

Southern New Hampshire R/C Club, Inc.

Bullsheet

<http://www.snhrc.org>

<mailto:newseditor@snhrc.org>



AMA Charter #408

March 2009

Training for that moment when every second counts

By Val Paget (courtesy of the Aircraft Pilot Owners Assoc.)

When an emergency occurs in flight, three skills are in great demand: situational awareness, creative problem solving, and energy management. One doesn't have to be flying a large aircraft with 155 people over a crowded urban environment to recognize the value of developing these skill sets.

Piloting an Airbus 320, US Airways Capt. Chesley B. "Sully" Sullenberger made a successful emergency landing on the Hudson River after the loss of engine power essentially turned the airliner into a giant glider. This was not his first glider landing. Along with thousands of hours as pilot in command and a career as a safety expert, the captain holds a glider rating.

A spokesman for US Airways said that it is difficult for ditching to be replicated in a flight simulator. According to media reports, a US Airways pilot who has flown the A320, said that the chances of ditching are rare and that pilots don't routinely practice the maneuver beyond ground school.



Caught by deteriorating weather over unlandable terrain, this pilot chose a lake as the safest landing option. Glider pilots in Sweden, where lakes and bogs are more common than farm fields, refined water landing techniques and shared them with the world. While rare, most glider pilots are confident in their abilities to water land with minimal risk or damage.

US Airways Flight 1549 after crashing into the Hudson River



Glider pilots develop a unique situational awareness. Glider instructors drill their students about landing decisions: At 2,000 feet agl, out of glide range, pick a spot. At 1,500 feet agl, commit to that spot. Glider pilots train to think outside the box. If a river is the best solution, they can immediately commit to landing there before too much altitude is lost.

U.S. Air Force Capt. Danny Sorenson, who instructs in F-16s, is a glider pilot. He stated, "As a result of my glider training, I'm always thinking, 'Where can I land this thing?'" He also noted that during his F-16 training, simulated flame-outs were never a problem for him, "It's instinctive," he said. "I'd just fly my pattern and glide in."

Instincts like this save precious seconds. When Sullenberger took the controls, the aircraft was a glider, at 3,200 feet over New York City.

Mountain flying can be the ultimate test of stick and rudder skills, especially when getting home is in doubt.

Mark Montague, a captain currently flying 767-757s for United Airlines and a certificated flight instructor-glider (CFIG), observed, "Glider flying promotes the sort of informed self-reliance that is essential in successfully handling any emergency. Having taken off, a glider pilot is of course obligated to land—aren't we all?—but can't count on having the option of diverting to an alternate or of delaying the landing. It doesn't matter how turbulent it is on final, or how vicious the crosswinds might be; the landing must be accomplished. Gliding is full of opportunities such as this to test oneself, to unblinkingly measure one's ability against one's self-

Next Meeting March 10, 2009, 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.

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confidence.”

In a glider, every landing is a dead stick approach. Energy management is everything. Pilots carry energy in the form of speed and altitude. There’s only a finite amount of energy to use before the plane will land. The goal is to keep enough speed in the turns, pull spoilers to dissipate the energy, use ground effect, and touch down exactly as planned. More wind than expected? Cut the approach short. More altitude than needed? Slip it in. Stall-spins are more likely if a pilot panics. Learning to deal with energy issues gives the pilot the confidence to face emergencies with equanimity. With practice, effective energy management becomes instinctive and gives pilots a real edge in emergencies.

“Glider training provides real insight as to exactly how and why an aircraft flies. As compared to most other heavier-than-air aircraft, a sailplane is large for its speed. The dimensions of the glider are not negligible when compared to the radius of a curved flight path. This means that in maneuvering flight, the various parts of the airframe are moving with markedly different speeds and directions,” Montague stated. “Because of this, a glider exaggerates all the subtle nuances of aircraft handling: adverse aileron yaw, the tendency to overbank in turns, the penalty for poor coordination of the controls, and so on.

“A good grounding in these details is worth its weight in gold when a pilot is suddenly faced with the need to operate at the very edge of the envelope or to do anything that falls outside of the canned profiles practiced in the simulator.”



Mountain flying can be the ultimate test of stick and rudder skills, especially when getting home is in doubt.

Meeting Minutes

Feb 10, 2009

Southern NH RC Club Meeting minutes:

25 Members Present

Officers Present :

Vice President: Shawn McCarthy

Secretary : Eric Scott

Treasurer: David Beach

Meeting was called to order at 7:34 P.M.

Minutes from the last meeting were read and accepted.

Treasurers report read and accepted.

Show and Tell is coming up at the April meeting

There is a Builders Committee forming for those who enjoy the building aspect of the hobby. If anyone is interested in joining please see either Shawn or Maurice.

Discussion was continued on the pattern contest regarding multiple flight lines. The issue was tabled again pending illustrations of the proposed flight lines.

June 7th will be a community fly in with the Flying Tigers, Flying Eagles and us at the Flying Tigers field. Bob asked for a couple of volunteers to help them with the event.

Motion to hold a Gremlin competition on June 28th was passed, another motion to hold a Gremlin competition on Oct 25th was also passed.

Construction Derby will be the 26th of April.

Bob Barger will CD the club fun fly, planned for August 9th.

Norm will be doing a group fuel buy. If you are interested see him at the March meeting to order fuel.

Meeting was adjourned at 8:15 P.M.

SOUTHERN NH RADIO CONTROL CLUB 2009 MEMBERSHIP APPLICATION

Name: _____	AMA# <input style="width: 100%;" type="text"/>
Address: _____	Outer gate key# <input style="width: 100%;" type="text"/>
City: _____ St: _____ Zip: _____	Field key# <input style="width: 100%;" type="text"/>
Home Phone: _____	Newsletter delivery
Cell Phone: _____	Web: <input type="checkbox"/>
Email: _____	Print: <input type="checkbox"/>

FEES (CIRCLE ALL THAT APPLY)

<p>Current members:</p> <table style="width: 100%;"> <tr> <td style="padding-left: 40px;">Adult</td> <td style="text-align: right;">40.00</td> </tr> <tr> <td style="padding-left: 40px;">Junior</td> <td style="text-align: right;">5.00</td> </tr> <tr> <td>Late fee (after Feb mtg)</td> <td style="text-align: right;">5.00</td> </tr> </table>	Adult	40.00	Junior	5.00	Late fee (after Feb mtg)	5.00	<p>New Members (sponsorship required):</p> <table style="width: 100%;"> <tr> <td style="padding-left: 40px;">Adult</td> <td style="text-align: right;">65.00</td> </tr> <tr> <td style="padding-left: 40px;">Junior</td> <td style="text-align: right;">5.00</td> </tr> </table> <hr style="border: 0; border-top: 1px solid black;"/> <p style="text-align: center;">Sponsors Signature</p>	Adult	65.00	Junior	5.00
Adult	40.00										
Junior	5.00										
Late fee (after Feb mtg)	5.00										
Adult	65.00										
Junior	5.00										

MEMBERSHIP AGREEMENT

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 Radio Control Club, Inc. 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 SNHRCC 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 keep the outer gate closed and locked at all times.

I understand that there is no dumping of any kind at the facility.

Signature

Parents signature (if under 18)

PAYMENT INFORMATION

Cash or check # _____ Payment amount: _____
 Payment date: _____

Make check payable to SNHRCC

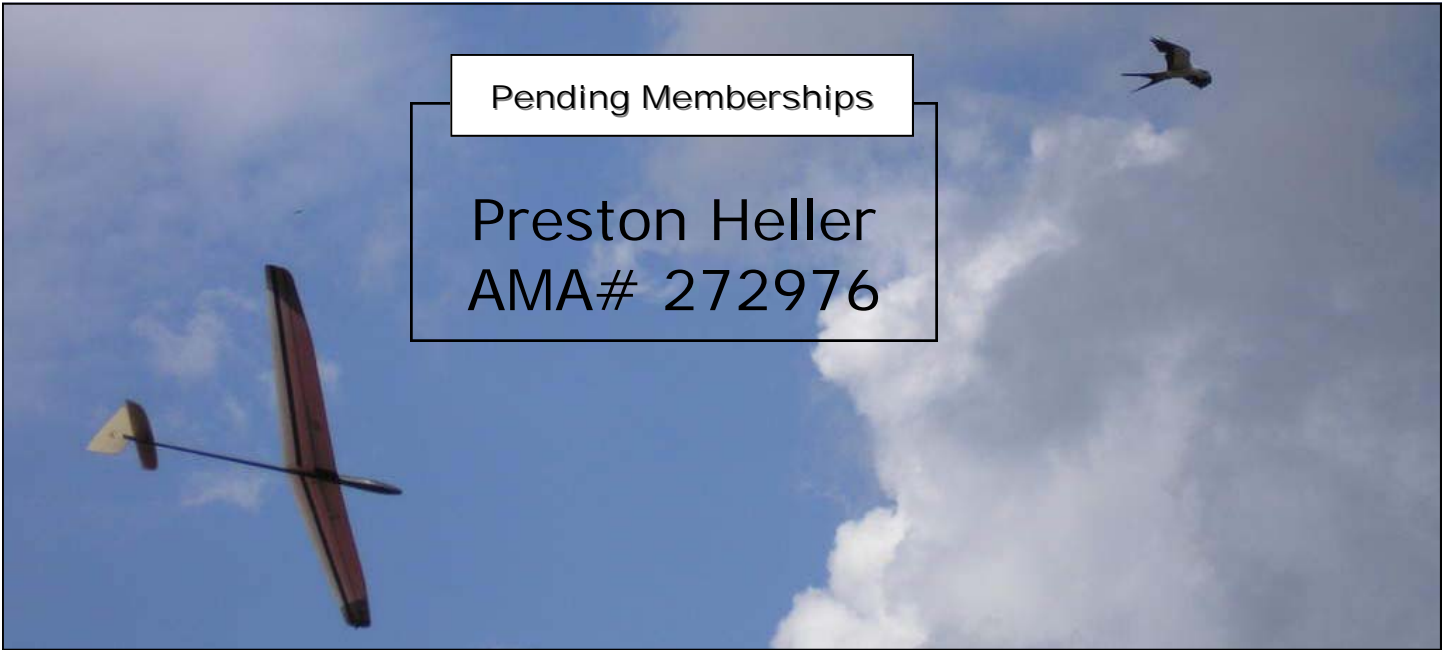
Include a self-addressed, stamped envelope

Mail to:
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 25 Simeon Wilson Road
 Amherst, NH 03031

PROOF OF AMA

Attach photocopy
of AMA
membership card

NO AMA CARD = NO MEMBERSHIP CARD
NO MEMBERSHIP CARD = NO FLYING!



Pending Memberships

Preston Heller
AMA# 272976



Next Meeting:

Tuesday,
March 10th
Litchfield Middle School
7:30 PM

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

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25 Simeon Wilson Road
Amherst, NH 03031