



TIGER TALES

THE NEWSLETTER OF THE NH FLYING TIGERS RC CLUB

JULY 2024

From Your President:

I don't have much to report since the last meeting; nor have I been to the field due to the hot weather. I'm re-covering my Train-air 20 in colors of the NH Rebellion woman's football team (Black, White, Lime Green). My second attempt at covering is coming out better, with still much to learn. Ironically covering a plane is my favorite part of building. It takes a lot of patience and sharp razor blades!

During the last meeting we welcomed six more new members which is great. The memorial plaque created by Rich Hertal was shared at the June meeting. It looks fantastic. We'll create name tags in the near future. Much discussion at the July meeting will be planning for our upcoming fly-in scheduled for Saturday July 27th. We'll need a group of volunteers to help set-up and run the event. Much more to follow at the July meeting.

Paul Pazolt

From Your Vice President:

The advantage of my position is unlike the other officers that have important things to report on, I get to focus my inputs on a variety of things that I hope you, as the members, find interesting or informative. Before last month's club meeting, a number of the members emptied out the container of a number of items that were donated to the club from Don Cox's Widow. Like Charlie Brown's Christmas Tree, there was an Airtronics Aquila sailplane that looked like it just needed a little love and the members were kind enough to appoint me its caretaker.

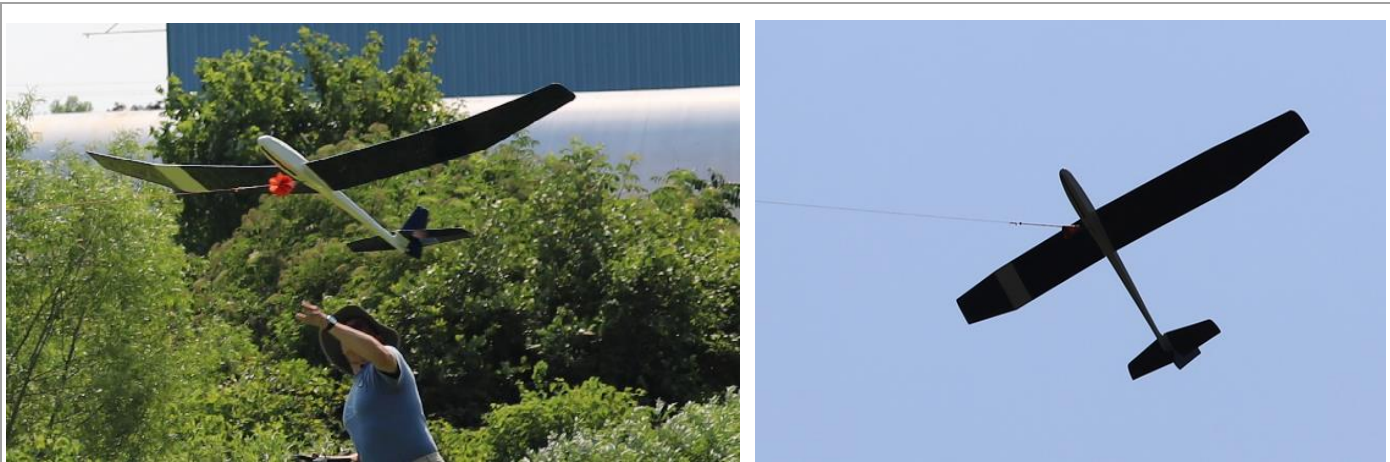
The Aquila was designed by sailplane legend and Airtronics owner Lee Renaud in the 1970s. It appeared in the May 1975 issue of *RC Modeler Magazine* as the featured plan. In 1977, Skip Miller flew an Aquila to win the F3B World Championship. The Aquila is considered one of the most beautiful and classic designs from that era. The Aquila was kitted by Airtronics and has a 99.9" wingspan and weighs in around 43 ounces (a little portly by today's standards, but more on that later). It has a 7.6 ounce per square foot wing loading with standard equipment. In 1976, the kit sold for \$59.95. It was very popular throughout the 1970s and 1980s. Sadly, Airtronics closed its doors in 2016 and had ceased making kits long before then.

Getting back to Don's Aquila, it looked as though several decades and a few unwanted visits from Mickey Mouse had occurred since it's last flight. I stripped the paint, goo, and other contaminants off the fuselages until the beautiful Italian Balsa again saw the light of day. The tail feathers, including flying stab and full fin, were also stripped and recovered after a little restorative work. The result was the restoration of a truly beautiful design. I was tempted to add some flair to the exterior, but elected instead to keep it true to the way Don had built it so many years ago.

Getting back to that portly statement, typically today a variety of the coreless high voltage digital servos that weight 15-25 grams would do the trick for the three control (rudder, elevator, and spoiler) sailplane. The only problem is they didn't exist in the 1970s and don't weigh enough for the design. So I ended up with high voltage standard sized servos from Hitec that could fly a 1/4 scale Extra and a 1500 mah LiFe battery that could power it through a 5 hour endurance badge to more closely replicate the weight the design needed for balance and even that wasn't enough.

Some member had suggested an electric conversion which I'm sure it would take to fabulously, but again in the spirit of keeping it true to Don's original build I elected to leave it a pure sailplane. So, out came the high start for the "maiden flights." For those not familiar, a high start is a big rubber band with several hundred feet of cord and a parachute that attaches to a hook on the bottom of the sailplane and literally slings it into the air up to 150 ft in altitude or so.

The only thing left was the C.G. and control throws, so how do you get throws and the C.G. for a 40+ year old sailplane, well you go to the internet where someone is kind enough to take a picture of some original plans with handwritten notes from the designer.



The Aquila lived up to its reputation as a wonderful flying sailplane. Hopefully, at the July Club Meeting, and other times this summer I'll bring out Don's Aquila and I encourage you to take a turn on the sticks to really get the chance to experience the wonderful world of soaring. Gliding is just the prolonged return to the Earth, but soaring is working with Mother Nature to rise to new heights and whether it be full scale or model represents the purest form of flight. So come out and check out this wonderful piece of history that Don has shared with us all.



Thanks, John

Field Marshal's Report:

The field continues to be 100% for flight operations! I have mowed down most of the tall grass/bushes beyond the ditch, which should make it easier for anyone who needs to retrieve a downed plane. John Cook and I performed the 75 hour maintenance on the mower. The next scheduled maintenance is at 250 hours, which would be years away at the rate we are going. We will be doing annual engine oil changes instead. One note for everyone, we've had a few planes end up in the trees to the north of the runway. Be aware that it is difficult to judge distances so give those trees lots of leeway. They are very dense and it can be difficult to impossible to get a plane back once stuck in the top of a pine tree.

Mike

Training Update

Student Jerry Catt solo'ed last week so you may find him among the new faces at the field. Jerry will practice fine tuning his approaches but has a knack for always getting the plane down on the runway. As a full scale pilot, he's skilled at making the proper final corrections on

an approach and he has a good feel for a plane in the air.. We are entering what I call the Summer Doldrums of training where wind, heat and humidity can lead to a cancelled training day. Once we get to August and we're moving toward fall's nice weather, training will pick up. Because we only get 2 or 3 students for training on any given day, we've decided to limit the regularly scheduled instructors, to two per training day and that might be further reduced to one. We will likely ask students to voluntarily send a morning email indicating their intention to participate in that day's training but even if they don't, we'll always have at least one instructor at the field on training days. Additionally, I always tell students that on any nice day, one or more instructors will likely be at the field doing their own flying and they're always willing to take a student up. Mike Miller's field update makes a very good point we try to impress on students: "Be careful with the tall trees at the north end of the field." Even the best of us have a problem with depth perception and those who like long, wide approaches from the left, especially students, are flirting with losing a plane in those pine trees. After losing a plane in a tree that admittedly seem a quarter mile away, I've heard a pilot or student exclaim. "Wow! I thought I was a good 50 or 75 feet in front of that tree." I've said it, myself.

Paul Lockwood, Training Coordinator

NH Flying Tigers RC Club – Monthly Meeting Minutes June 29, 2024

The meeting was called to order @ 2pm

GENERAL ANNOUNCEMENTS

John Lavery recently competed in his first IMAC event, Concord NH. IMAC is about pilots performing various maneuvers and need to be spot on while judges rate each flight. Kudos to John for placing third in the beginner class, no easy task! The celebration of life for club member Don Cox will be held on Sunday, August 4th, 12-3PM at the Puritan Backroom, 245 Hookset Rd, Manchester NH. Harriet Cox has room for nine club members to attend. Paul Pazolt will send an email to club members with Harriet copied. Please RSVP to Harriet if you plan on attending. The container closest to the shelter was emptied prior to the meeting with a variety of RC related items donated by the Cox family. Please take what you want, the rest will be recycled. Remaining items are in the other container. Those items will be saved for future event raffles.

1. Secretary's Report

In Lieu of the secretary report, a motion was made and accepted to accept May 2024 minutes as published in the June 2024 newsletter.

2. Treasurer's Report

We had expenses for the new field sign and new battery for the large tractor, along with upcoming fees for porta potty, field lease fee, and donation to Marion Gerrish Community Center. We received \$200.00 at the June meeting from new members, with a few more membership checks on the way. Some members donated money for the new club sign, while Rodney Jack donated \$50.00 for a hand sanitizer in the porta potty. After all expenses and income in June, the club should have around \$2600 in the bank come July 2024.

3. Field Marshall Report – Mike Miller Will Provide

4. Training Report – Paul Lockwood Will Provide

5. New Members – Welcome to NHFT!

- Dave Bohondoney
- John Hayes
- Luis Rios
- Holly Gao
- Kurt Hardgraves
- Nate Grossman

6. Old and New Business

Membership card printing is still a problem. Pat Clark is working in this. Club members who are on Dual Rates website continue to have problems signing into Dual Rates on the NHFT website. John Lavery suggested using your same username and password when signing into the NHFT website. We will monitor this problem.

Paul Lockwood mentioned that our fabric runway is deteriorating and may have to be replaced, est. cost \$3K. Club members are working on repairs with future updates to follow.

Club member Rich presented a memorial plaque in honor of those club members who passed away. John Lavery and Paul Pazolt will send a list of those who passed to Rich, and we'll start the name plates.

We need to discuss building a bulletin board in the shelter area to hold the plaque and other important club information.

Paul Pazolt motioned to extend free passes to any Hudson club member who has not joined the club to participate until the 2024 season ends. Motion passed unanimously, providing participants follow NHFT/FAA/AMA regulations.

Meeting adjourned: 2:33PM

Upcoming Dates to Remember	Club Officers
Newsletter submissions deadline August 28 th Next Meeting July 20 th at the Field, 2:00 pm Upcoming Events Public Fly-in: Saturday July 27 10AM Club Picnic: Saturday August 10 10AM See the Calendar at our website for up to date activity information: www.nhflyingtigers.com	President: Paul Pazolt Vice President: John Stevens Secretary: Rich Kieley. Treasurer: Pat Clark Field Marshal, B. St.: Mike Miller Safety Officer: Paul Pazolt Training Coordinator: Paul Lockwood Event Coordinator: Paul Pazolt & Mike Miller Webmaster: John Lavery Newsletter Editor: Will Widgren Send all correspondence to: The New Hampshire Flying Tigers R/C Club P.O. Box 99 Derry, NH 03038-0099