



TIGER TALES THE NEWSLETTER OF THE NH FLYING TIGERS RC CLUB NOVEMBER 2024

***DUE TO THE HOLIDAY SEASON TWO OF OUR CLUB MEETING DATES
HAVE CHANGED.***

***OUR NOVEMBER MEETING IS NOW MOVED FROM 11/27 TO
WEDNESDAY 12/4, 7PM.***

THE CHRISTMAS PARTY WILL BE HELD ON WEDNESDAY JANUARY 8.

From Your President:

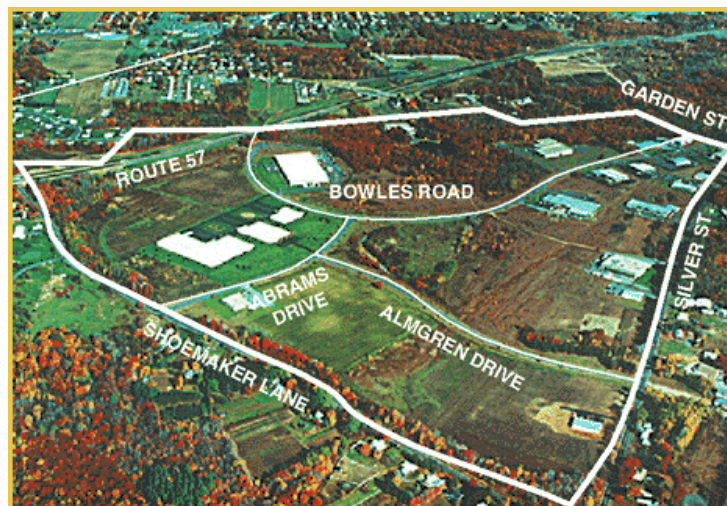
November weather has been good to us! Aside from flying at the field when possible, I attended the Fremont Flyers fun fly on November 9th. Although cold and very windy, a handful of pilots got plenty of stick time, including me. A short video of the event is available on AMA District 1 Facebook page. They are a great bunch of folks and enjoy new people at their field. The property is a huge cow pasture with electric fences protecting the runway. Occasionally, cows graze in the parking area, so it's always good to watch where you step ☺. At the November 27th meeting we'll finalize 2025 officer positions with a majority vote. Our December Christmas Party/Voluntary Yankee Swap falls on Christmas Day. With everyone busy during the holidays. I'll propose Wednesday, January 8th for our party. Pizza and beverages will be provided by the club. Side dishes are welcomed, \$30.00 maximum for swap gifts. Please note that our plane stands have been moved under the shelter and will remain there until spring. Finally, our property owners have a one acre plus parcel under agreement. This is the parcel to the left along the dirt road as you enter the main gate. Our property owner informed that our flying site parcel is not going up for sale. I'll keep tabs on this and call the property owners if required. I hope you and your families have a wonderful Thanksgiving, and thank you members for all you do.

Paul Pazolt

From Your Vice President:

This month I hijack the newsletter again to share an aviation story. This one inspired by the plight of our fellow club in Hudson. Sadly, the allure and adventure associated with aviation has largely been replaced by the commodity approach to flying so prevalent in today's ubiquitous bland airline terminals filled with countless passengers far more concerned with the latest social media post than with anticipation of the flight ahead. Once thousands of small airports dotted our landscape and our culture.

I first started flying full scale airplanes out of the Bowles / Springfield Airport located in Agawam, MA. In the 1980s, the importance of a new industrial park overshadowed the need for a local airport and the airport was demolished. Today, the likes of Home Depot take up the land that once sported runways, taxiways, and curiously horse racing track. Gone is the sound of radial engines and aircraft taking flight. Why should anyone care? After all, the industrial park does so much more for the community. Contributing to the tax base and providing valuable benefits, far more than some old airport.



In 1927, Robert Hall would create the Springfield Airport to construct racing airplanes to compete in the Thompson and Bendix Trophy races. However, it wouldn't be until very famous brothers from Madison, New Hampshire moved in that it would reach the pinnacle of its fame. The Granville Brothers started an automotive repair shop in 1925 headed by the eldest Zantford "Granny" Granville. However, their love was aviation and in 1929 they would release the Model

A Sportster Biplane, the first of the Granville Bros (Gee Bee) aircraft. One of which resides at the New England Air Museum in Windsor Locks, CT.



The Granvilles were skilled engineers who had the goal of designing the fastest and most maneuverable aircraft possible. However, that came with a price as only the most skilled pilots could fly them with their high landing speeds and stubby fuselages. With the great depression in full swing, orders for their airplanes dried up. At the same time, Air Racing was capturing the nation and caused the Granvilles to change the focus of their business model over to racing airplanes and the lucrative prize money. In 1931, the Granvilles produced their first full-fledged racer, the Model Z. Some of you may have seen the 1981 Movie, "The Rocketeer" that featured a Model Z replica used in the filming. That replica is now in the Seattle Museum of Flight while another replica resides in Kermit Week's Fantasy of Flight collection in Pol City, FL. Side Note, I highly recommend checking out "The Rocketeer" if you've never seen it.



The Model Z would go on to win the Thompson Trophy Race while Maude Tait also flew a Gee Bee Model Y to win the Cleaveland Pneumatic Aero Trophy for Women in the same year. This made the Springfield Airport famous and the Army Air Corps stopped by with 400 of their aircraft to say hi. Unfortunately, in December of 1931, after having a larger engine fitted the Model Z was destroyed in a crash. The most workable theory was that the fuel cap retaining ring failed allowing the fuel cap to detach and strike the canopy killing pilot Lowell Bayles.



Undeterred the Granvilles pressed forward and created the R series of Gee Bee which one observer noted "resemble a section of sewer pipe which had sprouted stubby wings." The R Series would go on to win the Thompson Trophy Race in 1932 with the famous Jimmy Doolittle at the controls. Doolittle would lap all but one aircraft on his way to victory. In the picture above, Zantford "Granny" Granville is pictured with the R-1 outside the hanger where my

family's airplane would be housed when I was growing up. In 1932, you could even ride on American Airways (later American Airlines) on flights out of the Bowles Airport.



Maude Taite wasn't the only female pilot famous for flying a Gee Bee. Florence Klingensmith, from North Dakota, was that state's first licensed woman pilot. She famously was the first woman to compete in the Frank Phillips Trophy Air Race in Chicago against a field of men. She was solidly holding fourth place and challenging third when the Gee Bee started shedding its fabric covering leading to a fatal crash. Although not as famous as Amelia Earhart, Florence is highly regarded as one of the pioneers demonstrating that women make supremely capable aviators.

After other famous crashes the Gee Bees gained a reputation as a dangerous aircraft and the Granville Bros eventually went out of business in 1934. The airport continued to support aviation actively through the 1980s at one point sharing its runways with a horse racing track, Agawam Park, where the famous "Seabiscuit" raced.

Recently, I drove down Bowles Rd. in Agawam that overlays where one of the runways existed still able to envision the hangars, control tower, and all the history that resided there. I kept wondering if the loss of Bowles Field much like the Hudson Club's field is really progress?

Thanks, John

Field Marshal's Report:

It looks like the grass has finally stopped growing so we'll be putting away the mower for the winter. The plane stands have also been moved under the shelter to protect them from the snow. Feel free to drag one out if you need it but please put it back when you are done. Lots of us are continuing to fly whenever there's remotely nice weather. We don't close the field for the winter, but at from time to time you may find a key lock on the main gate. That goes in place whenever the ground gets too muddy for cars/trucks. You can still fly but you'll have to carry your stuff in.

Mike Miller

NH Flying Tigers RC Club – Monthly Meeting Minutes October 30, 2024

Agenda: The meeting was called to order @ 7:00 with 4 officers and 12 members attending.

1. Secretary's Report

A motion was made to accept the minutes as published in the newsletter in lieu of a report.
Passed unanimously.

2. Treasurer's Report -

Pat Clark gave the treasurer's report and stated that we have 63 members paid to date. Our financial condition can be seen in detail on the treasurer's worksheet. Any member can have a copy by asking any officer.

Pat Clark asked that members turn in receipts for club expenses regardless of reimbursement request. We need the info for budgetary purposes. There is a receptacle for receipts in the container.

3. President's Comments, Training Coordinator & Field Marshal's Reports

President Paul Pazolt reminded the club that we only have a license to fly at our current site and that we need to be aware that someday we may need a new site. Start looking now. The property owners, Tamposi and Nash, have the right of way as they will be passing over the southern end of the runway. They will be logging out a small parcel located along the brook. Please exercise extreme caution when flying if they are working.

Field Marshall Report: The field is in very good condition for the end of October. We will be filling in some potholes and trimming the berm. We need to put away the plane stands and the windsock. Pat Clark has procured all of the necessary materials to build a bridge over the drainage ditch which will be located more centrally.

Safety Report: Please stand at designated pilot stations when flying. Thankyou.

4. New Members

- There were no new members to be voted upon.

5. Old Business

None

6. New Business & Proposals

The nominations for officers was opened up. The current slate of officers have all decided to stay for another term unless someone else wanted to volunteer. They are:

President: Paul Pazolt
Vice President; John Stevens
Treasurer: Pat Clark
Secretary: Rich Kieley

Paul Lockwood agreed to remain as the Training coordinator.

John Clark and Pat Clark presented a 2025 budget to the members. The budget was based on historical data and projections of some increased costs. A complete copy of the budget for 2025 can be obtained by any member by asking any officer for a copy. Thanks John and Pat! The budget forecasts a rate of \$80 per year to assess for 2025 dues. A motion was made to accept the budget and it was passed unanimously.

Club Operating Documents: There are certain documents from the FAA and AMA that need to be kept on site. Paul Pazolt has made a binder of all necessary and relevant documents and it is located in the container.

The Darrell Wagner Fun Fly will be held in Concord this year. It is a great event./ Also, the Fremont RC Club is having a fun fly on November 9 this year. Paul Pazolt will attend.

In lieu of a 50/50 Raffle Dave Werner made a very generous donation to the club. Thanks Dave for your support.

Adjourn at 7:40

The following submitted by John Marian regarding Sunday's Zeph-Air flight:

Amat Victoria Curam!

It was a cold November morning. The winds were mild at 5-10 mph. But our story doesn't begin here. It started 21 years ago in the new products development shop at Northeast Aerodynamics. I wanted to fly a bigger biplane, so I designed and built the Zeph-Air. Originally designed around the RCS 1.4ci gas motor, it needed structure to compensate for the vibration from the gas motor. But I soon replaced that gas motor with an OS 1.20ci 2C glow motor and the plane loved it. This year around the birthday of this design being 21 years old, I converted it to electric using a Hobby Wing 5220 380kv motor and an 18x8 wooden Xoar prop powered by two 4S 3300mAh battery packs for 8S power. The model came to show and tell at

the October meeting and sat on the same table it sat on 20 years earlier when it was displayed to the NHFT. But with each new edition, there is always that first test flight. I was not certain how long those 3300mAh batteries would keep my 13lb Zeph-Air in the air. So, I planned for a 2-minute flight and had two timers set. Sunday the 3rd of November was the test flight day. It was a cold November morning . . .

The Pre-flight check was done, and done again. I place the model on the end of the runway and pointed it North. As Paul was ready with his video apparatus, I made the slow start to the take off run down the runway. Tracking true, I slowly increased the throttle till I was at half throttle and the plane was light on its wheels. Some up elevator stick, and she was climbing rock-solid into the air. On the right turn away from the runway I went to full power for a couple of seconds to see what she could do and was very satisfied with the increase in speed and altitude. No trim adjustments were needed. At mild controls throws she was very responsive. I thought about going to wild throws or even 3D throws, but this was a check-out flight planned to last 2 minutes. Some downwind axial rolls, a stall-turn, an upwind snap roll, and the plane was level heading North. Time check: about 1 minutes into the flight. Then it happened. Slowed by the snap-roll, I throttled up and there was no response. Nothing, nada. A call out to the field that I was dead stick and returning to the field. Biplanes mostly glide like bricks, but the Zeph-Air held her own as I turned immediately to 90-degrees to the runway trading altitude for speed. I cleared the wires and turned South to make a dead-stick downwind landing. Once I knew I had the runway made I let her settle down remembering to keep my speed up during the downwind landing and the wheels touched down just after the tarp runway. With the extra speed, the rollout was long and I saw the ditch coming up fast and at the last moment before the grass got taller, I turned right and towards the entrance gate. This cost me a very unceremonious ground-loop at the end. But there was no damage to the plane. Upon righting the plane, I could see the failsafe warning flashing LEDs flashing. I landed on backup power only. Flight time: 1 minute 32 seconds.

One of the tricks I have learned over the years is to have a backup system and a backup plan. From my sailplane experience with electric motors and batteries that sometime fail, I use a failsafe backup battery device in my sailplanes. Although the Zeph-Air is not a sailplane, I mounted one of these into the plane. The main battery powers the RX and the Motor but also through this device trickle charges a 450mAh 2S battery on reserve. The device measures the standard voltage going to the RX and then sets a lower voltage threshold and if the battery level drops below that threshold for a second or two, then the backup battery kicks in providing power to the RX and the servos. My Jeti radio is programmed to scream “On Backup Power” when this happens and a bright set of LEDs start flashing on the plane. Clearly visible from the air.

In the after-action investigation, I determined that the 250VAC/150A switch I used to break the red line from the batteries to the ESC had failed. It failed safe, from its perspective, and went

open. From the flight logs, I crossed 100 amps during the quick full-power test but went back to 60A average for the remainder of the flight. I used only 10% of the power in each of the two batteries. The ESC is rated 150A. I have removed the failed switch and went back to an XT90 configured as a Jumper that will be used for future flights. The Amass XT90-S Anti Spark connector can handle up to 90 amps constantly and 120 amps as a peak current.



Amat Victoria Curam!

Upcoming Dates to Remember	Club Officers
<p>Newsletter submissions deadline December 23rd</p> <p>Next Meeting December 4th at the Marion Gerrish Community Center, 7:00pm.</p> <p>Christmas Party Meeting January 8th</p> <p>See the Calendar at our website for up to date activity information: www.nhflyingtigers.com</p>	<p>President: Paul Pazolt</p> <p>Vice President: John Stevens</p> <p>Secretary: Rich Kieley.</p> <p>Treasurer: Pat Clark</p> <p>Field Marshal, B. St.: Mike Miller</p> <p>Safety Officer: Paul Pazolt</p> <p>Training Coordinator: Paul Lockwood</p> <p>Event Coordinator: Paul Pazolt & Mike Miller</p> <p>Webmaster: John Lavery</p> <p>Newsletter Editor: Will Widgren</p> <p>Send all correspondence to: The New Hampshire Flying Tigers R/C Club P.O. Box 99 Derry, NH 03038-0099</p>