



Eagle's News

President's Column

Inside this issue:

Eagles Cup Standings	2
Special Edition by Bruce Gruenbaum	2
March Meeting	3
Club/Instructor Info	4
Show and Tell Photos	5
Summertime Instruction Info	6

Well Spring is finally here and the field cleanup finally happened after some really rainy weather at the beginning of the month. Thanks to everyone for your help. The field looks great and I'm personally really looking forward to a great summer's flying.

May 2nd, 2004 is Eagle's Cup. CD is Bob Terry and the event will be "Bean there, done that." April's Eagle's Cup was interesting as it was the first chance that I got to CD an event and I have to say that it was a novel experience, to say the least. One thing I learned for future reference is that asking for advice and opinions is something that should be done weeks before, not on the day of the competition. The CD needs to have the rules and plans firmly confirmed before the event.

Joel Chappell and Bob Brassard will be coordinating this year's **Fall Float Fly**. Look for more information on this in upcoming newsletters.

There have been a number of **flight line violations** in recent weeks. I have been responsible for more than a few of them and as punishment, I was tasked with writing a column that appears later in the newsletter on why the flight line should not be violated. I'd encourage you all to read and pay attention to it. We're going to be looking for ways to be far stricter about how we enforce the flight line because of the dangers that it poses, particularly as we get into the summer months and have many more people in the pit lane and watching. In line with

this, the officers have agreed that with immediate effect, **a flight line violation during any competition will result in immediate disqualification from the event.**

There have also been a number of cases of officers arriving at the field to find that **either the gate or the container has been left unlocked.** More often than not it is because someone has pushed the lock closed and not checked to see that the lock is secure. If you are the last person in the container or to leave the field, please make sure that you verify that the field lock is properly secured. It would be a real pity for us to arrive at the field and find that the mower had been stolen because the container had been left unlocked.

We're looking to add some more content to the newsletter and to this end we're soliciting articles of interest from any of you who feel

that you may have something to share with the rest of the club. Please feel free to contact Mark Devins with material that you may have of value.

April's Show and Tell was a success and there were some impressive projects shown, not least of which was Dick Zoerb's DC3 which is now ready for flight testing. I'm dying to see that baby fly.

We need to start thinking about the July 4th parade. We're looking for an event chairman and a truck to use to carry the float. If anyone wants to volunteer for this, please feel free to contact me.

Our **next meeting** will be on **Wednesday May 5th, 2004** at the **St James Church in Merrimack**. I look forward to seeing you all there.

What's Happening This Month:

- ?? 2nd Eagles Cup 10:00am at the field. "Bean there done that"
- ?? 5th Club Meeting 7:30pm at the Church
- ?? Starting Sunday June 6th we will be holding our monthly meetings at the field for the summer



What great stuff you can find on EBAY!!

March Meeting Minutes

SNHFE Meeting Minutes: April 7, 2004

Meeting Called to order at 7:36 by Bruce Gruenbaum.
Today's attendance is about 22 members.

New members/ guests: None.

Officer Reports:

President Bruce Gruenbaum:

- Copies of the 2004 budget were available.
- Eagles Cup along with field cleanup moved to April 18th.

VP Dave Beach:

- Thanks to those who did some field work in the rain on April 4th.
- Web site provider sold to *PureHost* so site has moved. Give feedback if there are any issues. Site will be moved again when we change providers in mid-May. The end user should notice no difference.

Treasurer Jim Austin:

- Treasury reported. 80 renewals so far in 2004. (126 members total for 2003).
- Instructor caps are in.

Secretary Dave Maichrzak:

- Club AMA charter for 2004 has been received.
- Club insurance certificates for the field, St. James and the Masticola ball field have been received also.

Field Marshall Bill Bootle:

- Clean up moved to April 18th. Bring tools, weed wackers, plastic bags etc.

Safety Officer Chris Frost:

- There have been flight line violations. Please keep your airplane in front of the flight line at all times.

Newsletter Editor Mark Devins:

- This is the last month to renew memberships without paying initiation fee.

Old business:

New business:

- Member mentioned that the gate chain was put on wrong and could be lifted.
- Chris Frost: April Eagles Cup on 18th. May Eagles Cup is "Bean there Done That", CD is Bob Terry.
- Member asked about status of landfill as a flying site. No new information was available. Chris Frost was in the process of checking on the Milford property behind Haywards. Owner died and is now in control of trustee. Also Brock's Quarry may be available to use. Town of Milford said it was "OK".
- Dave Beach: Saturday is 1st Gremlin combat competition @ Sturbridge.
- Bruce G.: 2004 Budget summary: income= \$6879, expenses= \$6984, assumed 110-120 members. Budget was ratified by show of hands. Vote was unanimous.
- Jim Austin: Please do not hold receipts for club goods too long, it complicates the books.
- Dave Beach: Club funds were spent on a shovel, rake, hammer and gloves. They are now in the container. Please help maintain the field throughout the year.
- Bruce: Container purchase will be addressed at next meeting.
- Officers' meeting has been moved to April 20th for this month. Bill is hosting again.

End of meeting.

Safety Tip of the Month

All model airplane engines should be tuned to allow for transmitter shutdown in case of an emergency.

Flight Line Violations....cont'd

Reasons not to violate the flight line

These reasons are listed in reverse order of importance (more or less):

1. **The person in the porta-potty could soil themselves.** Imagine being in the porta-potty and having a plane come in close to you while you're busy? Do you think **you** could control yourself? And who's going to clean it up?
 2. **They make you club president.** Look at what's happened to me. Now I'm president of the club all because I violated the flight line. Now, when the neighbors complain, I have to apologize to them for my own indiscretions.
 3. **Motor vehicles parked in the parking lot could damage the plane.** I reckon we should ban parking inside the field because any hard object like a car that gets in the way of the plane is likely to damage the plane.
 4. **The VP or Safety Officer could yell at you.** You will not believe how angry Dave and Chris can get if you violate the flight line. There's a side to both those guys' characters you don't want to see.
 5. **Trees that could damage your plane are very close to the flight line.** The trees next to the railway line are really unfriendly to models coming at them. I've found it very difficult to climb out of that area because the trees seem particularly tall on that embankment.
 6. **The pit area has too many obstacles to land without damaging the plane.** Have you ever tried landing in the pits? People are so inconsiderate because they leave their tool boxes and planes lying around so it's not really clear enough to land. I tried dodging the boxes once, but it didn't really work too well.
 7. **Cleaning blood out of the carburetor is really time-consuming.** If you hit someone and they bleed on your model, it mixes in with fuel and oil and really makes cleaning the plane a problem. Not only that, but if you get blood in the carburetor, you have to completely strip it to get it clean. That's a lot of work.
 8. **It's a violation of AMA regulations.** This is serious. We are an AMA chartered club and part of that means enforcing the AMA regulations. The AMA Safety Code states: "At all flying sites a straight or curved line(s) must be established in front of which all flying takes place with the other side for spectators. Only personnel involved with flying the aircraft are allowed at or in the front of the flight line. Intentional flying behind the flight line is prohibited." The code also says: "**I understand that my failure to comply with the Safety Code may endanger my insurance coverage.**"
 9. **We could lose the field.** I hadn't thought about this before Dave pointed out to me that we have neighbors that get irate with us every now and then and these neighbors could go and complain to the town if this becomes a problem. In a worst case scenario, the town could cancel our lease with them and we would then not have a field to fly at. By violating the flight line, you are potentially putting our use of the field at risk.
- Someone could get killed.** This is a hobby and it should be fun. The following is extracted from the assembly instructions for my Funtana: "**An RC aircraft is not a toy! If misused, it can cause serious bodily harm and damage to property.**" Unfortunately, this is too true. People have been killed through accidents that involved planes behind the flight line. One of the people that responded to my thread on RC Universe wrote: "Flying behind the flight line in my opinion is just "Plane Stupid" and is the equivalent to drinking and driving, your just waiting for an accident to happen." Having someone killed or maimed because of a flight line violation is something that none of us would be able to live with.

How to avoid crossing the flight line

So what do you do to avoid crossing the flight line? I did a little exercise of figuring out how I succeeded in violating the flight line and came up with the following common points:

?? Every violation occurred after a landing;



Before and After



Norm's Pattern Plane



Mark's Electro-Conversion



Flight Line Violations....cont'd



Dave's twin engine warbird



Mark's Large 45cc gasoline CAP



Bill's Kit and Ka-Bootle



Bob's Old Lady

?? In every case I was either doing a touch-and-go, or recovering from a bad landing too late;

?? Every violation occurred after an approach from the north;

?? In every case, I was more focused on saving the plane than concentrating on the flight line;

?? In all but one of the cases, the flight line violation resulted in me being in or over the pits; and Not once did I violate the flight line because of a failure in equipment.

This got me thinking what it would take to stop the flight line violations:

?? Make sure that I am properly lined up down the runway before committing to the landing. In other words, only land the plane if the nose is pointing straight down the run way. If it is not, make the call to go around early enough so that the flight path does not take me across the flight line.

?? Make sure I understand what the wind is doing and make enough allowance for it. In general, it is a good idea to land the plane as far away from the flight line as possible so that there is plenty of room for error.

To avoid having equipment fail over the flight line, it is a very important practice to range-check the plane before flying and verify that the plane is structurally sound. In other words, don't wait until you get to the field and start flying to realize that you have a problem.

What to do if you are getting to close to the flight line

If you are getting close the flight line, and there is any chance of you violating it, the first thing you need to do is let the people in the pits know that there is a potential problem. At the top of your voice you need to yell "HEADS UP" so that others around you are aware and can take evasive action.

Before you get close to the flight line, and if you know for a fact that you still have control of the plane, turn its nose away from the flight line.

If you have some kind of flight failure, try and kill the engine and try and put the plane into the ground on the correct side of the flight line. Do not allow a failure to violate the flight line if at all possible.

At all costs, avoid violating the flight line. Acknowledge that putting the plane into the ground may be necessary and do this early enough so that the flight line is not compromised. If you are already on (or almost on) the ground, kill the engine and let the fence or the weeds stop the plane. For the most part, you'll probably only land up with a broken prop, dinged wing and dented pride. At least no one is hurt.

And finally...

As a club, we need to take this issue more seriously. As a result, the officers have taken the decision that for Eagle's Cup competitions, flight line violations will result in immediate disqualification.

We are looking at things that we can do to discourage people from violating the flight line in other situations and your input would be greatly appreciated.

Have fun flying. That's why we do it. Safety, though, should always be the first thing on your mind and that means not violating the flight line.



The best thing to happen to the field since the port-o-let.

CLUB OFFICERS FOR 2004

OFFICE	NAME	ADDRESS	CITY	E-MAIL	PHONE
PRESIDENT	BRUCE GRUENBAUM	21 KESSLER FARM DRIVE #354	NASHUA, NH 03063	bgruenba@progress.com	886-7113
VICE PRESIDENT	DAVE BEACH	25 SIMEON WILSON ROAD	AMHERST, NH 03031	webmaster@snhflyingeagles.org	673-7362
SECRETARY	Dave Majchrzak	33 Jessica Drive	MERRIMACK, NH 03054	dmajchrzak@adelphia.net	424-8442
TREASURER	Jim Austin	17 Whittier Road	MERRIMACK, NH 03054	ka2rvo@concentric.net	423-0031
FIELD MARSHAL	BILL BOOTLE	4 Kinsman Lane	MERRIMACK, NH 03054	mandbbootle@aol.com	424-1666
SAFETY OFFICER	CHRIS FROST	28 TOWN FARM RD	WILTON, NH 03086	cbfmsf@adelphia.net	654-7070
NEWSLETTER EDITOR	MARK DEVINS	19 SHINGLE MILL DRIVE	NASHUA, NH, 03062	markd73@comcast.net	305-7663

Active Instructors

* = AMA Intro Pilot Instructor

David Beach	673-7362	david.beach@fmr.com
*Jim Burns	429-2995	jburnsflying@earthlink.com
Mark Duckworth	429-0619	mark.duckworth@polycom.com
Duane Mallows	321-1457	
Ed Stapf	880-1871	stapf@worldnet.att.net
Bob Sylvester	882-6159	bobloves2fly@cs.com
Bob Terry, Jr.	424-1813	rterryiii@adelphia.net
*Dave Majchrzak	424-8442	dmajchrzak@adelphia.net
Brian Henderson	867-7920	smbklsuper@aol.com
Mark Devins	305-7663	markd73@comcast.net

Meeting Minutes Cont'd

Show and Tell Winners:

Upto .60: 1st = Dick Zoerb (DC-3)
 2nd = Bill Bootle (Aerofly powered glider)
 ARF: 1st = Mark Devins (Cap232 45cc gasoline)
 2nd = Norm Ellis (Javelin pattern plane .63 4 stroke)
 Unfinished: 1st = Bob Sylvester (Newport pipe)
 2nd = Dave Beach (Sagita glider)
 Novice 1st = Bruce Gruenbaum (Raptor Heli conversion to v2)

Summertime Flight Instruction

Yes, the instructors know how itchy students have become over the winter months and how sick they are of that stupid simulator so Tuesdays and Thursdays are back on for training while the sun is in our favor. I know that I'm a little swamped until the 17th of May since it's the end of my semester and I'm trying to finish up some projects but after that I will try to make myself available for training on Tuesdays and/or Thursdays. I know that Dave Majchrzak and Bob Sylvester also said they would be willing to be available.

I know in the past it has always been a chicken and egg type situation where there would always either be no students and too many instructors or vice versa.

To make it easier for everyone this year, if you're a student and require instruction, give one of us a call. Tuesdays and Thursdays are just placeholders that we as instructors have set aside to be available. If nobody needs to be trained we don't want to trek down to the field if nobody is going to be there. That also allows us instructors to call in the reinforcements if one of us should receive a call from several students. Let's have a good year and get you all of the umbilical.

See you at the field.....Mark

Flying Eagles On the 'Net

Web site: www.snhflyingeagles.org

Group email: groups.yahoo.com/group/snhflyingeagles
 (click the "Join this group!" link)

Southern New Hampshire
Flying Eagles R/C Club
Drobysch-Patterson Field
just off Griffin Street
Merrimack, NH

We're on the Web:
www.snhflyingeagles.org



Message from the Field Marshall

We held the annual field cleanup on Sunday, April 18th, starting at 8.00 a.m., and by midmorning the place was in great shape, this despite the fact that we seemed to have fewer volunteers than in previous years.

I should like to express my sincere gratitude to all those club members who participated. In particular, a special 'thank you' to Chris Frost who did such an excellent job of re-grading the badly rutted parking area with his tractor and rake, to Gary Aubin for taking away a huge pile of junk in his pickup truck, to Brian Henderson for towing away the trailer to his place, to Dave Beach for reconstructing the radio compound and to Bob Sylvester for helping rearrange the contents of the container.

You will notice that everything in the container is now accessible. For example, the metal storage cabinet no longer resides on the workbench at the far end, but is now on the right hand side near the entrance in an upright position so that each compartment can be used. Furthermore, each compartment is labeled, or will be labeled for a specific item or purpose. For instance, the top right hand one now houses the four Futaba buddy boxes, while the adjacent one holds the two JR units, and we'd like to keep it that way. Below them are compartments for club membership papers, etc., and another for the fuel purchase log. When you access any of these items, please make sure you return them to the correct compartment.

On the far left wall we have carefully stacked and secured several sheets of plywood and some 2 X 4's which were used in last year's July 4th parade float and which presumably will be needed again this year. If they are used again, kindly note how we stacked them. On, or near, the bench in the rear are various items that are not of immediate interest to flight activities, such as a couple of Scotts lawn spreaders, fertilizer, propane bottles for use with the one remaining gas grill (we junked the old one) and boxes with stuff for cookouts. There is also a wheelbarrow and lawn roller.

Finally, I would ask everyone using the field to please refrain from dumping junk of any kind in the container, whether it be empty fuel or drink bottles, broken airplane parts, boxes, etc. Please take it home with you. Let's keep the container clean and tidy. Thank you.

Bill Bootle