



EAGLE'S NEWS

Eagle's News
March 2005

PRESIDENT'S COLUMN

Following in the tradition of last year's presidential race, the club has once again elected a newbie as president. I appreciate the support (or was it the lack of dissent?), and hope to serve the club well. At the officers meeting we were going over the club roster, and Chris said one of my jobs was to know who everyone was. This will certainly be a challenge, and I'll give it my best shot. With regards to the club roster, don't forget to renew your AMA memberships as well as your club memberships. You need to have these two items up to date before you bring your planes to the field for spring flying.

The March meeting will have a viewing of one of the infamous "crash" videos as well as our yearly safety briefing. We suspect the video will contain ample examples of safety violations to help with the discussions. Before coming to the meeting, it wouldn't hurt to check out the 2005 AMA Safety Code (see the AMA website), as well as the club's own safety rules and recommended flight operations (on the club's website under the Secretary's page).

I'll be the MC for the April meeting's Show & Tell. The current plan is to have four categories: Best ARF, Best Kit

(below 60), Best Kit (60 and over), and Unfinished. Electrics, gliders, scratch builds, and other projects are encouraged to show and tell. They will be placed into a competitive category, or if we have enough, create a separate category.

I know it's not even spring, but we need to line up volunteers to head up the club's three main events: the 4th of July parade and demonstration, the Fall Float Fly, and Toys for Tots Fly-In. The earlier we start organizing, the better the events will be. If you would like to step up and help out, talk with any of the officers. We'd like to minimize the amount of arm twisting and harassment required, saving this energy to do actual work for the events.

You've read this far, and maybe you're wondering "Who is this new guy anyhow?" I've always had an interest in aviation, but didn't really pursue it until after college. I took a number of flying lessons, soloed in a Cessna 172, then for a number of reasons, decided to try R/C flying. My first plane was a heavy glider. I realize now it was more of a slope soarer and the completely wrong plane to learn on. Quickly becoming discouraged, but realizing I could build some-

thing mechanical, I pursued another interest: robots.

Just by chance, I brought my kids (Ben and Mairin) by the club's field at the very end of the 2003 Toys for Tots Fly-In. Ben had been flying flight simulators from a very early age, and was immediately drawn to the R/C aircraft. After talking with club members about whether a 7 year old can learn to fly, Ben and I joined the club. We both learned to fly and soloed last summer, and I am completely hooked. By the end of the summer, R/C flying was competing with my other passion, bicycle racing. My basement workshop is now filled with bike and airplane parts, and the poor robots are in boxes on a shelf.

I would like to thank the members of this club for being extremely helpful and friendly to newcomers. Ben and I felt welcome immediately, and were at ease asking even the simplest of questions. When Bruce announced potential officer openings, I felt it was important to step up and do something for the club. I had no idea it would mean becoming president, but if that's the job that needed to be done, I'd do it.

See you at the field,
Jay

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Special points of interest:

- This month's meeting will have a section on the 2005 safety code
- Show and Tell is coming up in April
- Don't forget the Merrimack Winter Carnival

PRE-FLIGHT CHECK

With this month's focus on safety, we decided to include an article from a 2001 newsletter on pre-flight checks.

When your model is ready to fly, make sure it is thoroughly checked over by someone who has done a lot of building and flying. When I say thoroughly, I don't just mean picking the plane up and checking the balance and thumping the tires a few times. Every minute part of setup, and construction, should be gone over in detail. If your instructor doesn't want to spend this much time checking your plane, find a new instructor.

The importance of this pre-flight check cannot be over-emphasized! Many planes are lost, due to a simple oversight, that could have been caught by a good pre-flight inspection! Here's the checklist:

Before the first flight

Identification

Though not a safety issue, you should have your name, address, and phone number on your plane along with your AMA number. AMA has made stickers for just this purpose available.

Weight

Is the model too heavy?

Balance

Is the center of gravity (fore and aft) within the range shown on the plans?

Is the model balanced side to side (right

and left wings of equal weight)?

Airframe alignment

Are all flying surfaces at the proper angle relative to each other?

Are there any twists in the wings (other than designed in wash-in or wash-out)?

Is the engine thrust line set correctly (down thrust, right thrust)?

Control Surfaces

Are they all securely attached (i.e. hinges glued, not just pushed in)?

Are the control throws in the proper direction and amount (usually indicated on the plans or in the manual)?

Are the throw rates set low enough for a novice flyer?

Control linkage

Have all linkages been checked to make sure they are secure?

Are all snap-links closed?

Have snap links been used on the servo end of the control rod (they are more likely to come loose when used on the servo, you might consider "Z"-bend on this end)?

Have all screws been attached to servo horns?

Landing gear

Is the landing gear firmly attached so that it will survive a novice landing?

Are the wheels properly sized for the field conditions?

Are the wheel collars on tight?

Engine and fuel (if applicable)

Has the engine been run-in (broken-in)?

Has the engine been thoroughly tested, and the idle set low enough for good landings?

Are all engine mounting screws tight?

Has the plane been run up at full throttle with the plane's nose straight up in the air (To make sure it won't stall when full power is applied on climb-out)?

Is the fuel tank level with the flying attitude of the plane?

Is the carburetor at the same height (not above) as is the fuel tank?

In the fuel tank "clunk" in the proper position and moving freely?

Radio

Has a full range check been performed?

Has the battery pack been checked with a voltmeter?

Have the receiver and battery been protected from vibration and shock?

Is the receiver's antenna fully extended and not placed within a fuselage with any sort of metallic covering?

(continued on back page...)

FROM THE EDITOR

This is officially my first newsletter as the newsletter editor and, as is typical, I have a whole bunch of ideas of what I want to do with the newsletter this year.

First off, I want to make sure that the newsletter is in everybody's hands by no later than the last day of the month preceding the newsletter date. So this newsletter that is dated for March should reach you by no later than February 28th.

To achieve this, I need to get the newsletter to the printer by no later than one week before the last day, and given that I need to layout the newsletter over a weekend, it means that I need to get the newsletter finished by the Monday

in the week preceding the last day, in this case, the 21st.

That means that I need all submissions by the Friday before that Monday, which means that this month I had to have all submissions by Friday, February 18th. I'd really like to thank all of the officers for getting me their information by that date. You guys did a great job.

In future, the newsletter submission deadline will show up in the club calendar and in the calendar page of the preceding newsletter.

I also want to spend time adding more useful content to the newsletter, and to this end, I am looking for your support and suggestions. If you have any ideas, please feel free to let me have them. If you have an interesting project that you

are working on, I'd love to get some photographs and do a write up for the newsletter. Drop me an e-mail and I'll do the work.

If you have something of your own that you'd like to submit, or you have some photographs that you'd like to have included, please feel free to contact me.

We have a great club that is really good at training new pilots and I'd like to try a new feature in the newsletter on tips and tricks that some of the gurus have learned. If you have anything, feel free to e-mail or snail-mail me the information.

The club officer's information on the next page has all our contact details. You can get hold of anyone of us through that.

MEETING MINUTES

SNH Flying Eagles: February 2, 2005 Club Meeting

Meeting called to order at 7:31pm by Bruce Gruenbaum

Approximately 27 members present.

New Members/ Visitors: new member Brian Stevens β welcome!!!

Officers Reports

President : Bruce Gruenbaum

Container: We own it! We have received a letter from our lawyer that includes the bill of sale.

Frozen Fingers Fun Fly. Thanks to CD David Beach and cook Frank Philips. 16 pilots entered. \$45 profit made on food sale. \$115 profit on raffle.

Feb 26th Merrimack Winter Carnival: Volunteers are needed. Norma French indicated we will be able to setup in same space as last year. Dave M. to get insurance for a flight demo.

Club Banquet at the Ground Round: Fun was had by all. Two members not present at the banquet for awards were presented awards at the club meeting: Frank Philips for "head cook" and Brian Henderson for "scariest crash".

VP : Dave Beach

Frozen Fingers Fun Fly thanks to all who helped.

This Sunday's Eagles Cup is "climb n' glide".

Check the club website for auctions this month

The show n' tell at the April meeting will have Jay Francis as CD.

Instructor list is to be revised in the next newsletter.

Club should try harder to promote free flight instruction to new members.

Tonights program: Helicopter info by Bruce Gruenbaum

Treasurer : Jim Austin

Treasury reported. 100 members for '04/'05. 51 have renewed for 2005.

Concord Skyhaws sent us a letter thanking us for donation

toward securing their flying field. The land transfer was successful.

Secretary : Dave Majchrzak

No report

Field Marshall: Gary Aubin

Chris Frost is plowing the field parking lot.

Safety Officer: Chris Frost

Absent

Newsletter Editor : Mark Devins

Absent

Old Business

None.

New Business

2005 Officer Election: Nominated members ran unopposed and were voted in unanimously. Your new 2005 officers are....

President: Jay Francis

VP: David Beach

Treasurer: Jim Austin

Secretary: Dave Majchrzak

Safety: Chris Frost

Field Marshall: Gary Aubin

Newsletter Editor: Bruce Gruenbaum

Frank Philips received a Leader Club reminder. Paperwork is due March 30th.

New Field: Gary Aubin reported that the status is unclear. Dick Cane (owners representative) said they will do site improvements including leveling a runway. Frank Philips hear a rumor that the site under consideration may be home for a new hockey rink. Gary will call Dick Cane later in the spring.

Meeting adjourned at 8:05pm

CLUB OFFICERS DETAILS FOR 2005

Office	Name	Address	City	E-mail	Phone
President	Jay Francis	4 Klara Drive	Merrimack, NH 03054	president@snhflyingeagles.org	429-3221
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	secretary@snhflyingeagles.org	424-8442
Treasurer	Jim Austin	17 Whittier Road	Merrimack, NH 03054	treasurer@snhflyingeagles.org	423-0031
Field Marshall	Gary Aubin	3 Bon Ave	Merrimack, NH 03054	gjaubin@msn.com	424-4041
Safety Officer	Chris Frost	28 Town Farm Road	Wilton, NH 03086	safety@snhflyingeagles.org	654-7070
Newsletter Editor	Bruce Gruenbaum	21 Kessler Farm Dr, #354	Nashua, NH 03063	editor@snhflyingeagles.org	886-7113

Upcoming Events

- **Wednesday, March 2nd—Club Meeting**
- **Sunday, March 6th—Eagle's Cup**
- **Friday March 18th—Newsletter Deadline**
- **Wednesday, April 6th—Club Meeting and SHOW AND TELL!!!**



MARCH 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

FEBRUARY EAGLE'S CUP REPORT

BY JAY FRANCIS

February's Eagle's Cup event was a "Climb and Glide". The rules were simple: climb as high as you want, cut the engine, and glide to a landing in exactly two minutes. Being a rookie CD and not knowing any better, I listened to many suggestions and made a few extra rules. Pilots were given thirty second interval marks during the glide, so they really only had to count off the final thirty seconds in their heads. Pilots were given a bonus if they completely cut power with no chance of a restart. As it turns out, all the glow powered planes chose to cut power, which made the bonus more of a penalty for those flying electrics. Final scoring was computed by taking the absolute value of 120 seconds minus the time to first touch. The power cut bonus (10 points) was then subtracted from the result. The best possible score was a -10. If a pilot used power during the glide, their score would automati-

cally be 120. Flight line violations, as always, resulted in a disqualification (DQ).

Sunday was a beautiful day for early February. The sun was out and temperatures were in the upper 40s. Wind was light and from the north at about 3 to 5 MPH. As some of the electrics found out, winds were slightly higher above the trees.

Tom Ayers rolled first up, but was having some engine trouble. It was agreed to bypass Tom and let him fly when he was ready. I was up first, flying a hand launched, very light electric. Once above the trees, the wind took the

plane like a kite. I shut off power and the timer started: 5.33 seconds. Chris Frost was next up with an electric conversion. The wind made his flight difficult as well, yielding a 45.48 second glide. Then the competition heated up. Dave Majchrzak put in a respectable glide at 105.67 seconds. Next up was Jim Burns, who from past year's performances, was the guy to watch. Jim put in a great glide, diving in for a landing at 122.59 seconds. Bob Terry first thought he had misjudged his final approach, but turned in a glide of 118.52 seconds. Bob had a spring in his step when he figured out that he was in the lead. David Beach flew a very competitive 124.15 second glide. Brian Redmond, flying a different plane than he originally intended, had a glide of 123.77 seconds. After Brian Henderson's hot dog takeoff loop, he glided for 110.9 seconds. Tom Ayers finished it off with a bit of takeoff trouble, and was DQed for a flightline violation.

Pilot	Bonus	Time	Points	Place	Points
Bob Terry	10	118.52	-8.52	1	10
Jim Burns	10	122.59	-7.41	2	9
Brian Redmond	10	123.77	-6.23	3	8
Dave Beach	10	124.15	-5.85	4	7
Brian Henderson	10	110.9	-0.9	5	6
Dave Majchrzak	10	105.67	4.33	6	5
Chris Frost	0	45.48	74.52	7	4
Jay Francis	0	5.33	114.67	8	3
Tom Ayers			DQ	9	0

Southern New Hampshire *Flying Eagles* Radio Control Club

Membership Application

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ e-mail: _____

Birth Date: _____ Radio Channel(s) (If you know them) _____

AMA #: _____ (Must have an active membership to fly)

I will / will not receive the Newsletter electronically. (Check one)

Annual Dues:

All new members and renewals after the April meeting must include \$25 for initiation fee.

Elder	\$25	Age 61 or over
Junior	\$15	Under 19
Family	\$10	Each Family member of a Regular or Elder, no newsletter
Regular	\$45	

- Deduct \$5 if a valid email address is provided and the member receives the Newsletter electronically. (Applies to Elder, Junior, Regular Memberships only)
- New, regular members shall have their dues pro-rated for their first year. Eg. A member joining in March will pay \$62.50 (10/12 * \$45 dues + \$25 initiation). Existing members pay \$45 annually.

I RECOGNIZE A MODEL AIRPLANE IS NOT A TOY, AND MUST BE OPERATED AT ALL TIMES IN A SAFE MANNER.

I AGREE NOT TO HOLD THE SOUTHERN NEW HAMPSHIRE FLYING EAGLES RADIO CONTROL CLUB, AND MY INSTRUCTOR, IF I AM RECEIVING INSTRUCTION, RESPONSIBLE OR LIABLE IN ANY WAY FOR INJURY, LOSS, OR PROPERTY DAMAGE I MAY SUFFER DUE TO ANY REASON, INCLUDING BUT NOT LIMITED TO PILOT ERROR OR MECHANICAL FAILURE.

I AGREE I WILL NOT FLY AT ANY SNHFERCC FIELD OR EVENT WITHOUT AN ACTIVE INSTRUCTOR UNTIL I HAVE BEEN APPROVED FOR SOLO FLIGHT.

I CERTIFY I HAVE READ THE ACADEMY OF MODEL AERONAUTICS "NATIONAL MODEL AIRCRAFT SAFETY CODE," AND AGREE TO ABIDE BY ITS TERMS AND CONDITIONS AT ALL TIMES.

I AGREE TO ABIDE BY THE CLUB'S BY-LAWS, SAFETY RULES, AND RECOMMENDED FLIGHT OPERATIONS.

Date: _____ Signature: _____

Parent Signature if under 18: _____

Make check payable to Southern NH Flying Eagles.

Mail check and **copy of active AMA card** to:

James Austin
Treasurer of the Flying Eagles
17 Whittier Rd
Merrimack, NH 03054

<p>Before mailing, make sure you include:</p> <ol style="list-style-type: none">1) Copy of AMA card2) Initiation fee (extra \$25) if new member3) Self addressed stamped envelope
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**SOUTHERN NEW HAMPSHIRE
FLYING EAGLES R/C CLUB**

21 Kessler Farm Drive, #354
Nashua, NH 03063

We're on the web!

<http://www.snhflyingeagles.org>

Yahoo Group:

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



**Don't forget to renew your 2005
membership!!!**

Pre-flight checks (continued from page 2)

After repair

The checklist should be gone through again, with particular attention to areas that were worked on or repaired.

Before EVERY flight:

Start the engine (if applicable) and test the entire throttle range. Run it at full throttle with its nose in the air for 15 seconds or so.

Check the receiver battery pack with a voltmeter to ensure enough charge.

Check the control throw direction for all surfaces. It's very easy to do a repair or

radio adjustment and forget to switch these.

Check function of all control surfaces with engine at full throttle and plane restrained.

Check position of trim controls on the transmitter. Are they where you left them?