from the newsletter of the Skagit R/C Club  
Jerry Odell, editor  
Burlington WA

### **The Lighter Side**

A small-town prosecuting attorney called his first witness to the stand in a trial — a grandmotherly, elderly woman. He approached her and asked, "Mrs. Jones, do you know me?"

She responded, "Why, yes, I do know you, Mr. Williams. I've known you since you were a young boy. And frankly, you've been a big disappointment to me. You lie, you cheat on your wife, you manipulate people and talk about them behind their backs. You think you're a rising big shot when you haven't the brains to realize you will never amount to anything more than a two-bit paper pusher. Yes, I know you."

The lawyer was stunned. Not knowing what else to do, he pointed across the room and asked, "Mrs. Williams, do you know the defense attorney?"

She replied, "Why, yes I do. I've known Mr. Bradley since he was a youngster, too. I used to baby-sit him for his parents. And he, too, has been a real disappointment to me. He's lazy, bigoted, and he has a drinking problem. The man can't build a normal relationship with anyone, and his law practice is one of the shoddiest in the entire state. Yes, I know him."

At this point, the judge rapped the courtroom to silence and called both counselors to the bench. In a very quiet voice, he said with menace, "If either of you asks her if she knows

me, you'll be jailed for contempt!"

from *Flingin' It*  
RC Friends Aeromodelers  
Don Vincent, editor  
Greensboro MD

### **Fish**

A man carrying two buckets of fish and leaving a well-known fishing lake was stopped by a game warden in Northern Minnesota. The game warden asked the man, "Do you have a license to catch those fish?"

He replied to the game warden, "No, sir. These are my pet fish."

"Pet fish?" the warden asked.

"Yes, sir. Every night I take these here fish down to the lake and let them swim around for awhile. I whistle and they jump back into their buckets, and I take 'em home."

"That's a bunch of hooley!" the warden said. "Fish can't do that!"

The man looked at the game warden for a moment and then said, "Here, I'll show you. It really works."

"Okay, I've GOT to see this!" the curious game warden said. The man poured the fish into the lake and stood and waited. After several minutes, the game warden turned to the man and said, "Well?"

"Well, what?" the man responded.

"When are you going to call them back?" the game warden prompted.

"Call who back?" the man asked.

"The fish," replied the warden.

"What fish?" the man asked.

## **Event Calendar**

August 27<sup>th</sup> -- Club Picnic  
September 18<sup>th</sup> -- Scale event

## **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](mailto:widgren@comcast.net)

**Deadline for submissions: August 22<sup>nd</sup>**

Web Newsletter: The club newsletter is available on the  
web at: [www.newhampshireflyingtigers.org](http://www.newhampshireflyingtigers.org)