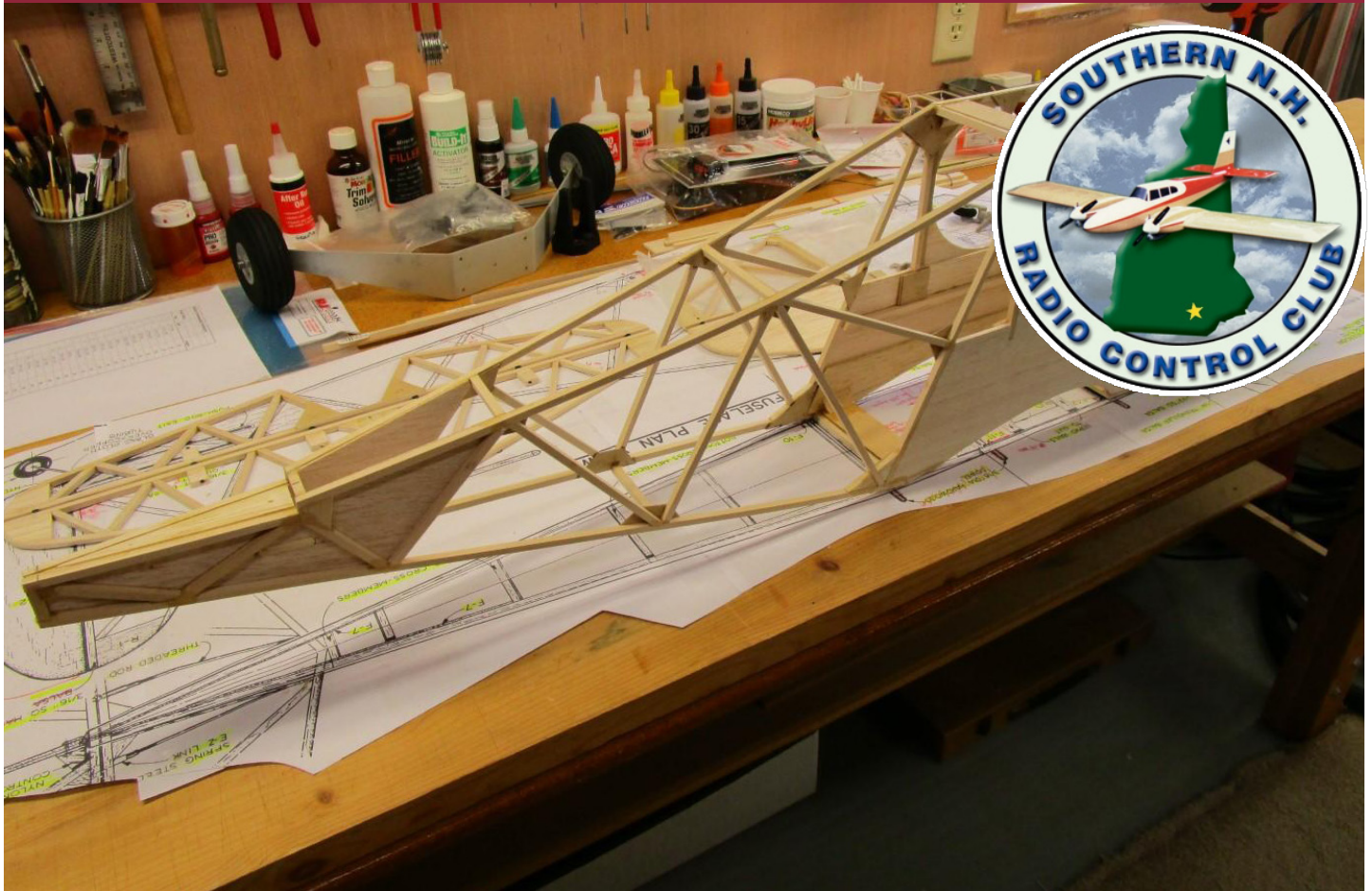




The Official Publication of the Southern New Hampshire Radio Control Club, Inc.



The October 12th Meeting will be held at the Litchfield Fire Station

Inside This Issue:

- President's Column
- Meeting Minutes
- Indoor Flying This Winter!
- On the Bench
- Required Flight Documents

October 2026

Next Meeting

October 12, 2026

Club meetings are held on the second Monday of each month.

Our regular monthly meeting will be held on October 12th at 7:00 PM atn the Litchfield Fire Station. Please attend!

The Bullsheet is published by the Southern New Hampshire Radio Control Club (SNHRCC), Inc, a nonprofit Academy of Model Aeronautics (AMA) Chartered Club #408, for the promotion of building and flying Radio Controlled (RC) model aircraft.

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From The President



Greetings Folks!

I hope you have had a great summer. I know mine would have been better if we had a place of our own to fly, but we are working on that. John and I and some AMA representatives had an encouraging call with an assistant to Maggie Goodlander who is going to do what she can to move things along with the department of fish and game. No news yet but the assistant at least had some experience with RC flying which was a good start.

You might not read this until after the fact but of course Saturday, October 10, is the Darrell Wagner Memorial Fun Fly, hosted this year by the Concord Skyhawks in Concord NH. As of this writing I am looking forward to it!

See you Monday!

Cody

From The Secretary's Chair

Southern NH Radio Control Club Meeting Minutes

September 14th, 2026

Litchfield Middle School

Due to John Hayes being out of town on vacation, this Secretary report is being provided by Taylor Collins, Bullshead Editor.



Officers in attendance: Cody and Mark

Due to a double booking of the cafeteria, the club meeting was held outside, in the courtyard in front of the school.

The Secretary's and Treasurer's reports were read and accepted.

Cody gave a summary of the new field locations that are being investigated. Club members who have any ideas or suggestions about possible flying fields are invited to share their ideas with Cody and John Hayes. Help is available to determine the suitability, and ways to pursue getting permission to fly on new real estate.

Sending out "blast" e-mail communications through the Dual Rates website (where our website and club roster are hosted) is being investigated.

From The Editor

The Projects That Follow Us Home

I have a theory about model airplane enthusiasts. We don't actually collect airplanes. We collect projects.

Some of them even become airplanes.

Think about it. How many of us have a perfectly good airplane sitting in the workshop, needing nothing more than a servo installation, a little covering, or perhaps an hour or two of attention before it's ready to fly? And how many of us, while contemplating that unfinished airplane, have gone out and acquired yet another project?

Guilty as charged.

My workshop is a rather impressive monument to good intentions. There's my twelve-foot Challenger sailplane, which has been making steady progress toward completion. There's a 3D-printed Stallion (it's actually in John Hayes' workshop at the moment) that has introduced me to the fascinating world of printing airplane parts. And then there are the helicopters, which have reminded me that there are apparently several thousand ways to configure a radio transmitter incorrectly.

Every one of these projects began with enthusiasm and a clear vision of the finished product. Somewhere along the way, however, another interesting idea appeared, and suddenly the previous project found itself temporarily reassigned to the I'll Get Back to That department.

I suspect I'm not alone.

There's something irresistible about a new project. We can already picture the finished airplane, imagine that first flight, and perhaps even convince ourselves that THIS one will be finished in record time.

Meanwhile, the airplane we started last February sits patiently on the shelf, gathering dust and wondering what happened.

But perhaps there's a silver lining to all this.

October is here. The days are getting shorter, the leaves are turning, and before long New Hampshire will be reminding us why indoor workshops are such wonderful places.

Maybe this is the perfect opportunity to revisit one of those neglected projects. Not necessarily the biggest or most ambitious one. Just something that's been waiting for a little attention.

Replace that broken servo. Finish covering that wing. Repair the landing gear. Or finally install the receiver that's been sitting in its original packaging since Christmas.

Who knows? By spring, we might actually have something NEW to fly without buying anything new at all.



And speaking of projects, I have a small favor to ask.

One of the features I'd really like to see grow in the Bullsheet is our "On the Bench" section. So far, we've had contributions from exactly two club members besides yours truly. Now, I refuse to believe that the rest of the membership has perfectly clean workbenches and absolutely nothing under construction!

You don't have to be building a museum-quality scale masterpiece. Maybe you're repairing a favorite old airplane, assembling an ARF, experimenting with a 3D printer, or trying to figure out why that blasted servo insists on moving in the wrong direction.

Whatever it is, we'd love to see it!

Just send me a photograph or two and a few words about what you're working on. You don't have to be a writer, and the project doesn't have to be finished. I'll be happy to help put the story together.

The Bullsheet should be more than a newsletter about our club. It should be a newsletter by our club, and that means hearing from more of you.

Besides, sharing your latest project might be just the inspiration another member needs to dust off an airplane that's been waiting patiently for its turn.

So come on, guys. Let's see what's On the Bench!

Happy building, and happy flying!



Submit Your Photos - Earn One Ticket per Issue!

Share what you're building!

Send a photo and a short description of the model, repair, restoration, or project currently on your workbench. Each member who submits material for the "On the Bench" page will receive one entry ticket for our year-end drawing. One ticket per member per issue. At the Christmas meeting, one ticket will be drawn and the winner will receive a \$100 prize. Whether you're framing up a new model, covering a wing, restoring an old favorite, or just getting started, we'd love to see what you're working on! E-mail your contributions to taylor@soaringstuff.com

By John Hayes

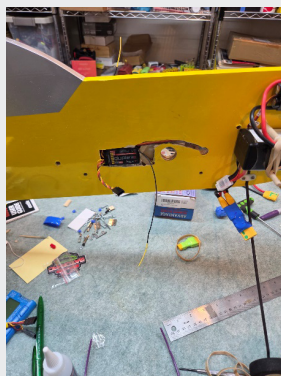
Well, since we are still short a flying field my hobby brain shifts to something that I like as much or more than the flying, Building!

So, on the bench now is a Train-Air 40, can't have too many. This kit was purchased with one wing panel started, otherwise it was just a box full of the usual parts and pieces. Every plane I build I like to challenge my skills as a builder to do better or try something new. This plane has the engine mounted on its side, while the stock TA has it up-right. This kit was from a time before Darrell owned Northeast, it was from the kitters in Maine, they did a decent job but had some misses, for instance in the photo you see a gap between the horizontal stabilizer and the turtledeck, something got cut wrong since the parts are supposed to meet at the stab leading edge. Progress will proceed slowly since like a dog (squirrel) I get easily distracted by other fun projects.



From John Marien's Workbench

While waiting for my schedule and the weather to align to test fly the Giant Aeromaster biplane, I looked over at my shelf of models acquired over the years but as of yet unbuilt. There, on the shelf, was a Top Model/OMP Katana 70 V2 profile Katana sitting there taking up space. I thought, it is time to sell it.



As I opened it up and began taking pictures for the advertisement, I noticed that the engine mounting area had been modified. Oops. Apparently, I started this model at one point and was headed for an Electric setup rather than the 0.70-0.90 ci glow engine it was designed for. I don't recall why I stopped. I would later discover why. So, I started the build. First off, the instructions had faded to the point of being unreadable in places. But this is a Profile Aerobat and there really is not much that's new.

A set of new Savox servos were installed and the XPWR 22cc motor fixed to the front of the

airframe. This is when I realized why I stopped before. With the glow setup, there was a lot of weight up front that was just not there with this electric motor. I added larger and larger LiPo packs to the nose until the balance came into range. The plane was well within the weight range expected for a glow model, but the batteries had to go somewhere. It balanced out with a 6S 6000 mAh pack up front. So, I decided to make it easier at the field that I would use (2) 3S packs in series. This allowed me to place one battery on each side. The next challenge was holding those large batteries securely in place. I achieved this using (4) 1/4" dowels through the fuselage and the batteries sat inside the box they created. I used #64 rubber bands, 4 per side, crisscrossed like we used to do to hold wings in place. The front of the batteries was pressed against the back of the motor mount plate to prevent the batteries from sliding forward and when

the wings are attached, the back of the batteries are up against the leading edge. A neat solution. I decided to use a laminate router to open up the side of the fuselage and was then able to insert the receiver into the side of the airplane so it is not hanging out in the breeze and the right wing presses it into the fuselage. I used clear packing tape to secure the

receiver into the fuselage anyway. Then it was a simple matter to make up a series connector to connect both batteries to the ESC and voila! A flight ready airplane in 2 days.



The plane made it to the field and was ready for its maiden flight. The wind calmed down and the plane gracefully lifted off the ground. No trim was needed. Then it was time to do some aerobatics. Loops, rolls, snaps, inverted, all performed as expected. Then a nice slow landing and poof! What? The light-weight wheels had a plastic hub and one of those hubs succumbed to plastic fatigue just from sitting in the box for 25 years. Off to Amazon and 2 days later new wheels arrived and were installed.

It is ready for its next flight, or next owner ... If anyone is interested in buying it, details are in the For Sale section of this issue of the Bullshead.

From Taylor Collins' Workbench

Back around 2008, when I was making my living producing industrial videos, I had an overwhelming dream to be able to shoot quality, low level aerial videos. So, like many other folks, I started down the rabbit hole of stabilizing an R/C helicopter well enough to carry a digital SLR camera, and send an image of what it was recording down to the ground. The fact that I had never flown an R/C helicopter before didn't deter me. I'll spare you the boring saga, but I will share one photo of one of my more successful efforts. This is a Tiger 50 helicopter, powered by an O.S.50 glow engine. To keep the cloud of smoke and goo away from the camera lens, I attached an extra heli tail boom, to direct all that crud back, away from the camera's viewpoint. Needless to say, I had a very well lubricated tail assembly. I modified a Nikon DSLR camera with a remote shutter trigger, and a tiny FPV camera that peered into the viewfinder, and transmitted a fuzzy, grainy image back to the ground so that I could aim the camera, which was suspended under the heli, with a mechanical gyro stabilization system.

All of this brings me to this month's "On the Bench" submission. I've had the urge to have a small helicopter that I can fly out in my driveway. I've got an Align T-Rex 450 (complete with fly-bar control), but Mark Auclair was pretty adamant that I needed a more modern, flybarless heli to fly. So, he brought me one! I'm borrowing his Blade 150, and learning all about how modern helicopters work.

Along that path, I've learned that programming a FrSky transmitter, equipped with a Multi-Module, to talk to a built-in Spektrum receiver and flight controller is not particularly easy. I also learned that when the built-in stabilization system for the cyclic controls is working backwards (tilt the heli to the right, and the controller adds MORE right cyclic) things can get VERY exciting, very quickly. But, as you can see from the photos, I prevailed, and am now able to hover the little beast in my workshop. (Editor's Note: I promise to clean up that mess on my workbench soon!)



How to balance a plane via three scales by John Marien

First, have the plane assembled as RTF, but minus fuel. Find a place where you can put the nose of the plane up against a wall. Take a level and prop up the tail wheel until the fuselage is sitting level. You will probably have to take the hatch off in most cases to find a suitable area to set the level on.

Once the plane is sitting level, place masking tape under the area where the main wheels are touching the surface and draw a line where the wheels contact the tape. Make an index mark where the center of the tail wheel falls in the same manner. This mark will be on whatever you propped the tail up with. (I use magazines). It's also a good time to measure from the wall, to the point where the recommended CG is. Save that number for later.

What you are looking for at this point is the distance to each wheel from the tip of the spinner. (which should be touching the wall at this point) I use a long straightedge to get the distances

As an example, let's say you come up with these numbers:

- * LH main – 22"
- * RH main – 22"
- * Tail wheel – 70"

Now, place a scale under each wheel individually. You will have to re-adjust the height of the other wheels each time to keep the plane sitting level. Add more magazines as necessary. (If you have three scales you can get the weights at the same time but make sure the plane is level)

Don't forget to re-install the hatch before you weigh each wheel. You will wind up with three weights, one for each wheel.

Let's say you come up with these numbers

- * LH main – 9 lbs.
- * RH main – 9 lbs.
- * Tail wheel – 5 lbs.

Now it's just a simple math problem to find where the CG sits right now on the plane -
 $\text{Weight} \times \text{ARM (distance)} = \text{Moment}$

So...

$$* 22 \times 9 = 198 \text{ in-lbs.}$$

$$* 22 \times 9 = 198 \text{ in-lbs.}$$

$$* 70 \times 5 = 350 \text{ in-lbs.}$$

Now add the total of all the moments and the total of all the weights.

$$\text{Weights } 9 + 9 + 5 = 23\text{lbs and moments } 198 + 198 + 350 = 746$$

$$\text{Then divide the total moments by the total weights. } 746 \text{ divided by } 23 = 32.43$$

That number 32.43 is "in inches" how far back from the tip of the spinner to where the plane balances right now.

Compare that to the distance that you measured earlier to the recommended CG location.

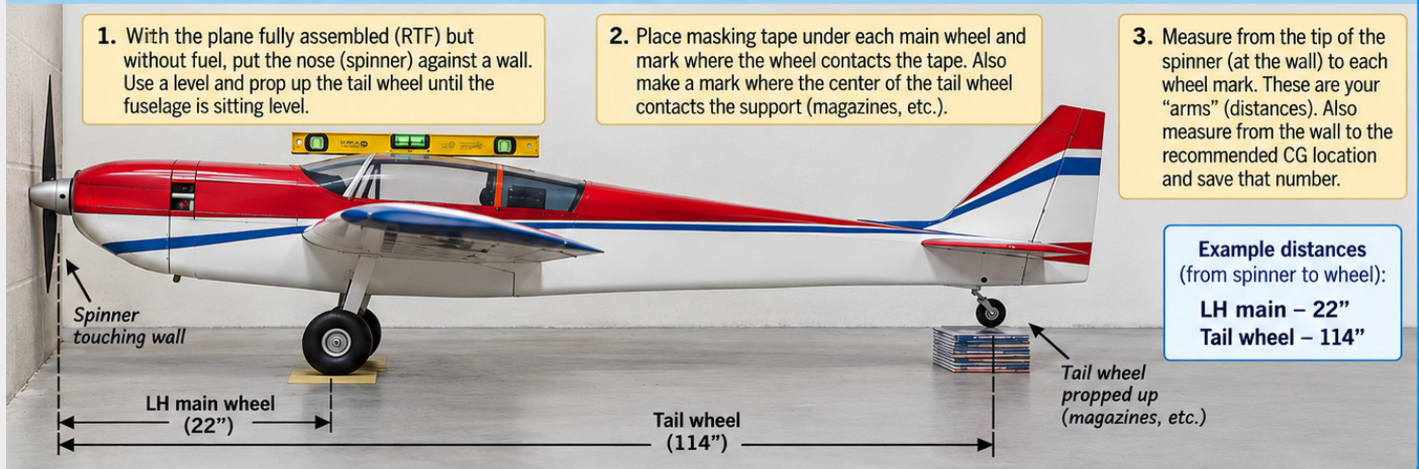
If you are off one way or another adjust items then recalculate the weights. The distances (or ARM's) aren't going to change so you already have those numbers.

1. Measure the Wheel Locations (Arms)

1. With the plane fully assembled (RTF) but without fuel, put the nose (spinner) against a wall. Use a level and prop up the tail wheel until the fuselage is sitting level.

2. Place masking tape under each main wheel and mark where the wheel contacts the tape. Also make a mark where the center of the tail wheel contacts the support (magazines, etc.).

3. Measure from the tip of the spinner (at the wall) to each wheel mark. These are your "arms" (distances). Also measure from the wall to the recommended CG location and save that number.



Spinner touching wall

LH main wheel (22")

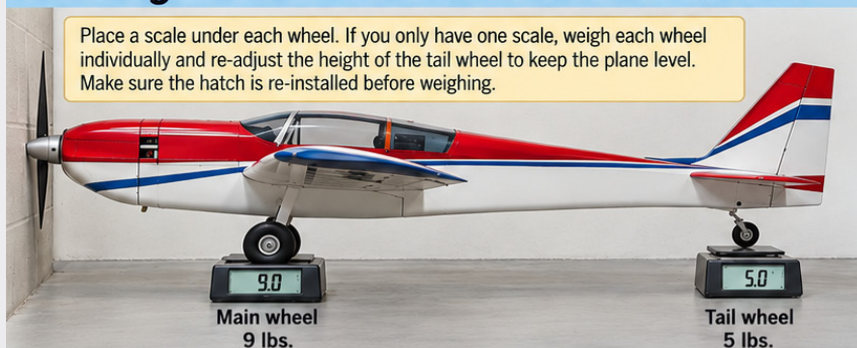
Tail wheel (114")

Tail wheel propped up (magazines, etc.)

Example distances (from spinner to wheel):
LH main – 22"
Tail wheel – 114"

2. Weigh Each Wheel and Calculate the CG

Place a scale under each wheel. If you only have one scale, weigh each wheel individually and re-adjust the height of the tail wheel to keep the plane level. Make sure the hatch is re-installed before weighing.



Main wheel 9 lbs.

Tail wheel 5 lbs.

Calculate the Current CG Location

$$\text{Weight} \times \text{Arm (distance from wall)} = \text{Moment}$$

Wheel	Weight (lbs)	Arm (in)	Moment (in-lbs)
Main wheel	9	22	198
Tail wheel	5	114	570
Totals	14		768

$$\text{CG location} = \text{Total moments} \div \text{Total weight}$$
$$768 \div 14 = 54.86 \text{ inches}$$

The plane currently balances 54.86 inches back from the tip of the spinner.

Compare this number to the recommended CG location. If you're off, move items and reweigh. The distances (arms) won't change, so you can reuse them and just recalculate the weights.

A Few Tips:

- Use two scales if available, or weigh each wheel individually.
- Keep the plane level each time you weigh a wheel.
- All distance measurements start at the wall (spinner).
- Re-install the hatch before weighing.
- Make sure the plane is ready to fly (minus fuel).
- Adjust battery, receiver, or other items and recheck until the CG is at the recommended location.

A little measuring and math goes a long way to a well-balanced flight!

INDOOR FLYING IN EPPING THIS WINTER!

Starting November 3rd!



Looking for a way to keep your thumbs limber after the snow starts flying? The Fremont RC Flyers will once again be hosting indoor R/C flying at the Seacoast United indoor soccer facility, 88 Shirking Road, Epping, NH, for the 2026–2027 winter season.

The currently announced schedule is Tuesdays and Thursdays from 9:00 AM to 2:00 PM. The cost is \$10 per flying day, with the fee going to Seacoast United.

And this is a REAL indoor flying space! The indoor turf field is approximately 225 × 150 feet, providing room for much more than just tiny gymnasium models. Previous sessions have included Night Vapors and other UMX airplanes, Cubs, 3D and 4D foamies, helicopters, drones, and foam aerobatic airplanes in the 32-inch-plus range.

The program has become a gathering place for R/C pilots from throughout the area. Fremont Flyers reports that members of more than a dozen clubs have participated, with as many as 30 pilots attending a session.

Spectators are welcome, too, so you don't necessarily need to arrive with an airplane under your arm the first time. Come take a look and see what indoor flying is all about.

Location: Seacoast United, 88 Shirking Road, Epping, NH

2026–27 schedule: Tuesday & Thursday, 9:00 AM–2:00 PM

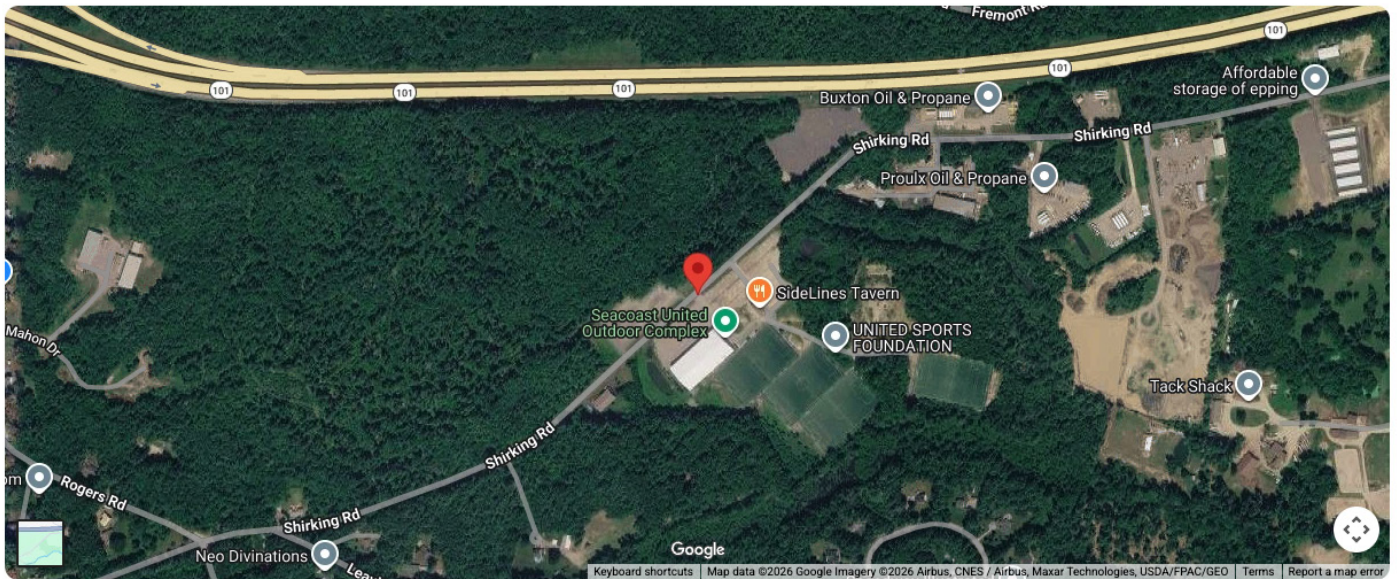
Flying fee: \$10 per day

Winter starting date: November 3, 2026

For the latest schedule and information, visit the Fremont RC Flyers website at fremontflyers.com.

Contact the Fremont Flyers President Wayne Watjus at 603-498-4690.

Click [HERE](http://fremontflyers.com) to Go to the Fremont RC Flyers Website



From the Fremont RC Flyers

We started Indoor flying last year, and it has been growing ever since! We get to fly at an indoor soccer field about 1 mile from our club field. It was started by simply stopping in and asking persistently if we could give it a trial run of a month. After finally getting a yes and setting up a schedule and price, we have proven we are responsible and a good fit for the facility.

We charge \$10 per day to fly, or it's free to watch or try it out. The \$10 goes to the facility and we only take donations back to the club, which has paid for the added insurance and costs to supply safety equipment. We have had over 12 different clubs' members, and as many as 30 people, there on one day to fly. The facility now allows us to fly Tuesdays and Thursdays from 9 a.m. to 2 p.m.

It has been a great way to beat the cold weather, keep skills sharp, and keep in touch with and make new friends in the hobby. Some are learning to fly in there, taking advantage of the controlled environment and slower speed aircraft we tend to use. We fly anything from the little night vapor to some bigger 32-inch plus foam aerobatic airplanes and drones. Most fly nice, easy UMX airplanes by E-flite and many variations of Cubs, but the 4D flying and 3D flying is also quite prevalent. We are having a great time there and invite anyone in the area to stop by and see if the Indoor flying bug catches them too!

Click [HERE](#) to See the YouTube Video of the flying activity

For Sale (or Wanted)

FS: Top Model/OMP Katana 70 V2 Profile Airplane (RTF - Test Flown Only)

Selling a fully assembled, premium 6S 3D/aerobatic profile setup. The airframe and all electronics are in immaculate, like-new condition—test flown exactly once to verify trim and performance. It flies beautifully on 6S with massive vertical pull.

Setup Includes:

- Airframe: TMPro Katana 70 V2 Profile Airplane
 - Motor: Xpwr 22cc Brushless Outrunner
 - ESC: Castle Creations Talon 90 (w/ 20A Peak BEC)
 - Aileron Servos: (2) Savox 1250MG Low-Profile Metal Gear
 - Elevator Servo: (1) Savox 1270TGM High-Torque
 - Rudder Servo: (1) Savox 2267 Brushless High-Voltage
 - Propeller: APC 16 x 8
 - Batteries: (2) Ovonix 6000mAh 3S Hard-Case LiPos
 - Hardware: XT90 2-into-1 Series Coupler, heavy-duty servo leads
- Just drop in your receiver, bind, and hit the field.
Asking Price: \$700 OBO.

FS: Multiplex Vario with Hoopes Total Energy Conversion

This Multiplex Vario (or "thermal sniffer") has never been used. It is a highly sensitive instrument that detects if your sailplane is rising or falling. It has a tiny transmitter that goes in the aircraft, and a receiver, with a wire earbud, that plays rising frequency tones in rising air, and falling, lower frequency tones in sink. It has the add-on Total Energy probe, which is a sensor attached to the aircraft, that compensates for the airspeed, reducing false signals.

Asking Price - \$50 OBO

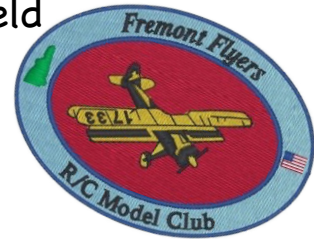
Contact Taylor Collins @ taylor@soaringstuff.com



Seacoast United

88 Shirking Rd Epping, NH
around the corner from Petersons field

Starting Tuesday Nov 3, 2026



how about flying inside
for the winter

just think indoor plumbing

All invited

9:00am to 2:00pm

Every Tuesday & Thursday

Seacoast United Cost: \$10.00/day or \$60.00 Monthly membership
prefer credit card

Any questions text Wayne
@603-498-4690



The Recreational UAS Safety Test (TRUST)



<https://www.youtube.com/watch?v=ZklBwvy6gZc>

This video explains the TRUST Test REQUIREMENT.

<https://trust.modelaircraft.org/>

This is the Course/test site.

ABOUT THIS TRAINING

WELCOME TO THE RECREATIONAL UAS SAFETY TEST (TRUST)

The Academy of Model Aeronautics is an **FAA-approved Test Administrator of The Recreational UAS Safety Test** (TRUST).

TRUST is a collaboration between the FAA and industry to provide TRUST and educational safety material to Recreational Flyers.

Recreational flyers can access the TRUST here by clicking START below!

Upon completion of the test recreational flyers should print or save a digital copy of their completion certificate and keep it on their person when they fly. The Academy of Model Aeronautics cannot re-issue your completion certificate if it is lost. The FAA cannot re-issue your completion certificate. Should you lose your completion certificate, you will need to re-take TRUST and obtain a new certificate.



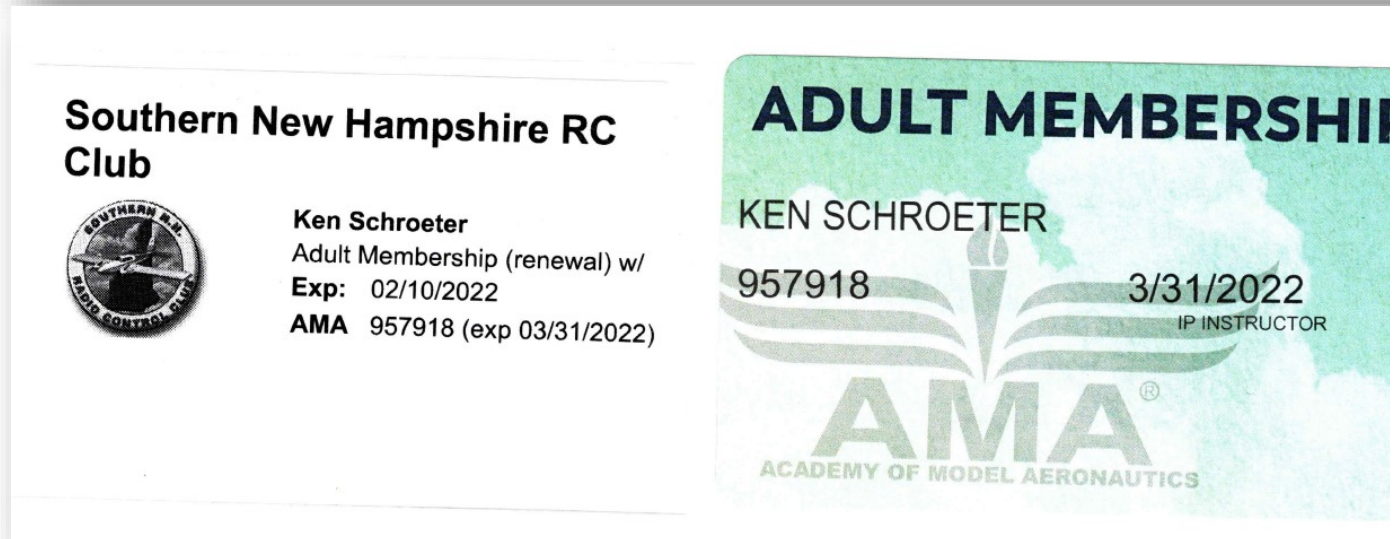
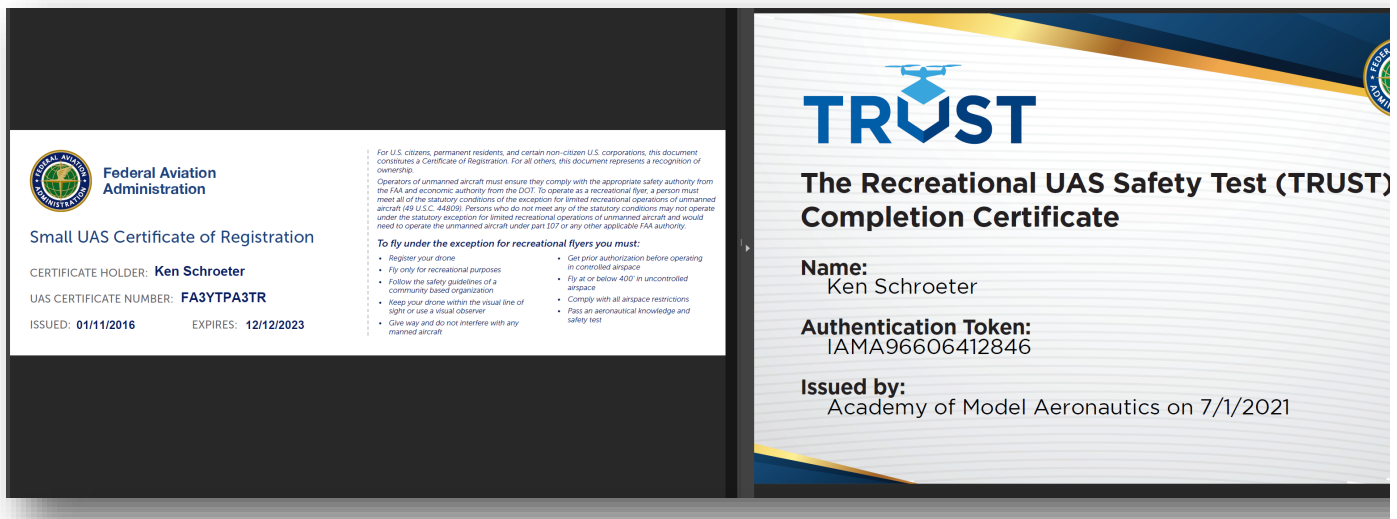
NOTAM

This is a requirement of the AMA and FAA, so please take the few minutes to take the course. The “test” is a set of slides explaining the knowledge base required, followed by a few “keep doing it until you get it right” questions that is the actual test. Its quite simple if you watch the slides. You will need to keep a copy of the certificate with you when flying. Once and done forever.

No whining,

REQUIRED FLIGHT DOCUMENTS

These are the required documents to fly at an AMA Chartered Field.
For the FAA you technically only need your FAA Number where it can be seen on your aircraft in plain view (i.e. not inside). I keep them in my radio box.



1. FAA Drone Registration Number/Card
2. TRUST Certificate
3. Current Club Card
4. Current AMA

Southern New Hampshire Radio Control Club

Membership Application

2026

Name: _____
Address: _____
City: _____ St: _____ Zip: _____
Home Phone: _____
Cell Phone: _____
Email: _____

AMA#

Field key#

Normal Renewal Period
October Meeting Thru February Meeting

Fees (check all that apply)

Current members:

___ Adult - Normal Renewal Period 80.00
___ Junior 5.00

New Members (sponsorship required):

___ Adult 90.00
___ Junior 5.00

Sponsors Signature

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. **New prospective members must attend the monthly meeting to introduce themselves prior to the membership vote of acceptance.**

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:

SNHRCC
c/o Ed van der Veen
9 Newton Street
Hudson NH 03051

Proof of AMA

Attach photocopy
of AMA
membership card

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