

Southern New Hampshire R/C Club, Inc.

Bullsheet

<http://www.snhrc.org>

<mailto:newseditor@snhrc.org>



AMA Charter #408

PRESIDENT'S MESSAGE

July 2010

Hello to SNHRCC Members,

Summer is here and members are making good use of the field. The weather has been great but all this heat with no rain is beginning to take its toll on the grass. Just a reminder to sign the pad in the mailbox when using the field so that we have an idea how busy the field is during the week.

See you at the meeting.

Your President,
Joe Derek

PS. The meeting starts at 7:00PM



Reno 1991 **Tsunami**
Illustration by Taichi, 2006

Next Meeting July 13th, 2010, 7:00 PM at the club field in Hudson, 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 Joe Derek 95 A Belknap Rd Hudson, NH 03051 (603) 880-7103	VP Shawn McCarthy 104 Tennyson Dr Manchester, NH 03104 (603) 644-0709	SECRETARY John Hayes 17 Mike Ln Litchfield, NH 03052 (603) 424-7125	TREASURER/EDITOR David Beach 25 Simeon Wilson Rd Amherst, NH 03031 (603) 801-6951	WEBMASTER Kip Bean 382 Charles Bancroft Hwy Litchfield, NH 03052 (603) 429-3487
FLIGHT INSTRUCTORS Ray Breton (603) 424-1258	John Hayes (603) 424-7125	SAFETY OFFICER Darrell Wagner (603) 882-8598	Clarence White (603) 434-6553	

Meeting Minutes

SNHRCC MEETING June 8, 2010

**Wagner Field
Hudson NH**

Officers in attendance: Joe Derek, David Beach and John Hayes

Secretaries and Treasurers reports were read, a motion was made to accept, seconded and passed.

Clarence talked about field safety asking all to stay in front of the flight line, no flying over the pits. Also, Clarence reminded everyone to call their take offs and landings.

Joe read a letter from the Aviation Historical Society thanking us for the donation to the museum at the previous

meeting which was held at the museum.

John Hayes mentioned the nice thank you letter from Maurice, Maurice liked the collage of photos and the honorary membership he was given. He also wished to thank all those who had a hand in putting it all together.

The Flying Tigers fly-in will be held August 28th and 29th. Joe asked if the membership wanted to donate a transmitter to their raffle. Ray Breton made a motion to donate a transmitter for the Flying Tigers raffle. Motion seconded and passed.

Bill Horton had tickets to purchase for a ride in one of the Collings Foundation bombers later this summer.

Video Reconnaissance

Last winter I decided I wanted to build a small sailplane with electric power for those days when I felt like flying the easy way. Little did I know this little vintage classic Mini Challenger 1.5 meter w/s sailplane once kitted by Astro Flight would be pressed into service as a recon mission plane.

On May 23rd I had a fly away of my own 132" wingspan sailplane due to what I believe was battery failure. No, I didn't listen to my own words and verify the battery capacity before flight and so far I am still licking my own wounds. I have yet to find my own sailplane. I am confident I will though, given enough time and effort.

This was to be the first mission for my little Mini Challenger, outfitted with a under wing mounted FlyCamOne2 video camera. I have put in many flights over the swamp on the other side of the dirt pile with no sightings of my glider. I am reasonably sure it is not in the swamp but rather in the trees. I have stopped this search for now.

For Darrell's airplane recovery the story is a bit different and shows how unforgiving the swamp can be. I made several passes over virtually the same place and never spotted his plane

until a final pass yielded the plane, plain as day about 30ft from where we were standing. The camera paid off.....BIG. This photo is a clip from the video so the quality suffers a bit, but it shows us, and the location of the plane sitting quietly waiting to be found.

John Hayes



Lost In SPACE

Picture this, 1965, lost in space with only the robot to warn the crew of danger! Picture this, 2010 lost in the vast space of the swamp!

"Danger, Will Robinson, danger..warning, warning!" Amend this to, "Danger, John Hayes, danger!" No robot to utter the nerve shattering, "warning, warning"! Focus on the "crew", Ray Breton, Bill Ux and yours truly standing helplessly as the tragedy unfolds.



Let me go back to the events of the day. This was my maiden flight on my new plane, outfitted with special modifications. The flight went well and I was so pleased I offered it to Ray who flew it without incident. Next Bill had a try and commented on what a great aircraft it was. I tried it again and then had John, who was reluctant somewhat to fly my plane but gave in and had a ball when suddenly, ""warning, warning, danger, John Hayes". She just wouldn't respond to commands. Lest the ladies be offended, my plane is a she and there was no intent to mean that all of the feminine gender does not respond to commands. This being cleared up, let me go on. John's concern roared out, "I don't have this plane!" Faithful followers, Ray and Bill hit the deck as the plane came back then headed over the trees to the swamp. John had no control and we watched anxiously as she went below the tree line and out of sight. She went in protesting loudly, only muffled by many choice spicy phrases, especially contributed in large by me.

John was inconsolable, even though it had nothing to do with his skills as a pilot. He went for his video camera which he installed under the wing of his plane and came back to check out the terrain for signs of downed aircraft as the rest of us followed along the edge of the swamp hoping to see something, nada.

John then viewed the video on his computer, nothing! He went out the next morning before work and took videos again. Still no sign of the plane. That day I did a three-hour search in the swamp, I climbed a tree, the branch broke, got big cut on my leg that the mosquitoes thought was breakfast. I fell into the swampy muck that left sucking noises as I tried to pull my foot out. I reeked of swamp stink that can't really be

described unless you've been there. I guess I bothered a snake that felt his territory being invaded, although why he wanted to stay in that stinking mud hole I can't understand. Oh, did you know that the swamp is home to big fur covered spiders that leap. Ha ha, missed me! By now I was bleeding, was a feeding station for mosquitoes, had been, I think, spat or was it shat upon by a spider, eyed suspiciously by a snake who wouldn't slither away, but gave me what could be considered a dirty look. I slithered away.

John called me on my cell phone in hopes that he might be seeing an area where the plane went down, nothing.

On Saturday, three days after what I now refer to as *the incident*, John and I went out again. John filmed and I paced like a worrisome father in a delivery room. We went back to view the film and in the last part there it was, on film. We headed out to the swamp and took circuitous routes to close in on the spot. I almost stepped on it. It had gone down amid cat o nine tails that were 7 and 8 feet tall. I brought it back to my barn and saw that it was virtually unscathed, all equipment was retrieved and I even had an unwanted memento that some bad mannered creature chose to deposit on the wing. I still blame that giant spider that looked like it came from out of space. Neither MEK acetone or a razor blade would remove the offensive blob. The plane now has a new decoration, stars that cover the swamp toilet residue.

I learned a lesson after all this. A new battery, which caused all this mayhem, doesn't always mean its perfect. The reason for this tale of woe, warning, warning, charge the battery and even if it shows up fully charged on the volt meter that ain't necessarily always so. You should even cycle a new battery to be sure its doing what its supposed to do.

Thanks to Ray who ventured to the edge of the swamp with a great deal of trepidation. In spite of everything happening, the evil Professor Smith in me wanted to shout, BOO and scare the beejebies out of him. Bill started into the swamp, muddied shoes sent him back, new shoes, Bill? Kidding, buddies, you guys are the best. Thanks to John, the reluctant pilot I forced into flying the plane. I won't do that again, at least not for a while. The plane would never have been retrieved without John and his flying video camera, his determination and the fact that he would have done the same thing even if he hadn't been piloting.

An episode to remember, Will Robinson, aka John.

Darrell Wagner
Author of soon to be released book on swamps.

Pending Memberships

No pending memberships
this month

Next Meeting:
Tuesday, July 13th
Club Field
Hudson, NH
7:00 PM



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

Bullsheat - July 2010

The helicopters and planes in these pictures are from John Hayes' Austrian flying buddy, Gerhard Deutsch. All of his models are scale with extensive detailing. He flies a turbine powered Lama helicopter as well as a Pilateus Porter, also turbine powered. According to John they are really impressive to see in person and Gerhard flies them very well.



Page 4

Southern New Hampshire RC Club, Inc.
25 Simeon Wilson Road
Amherst, NH 03031