



EAGLE'S NEWS

Eagle's News
August 2005



PRESIDENT'S COLUMN

If you're on the e-mail list, or came to the July club meeting, you've already heard me give thanks to folks who pulled off great Fourth of July events. We certainly can't say enough thanks, so I'll repeat it all again here in the newsletter. Dave Majchrzak organized the parade float. The night of the third, Dave and Gary Aubin borrowed the trailer from Currier Orchards and brought it to Dave's house where a decorating crew was waiting. Our crew this year included Dave Beach, John Bartlett, Mairin Francis, Bruce and Michael Gruenbaum, Jerry Leach, Amanda Majchrzak, Joe Marrone, John Spitz, and myself.

On the morning of the Fourth, the parade crew met at Zylas to hang the various aircraft from the float. Fixed wing aircraft covering the entire size and power range were presented. One helicopter also squeezed in. Pulling the trailer was Gary Aubin, along with candy throwers Melissa Aubin, Stephanie Aubin and Mairin Francis. Walking with the float (and throwing their fair share of candy) was Ben Francis, Bruce and Michael Gruenbaum, Dave Majchrzak, Frank Phillips, John Spitz, and myself. Jerry Leach didn't walk with us (he drove the truck for the Merrimack FIRST

team), but did assist with airplane setup and float take-down. Even though we ran out of candy half way through the parade (note to future parade organizers: buy about 50 pounds of candy), the parade officials voted our float the "Best Adult" entry!

Around 4pm the flight demo group assembled at the Mastriola ball fields. Dave Beach, Jerry Leach, Joe Marrone and myself flew gliders, electrics, and glow planes. It was a bit windy, but the fields were large enough to put on safe and entertaining demos. We had a number of people stop by and talk with us about the hobby and the club. A number of Dave Beach's business cards were handed out.

Thanks to everyone!

Mark August 21st on your calendar, it's time for the club picnic! We'll have the details worked out by the August club meeting, but plan on food and fun starting around noon.

Float Fly preparations are well underway, and we will be looking for volunteers for a number of jobs. The Float Fly is September 16th, 17th and 18th at Greenfield State Park.

For club administration news, the officers dis-

cussed revising the club's membership application. The changes we are looking at do not affect the final amount any members pay. It will make it easier to figure out how much new members pay, listed by the month that they are joining. To encourage web distribution of the newsletter, another change is to make the paper newsletter an added fee instead of a deduction (all dues will be adjusted down appropriately). Finally, we would like to pull in the final renewal date to the club meeting before the budget is presented. By pulling in the renewal date, we will be able to produce a more accurate budget. I expect to have a revised application available at the next club meeting, and will also see about posting it on the website. All feedback is welcome - e-mail me, post to the club e-mail list, or talk with any of the officers.

See you at the field,

Jay



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Special points of interest:

- Look out for Bruce Gruenbaum's Mustang Experience.
- Next Month: Look out for Mike Gruenbaum's Mustang Experience.
- Congratulations to new solo pilots Geno Santaskas and Chris Lorenzo.

JULY EAGLE'S CUP

BY DAVID BEACH

The remnants of hurricane Cindy passed through the area and really wet down the field on the day before the July Eagle's cup. Sunday was clear, but ever so windy. Ten brave, fearless (foolish?) pilots signed up for Limbo, but with the wind howling in from the North, only two would fully complete the event without a least a minor mishap or confusion over the rules.

The limbo poles were placed about as far apart as they could go. With this wind, the last thing we wanted was anyone hitting the poles. The limbo streamers were bowed to their limits as Michael Gruenbaum took off to be the first contestant. Michael did a great job on navigating the wind, but was just a little too high on his first three passes. The fourth attempt hit the ribbon and broke it, while his last pass was 'sighted' below the top for 20 points. Michael got his plane home safely, and proved that Limbo points could be had in spite of the wind.

Second up was Brian Redmond. Brian got the full 40 points on

his first pass, but his second attempt resulted in an early 'emergency' landing. This set the tone for a series of DNF (did not finish) results. Toby came next with his good looking Shock Flyer, but a tangle in the limbo 'bars' brought him to the ground on his second pass. Bruce followed Toby, and scored 40 points on his second pass, only to be stopped short of flying away cleanly on his third attempt.

Stratton's Kadet was next, and it was getting bounced around like a ping pong ball in a tornado. He succumbed to the wind on his second attempt, going home with no points and lots of airplane pieces.

Jim Burns made a rare 2005 Eagle's Cup appearance, and made it look easy (just like the good old days). Four forty point runs in no time with a fifth through the obstacles, but out of gas. Still, it was pretty to watch and the 160 point total put him way out front in the lead.

Jay came next and scored well. A misunderstanding regarding the rules (sorry Jay, I should

have been more clear) cost him his final attempt points, but they would not have affected the standings. He finished with 80 points and third place overall.

I was next up, and hopeful that Jim's running out of gas was just the opening I needed. The first two passes went well for 40 points each, but the third was just too high. Planes were succumbing to the wind all morning, was it time for an inverted attempt? NO! Passes four and five were on the money, and my point total ended tied with Jim at 160. However, according to my unfortunately unspoken rule, the quicker time tie-breaker only came in effect for pilots with the same number of successful passes. That left me in first place.

For some reason, pilots in the ninth and tenth slots came down with a case of 'windy day engine trouble'. They determined last place by the roll of the dice.

<i>Contestant</i>	<i>Pass #1</i>	<i>Pass #2</i>	<i>Pass #3</i>	<i>Pass #4</i>	<i>Pass #5</i>	<i>Total Pts</i>	<i>Time</i>	<i>Eagles Pts</i>
Michael Gruenbaum	0	0	0	0	20	20	4:34	4
Brian Redmond	40	DNF				40	1:25	6
Toby Reeves	30	DNF				30	0:41	5
Bruce Gruenbaum	0	40	DNF			40	1:49	7
Stratton Gatzimos	0	DNF				0	1:27	3
Jim Burns	40	40	40	40	DNF	160	2:34	9
Jay Francis	0	0	40	40	DNF	80	3:47	8
Dave Beach	40	40	0	40	40	160	2:40	10
Justin Marrese		DNS (did not start)				0	-	2
Brian Henderson		DNS (did not start)				0	-	1

MEETING MINUTES

SNH Flying Eagles: July 10, 2005 Club Meeting

Meeting called to order at 12:00pm by Jay Francis

Approximately 18 members present.

New Members/ Visitors: Phil & Mitch Joseph, Adam & Alan.

Officers Reports

President : Jay Francis

Thanks to everyone who helped with the July 4th float. We won the 'adult' category!

VP : David Beach

When weather is desirable, instruction is available on Sunday and Tuesday.

Thanks for the good Eagles' Cup participation.

David Beach has plenty of SNHFE business cards to pass out. Come get some.

Last Sunday in July is the Gremlin competition at SNHRCC in Hudson, NH. See www.snhfcc.org for details

Treasurer : Jim Austin

Treasury reported. 92 members, 40 gallons of fuel sold y.t.d., vise is today's raffle

Secretary : Dave Majchrzak

Thanks again to all who helped with the float

A reminder that the *snhflyingeagles* group at www.yahogroups.com is the primary means of real-time communication with the club. You can join from the yahogroups website or from our website. Don't miss out!

Thanks will be sent to the Curriers for letting us use their trailer for the float again.

Member packets will again be available in the container on Tuesday.

Field Marshall: Gary Aubin

The back fence has deteriorated. Please do not sit on it. We will replace it shortly.

New blades are needed for the mower.

Thanks to Dick Stuke for doing such a good job mowing.

Safety Officer: Chris Frost

Absent

Newsletter Editor : Michael/Bruce Gruenbaum

"Vic" from CAGS has a printing business. Can do newsletter for \$4-\$5 cheaper per month and will also print names on the mailing.

Any photos? Please send them in.

Old Business

Float Fly planning is moving forward. We are looking for volunteers: inspectors, beach masters, food, impound, registration etc... Joel C. is the contact.

New Business

Club picnic is August 21st. More details coming.

AMA District I newsletter copy is posted on our website.

A funfly and airshow in Gardner, MA is the same weekend as our float fly. Oh well.

Revisions to club application are coming. Costs of joining will be spelled out more clearly. Change newsletter from opt in to opt out. Initiation fee changed to late fee. Sample application will be published. Late date is moved up a month so now renewals will be due one month before budget is presented.

Geno suggested a 50/50 drawing or higher priced raffle items.

David Beach: Town repaired our access road and it is washed out again.

Jay Francis: Brad and Bruce have started training

Jay Francis: Geno is solo!! Congratulations Geno.

Jay Francis: Aeropix could not make it today.

STUDENT INSTRUCTION

Free student instruction is available:

Tuesday Evenings: 5PM - Dusk

Sundays: 10AM - 2PM

Instructor	Phone	E-mail
Dave Beach	673-7362	webmaster@snhflyingeagles.org
Jay Francis	429-3221	president@snhflyingeagles.org
Chris Frost	654-7070	cbfmsf@adelphia.net

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	Mike Gruenbaum	21 Kessler Farm Dr, #354	Nashua, NH 03063	mgruenba@earthlink.net	886-7113

Upcoming Events

- **7—10:00am: Dave Lorenzo will CD the Egg Drop Eagles Cup event.**
- **7—12:00pm:: Club meeting at the club field.**
- **19—11:59pm: Newsletter Submission Deadline at editor@snhflyingeagles.org**
- **21—Club Picnic at the field.**

AUGUST 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			

FOR SALE:

FROM: STRATTON GATZIMOS

1) Built 78" Spirit Glider, can be converted to electric.
Asking \$35.

2) Ultra Stick 40 ARF Still in the box, Asking \$100.

E-mail: scgat6@yahoo.com 494- 9969.

Call: 494-9969



Stratton's OMP 540 Edge built from a kit is repaired after a first flight mishap.

MARIE'S MAIDEN FLIGHT

FROM: BRUCE GRUENBAUM

I have had much interest from various members about Marie's first flight. Many have asked me to keep them in the loop and let them know when she finally takes to the air. For those who don't know, Marie is my Hangar 9 1.50 size P-51D Mustang.

Marie was an early Christmas gift from my mother. I got her in August 2004 and my mom had hoped to see her fly before she left to go back to South Africa in September. There was no point in rushing the build, though, and by the time my mom left I was still quite a long way from getting her done.

The kit came with factory installed retract

but everything I read on RC Universe indicated that these retracts were problematic. I did some research and decided to switch the factory retracts out and replace them with Robart pneumatic retracts. I had the retracts ready to install when I found that there was an air leak in one of the retract cylinders so I sent the retract in for repairs.

By the end of January, Marie was in a state where I could show her at the Merrimack Winter Carnival for the first time. At that point I decided to wait until after April's Show-and-Tell before I did the maiden flight so that I could enter her at show and tell. At that point she was

ready to fly (or so I thought). All I needed to do was break in the engine and verify all the throw settings.





The weekend after Show-and-Tell I took her down to the field and ran the engine. I quickly realized that I had several problems.

Firstly, the big Saito 180 that I have installed had to be mounted inversely and it really doesn't like starting like that. So every time we start the plane, she has to be upside down on the stand. Not only that, but when I throttled her back to idle, I was battling to maintain a decent idle. So I decided that an on-board glow would probably solve this problem.

I also found that I could not (for love or money) tighten the muffler so that it would stay on the plane. The amount of vibration produced by the Saito 180 shook the entire muffler completely off its mount. So I had to come up with a way of securing the muffler. I figured I try red Locktite.

After purchasing the on-board glow and securing the muffler, I took Marie down to the Flying Eagles field to run the engine a couple more times and verify that the muffler was okay. Everything went well and I decided to do some taxi tests.

I taxied Marie up and down the length of the field and verified that I had good steering control and that all was good. She behaved really well, so I decided to speed up the taxiing to get the tail wheel off the ground just to see how she would react as she got light on her wheels. Two high-speed taxis later I was quite comfortable so I turned her around for a third to bring her back to where I was standing. As I pushed the throttle forward, the tail came up and a gust of wind lifted her off the ground! I didn't mean for that to happen so I pulled back on the throttle and settled her back down, but not very well. I caught the left main gear in a small hole in the field and it ripped out.

Now I was mad at myself!!! Anyway, I took Marie home, took the wing inside and realized that instead of being disappointed at what had happened, it was probably a good thing that the accident happened the way it did as the mounting for the retracts really needed to be reinforced. I did that with some epoxy and some maple and re-checked all the throws and CG. Finally, on Monday June 13th, I was ready to fly her, but I'd promised myself that I would not fly her anywhere but at CAGS.

Well, on Saturday, June 18th, 2005, Michael and I headed up to CAGS with two Mustangs in tow. Not only was Marie ready, but Michael's 60 size Hangar 9 Miss America was ready to have its engine run in. We packed up the car at around 2:00pm and headed up to CAGS. It had been raining on and off most of the afternoon so we decided to see what we could squeeze in. I wanted to do the maiden flight on Marie and Michael wanted to break in his Saito 100 in Miss America. Michael also took his Ultra Stick up so that he had something to fly.

I put Marie's wing on and pumped up the retract system while Michael was flying his Ultra Stick and no sooner had he landed than the rain came down. So we took the planes in under the shelter, verified that Marie was properly fueled and everything was ready to go. The rain shower only just lasted long enough for us to do this and as soon as it stopped, we took Marie back out and fired up that glorious 180 4-stroke engine.

She was running great – a little rich, as she should be – and we turned her right way up and put her on the ground. I taxied her out onto the runway and Michael stood next to me and asked "Dad, aren't you nervous?" For the first time it hit me that she was finally going to fly and the butterflies hit my stomach.

I edged the throttle forward and she jumped away like an athlete when the starter's gun is fired. I continued edging the throttle forward and the tail lifted. Add a little up elevator and the main wheels left the ground. At this point I had applied full throttle so I added a lot more up elevator to get her as high off the ground as possible as quickly as I could to compensate for any bad trim problems.

She climbed like a rocket. I leveled out about 150 feet above the ground and had to apply several clicks of down elevator trim and a few clicks of right aileron trim. Two clicks of left rudder and she was flying straight as an arrow and tracking beautifully.

Next step was to learn her stall characteristics. Up to 200 or so feet, throttle back and up elevator. That's when I realized I had way too much elevator throw and nowhere near enough expo dialed in. This made her very twitchy with the elevator. When she finally stalled, she simply nosed over and came out of it – nice and docile.

Now that I knew what to expect and how slow I could get, I was ready to try a landing. I brought her in over the field and tried to slow her down. With the wing profile that this plane has, she takes a long time to slow

down and I was going to run out of runway before I landed her so I powered up and went around.

On my second approach, I went further out, but I was still too high and I could not get her slowed up in time. Then I remembered I had flaps. I hadn't tested the flaps yet so I took her up and tested the flaps. I had dialed in some down elevator with full flaps, expecting that she would need it, and when I deployed full flaps, to my surprise she started a dive. So I pulled the flaps back one notch and she slowed up nicely. This shortened up the approach and I came in for the landing but still found that she was too hot. So I went around for a third time.

On the third approach I got it right, I brought her in low over the field and touched her down really gently. She rolled out to a nice stop and I turned her around and taxied her back. Her maiden flight was a success and I was ecstatic.

As I got her back to the pits the rain started coming down again and Michael and I moved her under the shelter where I changed some of the radio programming to lighten up the elevator. I refueled Marie and got her ready for the next flight. I realized that I had not tried the retracts so I tested the retract mechanism and found it was sticking so I decided to leave the retracts down and take her home and work on them at home later.

After the rain stopped, I started her up and took her up again. The elevator was a lot better although I found that she was snapping out of loops at the top – still too much elevator throw. I had also adjusted the amount of elevator mixed in with the full flaps setting and when I tried it I found she was still nosing down a little too much. I tried a couple of low passes over the field and she performed really nicely but I discovered that the elevator was still a little too sensitive around the middle. Victory rolls are stunning.

As I was flying her on the second flight I noticed that the cowl was coming loose in the air and then I realized why... The muffler had loosened up again! Now I



**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)



MARIE'S MAIDEN FLIGHT (CONTINUED)



had to land before I lost the muffler so I throttled back and brought her in low and slow over the field. It wasn't quite slow enough and I was running out of runway so I stalled her and bumped the main gear a little too hard. The right main gear ripped out in exactly the same way as the left had a week earlier at Flying Eagles. So that was the end of my flying Marie for Saturday. I set to work on Miss America with Michael, packed Marie away and worked on her on Saturday evening and part

of Sunday morning.

On Sunday afternoon Michael and I took the drive back up to CAGS and spent the rest of the day at the field. I had fixed up the landing gear mounting block and verified that the gear worked properly so on Sunday I took a few flights with Marie. Retracting the landing gear had a surprisingly marked effect on the amount of drag that was being created and I was quite surprised how much extra trim I had to add.

On approach for the landing I found myself walking through the same landing checklist that I do when I fly a full scale plane – GUMPS. A GUMPS check is there to verify that you don't land without gear. GUMPS stands for Gas, Undercarriage, Mixture, Propeller and Seatbelts. I landed her safe and sound and with full flaps and found that I had to get rid of the flaps as soon as I touch down because if I don't when the tail settles she wants to climb with the amount of lift that the flaps add.

I had two more very successful flights with

Marie on Sunday and I have to say that I am very pleasantly surprised at how nicely this plane handles for a warbird. She is remarkably docile and very impressive to watch. She's very fast and looks stunning.

I may get to the point where I am comfortable flying her at Flying Eagles, but not just yet. I still need to get used to flying such a big plane.

Thank you to everyone that has given me advice and opinions on building her. Thank you for all the interest in seeing her fly and you're all invited to come up to CAGS any time I am up there to see her fly.

