



Eagles' News

President's Column

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Well summer is now truly a thing of the past and by the time you read this we'll probably be back to daylight savings time. The Fall Float Fly is gone for another year and those of us that attended had a really good time, even though the weather was extremely uncooperative. I have written a second column this month that is a report back on the Fall Float Fly and I have some pictures to go with it.

Our next meeting will be held on Wednesday, October 6th, 2004 at St James Church in Merrimack at 7:30pm. With summer now gone we have a couple more events happening this calendar year that you should be aware of.

First, and most important, is Toys-For-Tots on October 17th. It would be really good if we could get a terrific turnout for this event so that we can make a really good donation to the Toys-For-Tots program. We are all fortunate enough to be able to live in the US and take good care of our own children and it this is your one opportunity in the year to show that you care about others too. The Marine Corps is busy (along with the rest of the armed forces) fighting to preserve our freedom. Even though they are completely committed to this task, they still take the time to show what America is really about by putting in the effort to raise the money they do to support children who are not as fortunate as the rest of us. I'd like to challenge every one of the members of our club to contribute \$20 toward the Toys-For-Tots cam-

paign this year. That buys a toy for two kids. If all our members contribute like this, we could raise around \$2000 from within the club. \$20 is not that much. It's only 1.5 gallons of fuel and as the winter is almost here, we're not going to be flying anywhere near as much as we did before.

If you won't be able to make the Toys-For-Tots fly-in on the 17th, please drop a \$20 check in the mail to Jim Austin, 17 Whittier Road, Merrimack, NH 03054 and mark it clearly as a donation for Toys-For-Tots.

We have had a reasonably positive response to our requests for prizes for Toys-For-Tots, so if you are not going to show up on the 17th, you're probably going to miss out on some pretty good prize opportunities. Robart, for example, have contributed a 30% off voucher on retract systems. I know I could use that for my P-51!!

Second on our list of upcoming events in this calendar year is the Yankee Swap that will be held at the December meeting. I look forward to seeing you all there. Last year was a blast and it should be a really good time this year too.

Speaking of my P-51, as we go into winter you're probably all starting to think about winter projects. For me, I am planning to build a Hangar 9 1.5 P-51D Mustang. Seeing as the plane has retracts and I have a bad reputation for putting planes down at Merrimack, I will probably only fly

the P-51 in the spring at CAGS. Having said that, it is going to be my winter project and ready for Show-And-Tell in April. You should all start thinking along the lines of what it is you're planning to do for Show-And-Tell. It's just around the corner.

Between now and Show-And-Tell there are two more events to look forward to. On January 9th, 2005 we will be holding the Frozen Finger Fun Fly at the field at 10:00am. You can ink this in in your diary because it is confirmed.

Three weeks later, on January 30th, 2005 we will be holding the annual club dinner at the Ground Round on Amherst Street in Nashua (same place as last year). This time, however, I have made certain that it does not clash with any football. It is the week between the AFC/NFC Championship games and the Superbowl.

I promised you all I'd tell you the story of my Seamaster and its recovery. Well the final chapter on this was only written at the Fall Float Fly so I have written a separate story for this newsletter to tell you about the Seamaster. Look for it on one of the following pages.

Look forward to seeing you at Toys-For-Tots.

Bruce

What's Happening This Month:

- ?? 6th Club Meeting 7:30 pm at the church
- ?? 3rd Eagles Cup "Egg Drop" 10am at the field
- ?? 10th Gremlin Combat 10:00am at Oxford, MA
- ?? 17th Toys for Tots Fly in 10:00am at the field

September Eagles Cup "Touch and Go Timer"

By: Chris Frost

Ask Dick Stuke or Mark Devins about the friggin gigantic moose that snuck up behind them last Friday.

This month we had a total of 8 competitors come out to try their hand at touch and go timer. The morning got off to a slow start, but when things got going it was a good day for most. There were two scratches from the beginning, Brian Redmond and Ben Francis, Ben may not have been ready to fly in this competition but im sure he will be a tough competitor in the very near future. The CD Chris Frost failed to complete even 1 t&g, this amounted to a DNF. Now on to the big winners of the day. Dorian Godin came out for his first EC of the year and had a great performance with 169pts giving him 1st place. Bob Terry who is another very tough competitor took 2nd with 135pts. Our 3rd place this month goes to Bruce (servo) Gruenbaum with 111pts. Joe Burdzy took the 4th spot with 96pts, and Dave Beach rounds out the top 5 with 55pts.

Contestant	Points	Place	Eagle Points
Dorian Goden	169	1	10
Bob Terry	135	2	9
Bruce Gruenbaum	111	3	8
Joe Burdzy	96	4	7
Dave Beach	55	5	6

Contestant	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Top 6	Total
Dave Beach	9	10	8	7	10	3	10	6				54	63
Bob Terry	6	9	10	5	7	8	9	9				52	63
Brian Henderson	8	8	5	6	0							27	27
Chris Frost	3	7	6	10	5	9	8					45	48
Duane Mallows	10	6										16	16
Brian Redmond	5	3	7	8	8	6						37	37
Joe Burdzy			9	9	9	10		7				44	44
Dave Majchrzak	6	2			7	4						19	19
Tom Ayres	4	4			3	7						18	18
Jim Burns	7											7	7
Mark Duckworth			5									5	5
Bob Sylvester			5									5	5
Bruce Gruenbaum		5				5	7	8				25	25
Jerry Leach					5							5	5
Dorian Goden								10				10	10

September Meeting Minutes

Meeting Called to order at 7:33pm by Bruce Gruenbaum.

New members/ guests: Michael Gruenbaum, Jim Townsend.

Officer Reports:

President Bruce Gruenbaum:

Container: Bruce and Mobile Storage Group (MSG) agreed that MSG will replace container in place. MSG was informed about low bridge clearance early on. On Aug 10th, several members showed up to clean out the container. Mobile Storage Group (MSG) could not get truck with container under the bridge. MSG will continue to bill us. Bill received last week. We will write MSG to inform them that we do not intend to pay and to come get their container. MSG offered to sell us existing container for \$1000. We offered \$600. David Beach recommended consulting a lawyer. Joe Marrone mentioned that a former club member was a lawyer (Shane McCoughlin (sp?)). He will try to contact. We still have \$2200 bank check for container replacement. Club will search records for original contract with MSG

VP Dave Beach:

4 wheel drive trail seen at field. Not onto runway yet. We'll try to block ATV traffic.

Thanks to instructors for helping out

Sunday is Touch n' Go timer event

Treasurer Jim Austin:

Treasury reported

90 members, 69 gall of fuel

x-acto mitre box is today's raffle.

Secretary Dave Majchrzak:

Letter thanking Virgil H for donation of trainer setup sent.

Field Marshall Gary Aubin:

Will put in barricade to block ATV traffic. Could use help putting posts in.

Time to talk to town again about fixing access road.

Safety Officer Chris Frost: Absent

Newsletter Editor Mark Devins:

Out late this month - copy shop email account rejected submission due to size.

Old business:

Joel C. : Fall Float Fly

- Asked members who wants a campsite.
- Requested volunteers for various duties.
- Motion to purchase bull horn. Motion seconded and passed.
- No caterer. Club will provide food.
- Dave M: Float Fly flier sent to local clubs via email.
- David B: will have retrieval boat Fri and Sat if needed.

Letter to Masterlock:

- need police report
- bullhorn, sound meter and \$120 toolbox missing but not on report

Toys for Tots:

- Oct 17th.
- New flier to be created for advertisement.
- Letters to be sent to vendors for prize donations
- Contact Jim Wreath (sp?) from RA Cores.

New business:

Frozen Fingers Fun Fly:

- dates on club calendar
- will be put into AMA magazine
- David Beach to CD

BAE to film on field this Friday

Today's program is Float Flying.

Adjourned at 8:30pm

Safety Tip of the Month

Land your plane immediately if you sense control surface flutter

Bruce's Tale: by Bruce Gruenbaum

After hearing Dave Beach's discussion about the installation of floats on trainers and the like, I decided that what I had purchased was probably inadequate and that it may be prudent to buy a plane that was designed to land in the water. So I went down to RC Buyers and picked up a Thunder Tiger (Ace) Seamaster 40.

I spent the week of the 5th through the 12th of September building the Seamaster and installed the wheels with the intention of flying it and breaking the engine in properly the week before the Float Fly so that there would be no problems with the plane when I got to Greenfield.

There's an old saying "Life is filled with good intentions, but the road to hell is paved with them" and unfortunately I only got to finish building the Seamaster on Sunday morning just before we headed down to the field.

After running the engine for a while and doing a range check on the radio, the time came to take the Seamaster up for its maiden flight. She flew pretty well and after a couple of clicks of up elevator and a couple of clicks of left aileron she was flying straight as an arrow. After a few circuits I decided to land her and check that everything was still seated well and she was in good shape.

On approach through the notch, the plane seemed to veer off toward the railway line. When I tried to correct I didn't seem to be getting any response from the plane. I gave full throttle and pulled back on the elevator so that I did not lose the plane behind the trees and when I tried to turn I got no response from the ailerons. The plane started diving and I was left with no alternative but to kill the throttle and hope for the best. The Seamaster disappeared from view and I was very disappointed.

Dave Beach, Jerry Leach, Michael Gruenbaum and a couple of other people joined me to search for the plane. Dave and Jerry went up onto the railway line and started heading north. I took Michael and we drove to the island in Horsehoe Pond in case the plane had gone that far. None of us found anything and nobody that we spoke to had heard or seen anything of the plane when it went down. After an extensive search through the bush to the north-west of the field, we decided to call it quits and consider the plane lost.

On Monday I told some of my colleagues at work about this and one of the guys suggested I use a full scale helicopter that he had access to to try and find the plane. I was worried about the cost, but he pointed out that it would probably only cost about \$100 and I probably had more than 5 times that invested in the plane. So I took him up on his suggestion and on Tuesday morning I went up in a helicopter and we tried to find the plane. No such luck. I did get a better idea of the lay of the land and I got some good aerial photographs of the field.

On Tuesday afternoon, Michael and I took a walk up the tracks to go and see if we could find the plane and after another extensive search we came back empty-handed. The plane definitely seemed to be gone.

CLUB OFFICERS FOR 2004

OFFICE	NAME	ADDRESS	CITY	E-MAIL	PHONE
PRESIDENT	BRUCE GRUENBAUM	21 KESSLER FARM DRIVE	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	SECRETARY@SNHFLYINGEAGLES.ORG	424-8442
TREASURER	Jim Austin	17 Whittier Road	MERRIMACK, NH 03054	treasurer@snhflyingeagles.org	423-0031
FIELD MARSHAL	GARY AUBIN				
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 (head instructor)	673-7362	david.beach@fmr.com
*Jim Burns	429-2995	jburnsflying@earthlink.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

Congratulations to Jim Townsend who has successfully soloed this month!!

Flying Eagles On the 'Net

Web site: www.snhflyingeagles.org

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

Bruce Cont'd

When we got back to the field, several of the other pilots were engaged in a conversation with a gentleman I had not seen before. The gentleman asked if any of us had lost a plane and I answered that a plane had been lost on Sunday. He introduced himself as a sergeant with the Merrimack Police Department and my heart sank to my knees. He told us that they had received a 911 call on Monday afternoon at 3:30 reporting an overturned kayak in Horeshoe Pond. The police department, the fire department and the paramedics were summoned to assist. When they arrived they discovered the wreckage of the Seamaster. Fortunately no one was hurt by the plane. The police officer told us that we could claim the plane back from the police department.

Faster than you could say "OS46AX" I was at the police station to claim the plane. When I got there I was told that it had been locked up in evidence and that it would not be available until the next day. When I heard "evidence" my heart sank yet again. Had it indeed caused some damage? I explained to the officer on duty that the officer that came down to the field had said I could get the plane back. He called on the radio and half an hour later I had the Seamaster back with the fuselage in one piece, but the wing a pile of soaked matchsticks.

I took the plane home, stripped the engine, oiled it, replaced the servos, dried out the receiver and decided I would go to RC Buyers the next day and see if there was anything I could do to repair the Seamaster.

Bob was happy to see me, as he always is when I have my wallet with me, and he pointed out how lucky I was because someone had ordered a Seamaster wing and never picked it up. He gladly sold me the new Seamaster wing and I was back in business... or so I thought.

On Saturday morning at the Fall Float Fly, while the rain was coming down in buckets outside, Jim Burns, Chris Frost and I put the new wing together and we got the plane ready to fly. Once it was ready I got Dave Beach to take the plane up and he had a very successful flight with the Seamaster.

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

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



Bruce Cont'd

I was pleased as punch and took the Seamaster up again and flew it and landed it with no problem. It really did look like I had made a stupid mistake with the plane when I brought it into land.

I then refueled the plane and took it up again, and just after take off I again lost control of the elevator and ailerons. Even though I was moving the stick for them, the control surfaces were not reacting and this time I got to show Dave Beach what I was talking about.

I killed the throttle and the Seamaster plummeted nose-first into the lake. There was a massive debris field and Jim Burns swam out and recovered the wreckage. This time, though, there would be no re-building of this plane. The plane was absolutely demolished, as you can see from the picture.

So that's the story of my Seamaster. On Sunday, while we were breaking camp, some of us had a cremation ceremony for the Seamaster – RIP.

I still don't really know what was wrong. I have sent the receiver, switch and battery pack in to JR for analysis and hopefully they will respond with a new plane. We'll see.

This plane, though, had the most extensive search and rescue effort that has ever been launched for an RC plane. Pity it did not survive to tell the tale.