

Southern New Hampshire R/C Club, Inc.

# Bullsheet

<http://www.snhrec.org>

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AMA Charter #408

## PRESIDENT'S MESSAGE

October 2006

Well, it's October again. It's been a fun year. I'd like to thank the current slate of Officers for their energy and commitment to the club and their service over the last year. Yes, it is that time of the year again .

. . . time to nominate your fellow club members for one of the club officer positions or if you want to try your hand at being an officer then get someone to nominate you! I have spoken to the current slate of officers and all are willing to stay at their post should they be asked to do so by the club.

We had planned another club picnic/fun fly for Saturday October 7th, but the long range forecast doesn't look good and a straw poll of members indicated a lighter than hoped for attendance for this event being late in the year and the particular weekend selected. So, I have decided that we should postpone the fun-fly event till next spring when the weather is better, warmer, and to give all of you who want to participate in this year's One-Design club project a chance to get your entries ready. Of course, I'm also hoping that some of you who are still

working on this year's club project might be finished by next spring . . .

So what is this year's club project going to be? I have it on good authority it will not be a Taylorcraft. Stay tuned for more details later.

Upcoming events:

October 14th -- Pattern Primer (we need a few more registered participants for this) October 29th -- Gremlin Combat contest November - Kip's famous Turkey Fun Fly (flown in any weather)

In last month's meeting I asked for a committee to propose new language for our constitution to deal with the current debate on new memberships. The committee's results will be discussed in this month's meeting.

— John Marien



Not only did George Asteris design this modern pattern ship, he also provided flying instruction to none other than the current Bullsheet editor!

Next Meeting October 10, 2006 7:30 PM

Litchfield Middle School, Litchfield, NH

This BULLSHEET is published by the Southern New Hampshire R/C Club, Inc., a non-profit club chartered for the promotion of building and flying radio controlled model aircraft. The club operates a flying field in Hudson, NH and offers free instruction in safe model flying to any member. Academy of Model Aeronautics membership is a requirement.

Meetings are held at 7:30pm on the second Tuesday of each month at the Litchfield Middle School in Litchfield.

PRESIDENT	VICE PRESIDENT	SECRETARY	TREASURER/EDITOR	WEBMASTER
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FLIGHT INSTRUCTORS				
Ray Breton (603) 424-1258	John Hayes (603) 424-7125	Rich Kelley (603) 889-0279	Darrell Wagner (603) 882-8598	

# Meeting Minutes

SNHRCC Meeting minutes  
September 12th, 2006  
Litchfield Middle School

Officers in attendance: John Marien, Dave Surwell, David Beach and John Hayes.  
Secretaries and Treasurer's reports were read and accepted.

John Marien described the upcoming Pattern Primer for a October weekend day to be determined.

Frozen Turkey Fun Fly will be scheduled for a day in Nov.

David Beach mentioned that there will be a Gremlin contest on Oct 29<sup>th</sup>.

John Hayes read the club constitution regarding Article XIII. Discussion was opened regarding sponsorship of prospective members. Rich Bono brought up a sponsorship rule followed by the Tigers, noting that sponsors are responsible for a new member for a period of 1 year. He also said, that if a sponsored member fails to follow the rules, the sponsor is also held accountable and could cost the sponsor his membership as well.

John Marien felt that the sponsor is responsible for spreading the knowledge and club culture.

Ray mentioned that the club has no mechanism to protect the field once a member has a key. Harry mentioned a club he belongs to has a rule requiring a vote to be taken following two reading of a prospective member, 3 no votes will prevent a new member from joining the club. Rich Bono indicated that a secret ballot would be a good idea.

Ray Breton made a motion to cap the membership until a committee defines how to bring in new members. **The motion passed.**

A committee will be formed to determine the new member process. A draft will be prepared for the next meeting.

Gate policy was discussed: Outer gate needs to be closed anytime after business hours, the only exception is if the police are using the firing range. The inner gate is to be left open only if flyers are present.

Shawn asked about a club project, he was asked to come back with a proposal for the next meeting.

Officer nominations will be open next meeting. Committee members are Harry Peters, Maurice Theriault, Rich Bono, Roland Harmon and John Hayes.

Remember to join the forum; it is the clubs communication tool as well as a means of member communication. <http://groups.yahoo.com/group/SNHRCC/>



It's time to order your SNHRCC gifts from  
<http://www.cafepress.com/snhrcc>

## Upcoming Events

### October 2006

- 10th SNHRCC Club Meeting. 7:30 PM  
Litchfield Middle School, Litchfield, NH
- 14th Pattern Primer. 10:00 AM, Wagner Field,  
Hudson, NH
- 29th Gremlin style combat meet. 10:00 AM,  
Wagner Field, Hudson, NH

# Proposed changes to Article XIII

## ARTICLE XIII ADMISSION, RENEWAL, EXPULSION, EXCLUSION AND REINSTATEMENT OF MEMBERSHIP

### Section I

#### ~~Admissions And Renewals~~

A person applying for membership must possess a current AMA membership. All applicants must be sponsored by a current club member. Should the applicant not be a friend or acquaintance of a member, a member may volunteer to fulfill the responsibilities of sponsor. These involve familiarizing the applicant with the flying field rules, general club practices etc.

Individuals seeking membership will have their names published in the Bullsheet prior to the meeting where, by secret ballot, a membership vote on the potential new member will be taken.

A **no** vote on the applicant by any three members will reject the application.

### Section II

#### Expulsions

1. Any member may be expelled from the S.N.H.R.C.C. for good and sufficient reasons as determined by a ~~2/3rds quorum~~ vote of the membership **present**. The reason for expulsion shall

be recorded by the Secretary for future reference.

2. A written statement outlining the reasons for expulsion will be drafted under the supervision of the club officers and agreed to by a quorum vote of the membership. A copy of the statement will be mailed to the respective member. The member's association with the S.N.H.R.C.C. will be terminated effective at the time of the membership vote.

### ~~Section III~~

#### ~~Exclusions~~

~~1. Any applicant, new or renewal, may be denied membership from the S.N.H.R.C.C. for good and sufficient reasons as determined by a quorum vote of the membership. The reason for exclusion shall be recorded by the secretary.~~

### Section III

#### ~~Section IV~~

#### Reinstatement

1. Any member that has been expelled may be reinstated or re-admitted only by a 2/3rds majority vote of the membership **present**. A reinstatement must be initiated by the expelled individual by submitting a written petition to the club officers to initiate a membership reconsideration vote.

## Windy Weather Flying

### From the Middle Point RC Flyers, Murfreesboro TN

#### *by Clay Ramskill*

All too often, on an otherwise nice but windy day, folks just don't fly. Obviously, for a beginner, that's common sense—but for someone who has some experience, the wind can be a challenge that adds some spice to flying.

While it's easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of model you're flying also can have a great effect on your ability to handle winds.

Let's go through some airplane design features to see which ones give us the best flying characteristics to handle winds and the resulting turbulence.

**Size:** In general, the larger the airplane, the better it will handle winds of all kinds; large models don't "flop around" as much!

**Dihedral:** The more dihedral in a model's wings, the more they are going to be affected by crosswind gusts; it is hard to keep the wings level, therefore lineup to the runway is difficult in a crosswind situation.

**Wing Loading:** The higher the wing loading, the less an airplane will be affected when hit with a gust.

**Aspect Ratio:** Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the airplane, and lower aspect ratio wings have a greater tolerance to changes in angle of attack caused by gusts.

**Power:** Having the power to overcome the force of wind is necessary. The same thing goes when you get into a sticky

*(Continued on page 4)*

# Windy Weather Flying (continued)

(Continued from page 3)

situation.

**Lateral Control:** Ailerons are beneficial in a crosswind landing and takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as is the ability to rudder the airplane parallel to the runway heading while keeping wings level with aileron while landing.

**Landing Gear:** Models with tricycle landing gear are easier to land and take off in a crosswind than tail draggers; in addition, the wider the spread on the main gear, the better.

**Maneuverability:** This one is a bit harder to quantify. You want a model with stability, yet you do need good maneuverability to cope with gusts. Therefore, you want a

model that is stable, yet responsive.

**Wing Mounting:** Generally, a low-wing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing. Therefore, a side gust does not roll the model as easily. Moreover, by mounting the main landing gear on that low-wing model, they can be spread wider.

It's unfortunate that almost every item above is in direct opposition to the characteristics found in many popular trainers. The main exception is the requirement for tricycle landing gear. But even with trainers, there are differences. Compare a Seniorita with the Kadet Mk2. While the Seniorita may be a bit slower and a bit easier to fly, the Kadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better airplane when flying in windy conditions. Going a step further with the same kit manufacturer, the Cougar (.40)/Cobra (.60 size) kits embody all the right characteristics for windy flying.

In closing, I offer Confucius' only known saying about RC flying: "To learn to fly in wind, one must fly in wind!"



Join the group email list on Yahoo! Groups  
go to <http://groups.yahoo.com/group/snhrc>

**Next Meeting:**  
**Tuesday, October 10th**  
**Litchfield Middle School**  
**7:30 PM**