



TIGER TALES

THE NEWSLETTER OF THE NH FLYING TIGERS RC CLUB

JULY 2025

From Your President:

Hi All, just a few housekeeping reminders. We continue to receive membership renewals with dues. Returning members need to submit club dues with renewal applications by end February each year. We ask this in order to get a snapshot of funds vs upcoming expenses for each flying season. Adult membership is \$100 annually. The reduced \$80 fee applies if you completed 4 hours of field maintenance the previous year. I think we need to make our club application more clear. Any member of the Hudson SNHRRC club who has not joined us in the past will receive a 50% discount if they join us this year. This was voted in by the club and a means to help folks who lost their flying site in Hudson NH, which is officially closed by the Board of Selectman.

John Lavery made a beautiful assembly table for folks that have larger aircraft. It's located at the field centerline just behind a flight station. Get familiar with the table and note there is a tarp that should be placed on the table before we leave the field. Aside from the above, I'm slowly taking out every plane I own and determined to fly each one this year!

Paul Pazolt

NHFT 2025 EVENTS

Our next event is the big one, our sanctioned Public Fly-in scheduled for Saturday, August 2nd. This event invites the general public along with local area pilots in an effort to promote the hobby. We'll need all hands on deck Friday afternoon, August 1st to set up the event. I sent a separate email about this. We'll need even more support on the day of the event to help with parking, pilot registration, cooking on the grill, and beyond. I will send emails with updates regarding weather and schedule changes.

The next event is our club only fun fly, a friendly competition. I decided we should kill two birds with one stone and hold this event during our club meeting on Saturday, August 30th. We can hold our event in the morning followed by a quick club meeting. John Lavery will send details of the competitions, which are very easy. Winners of each category will receive \$25.00 ABC Hobby gift cards. Finally, we'll schedule our club picnic in the September – October Time frame.

Paul Pazolt

PROPOSAL: JOINT LOCAL FLYING CLUB PARTICIPATION

At the June meeting, club member John Marien presented an interesting concept. If one or more clubs have received membership fees, why not extend free flying rights to other local clubs, if they agree?

As it stands, the SNHRCC club (Formally Hudson Landfill) likes the idea. Although they are looking for a new field, I think the idea of flying at approved sister clubs (As long as you joined a local club) might promote more participation. In other words, you pay dues at your local club but fly for free at an approved sister club. AMA District 1 has been working hard to gain some energy in the hobby. While gathering newcomers is a challenge today, It's also found that maybe local clubs operate in a silo; self-contained membership; without reaching out to fellow clubs. This will be a topic of discussion At the July Meeting.

Paul Pazolt

From Your Vice President:

For this months article I wanted to share my latest project and more importantly the forgotten men who flew the full scale aircraft. My latest project is a Flite Test Waco CG-4A Glider that I am hoping to do some aero-towing within time for the fly-in.



This is a sport scale model of a very famous glider indeed. On May 10th 1940 a group of German Soldiers attack the Belgian Fort Eben-Emael. This fort was widely viewed as impregnable with thick concrete walls and overwhelming firepower manned by 1,000 Belgium troops. The only weak spot on the fort was its grassy roof. Knowing this the German assault consisted of a small group of paratroopers that landed in combat gliders on the roof. Within 20 minutes the impregnable fort was in Germany's hands and ten days later they were able to

quickly move past the fort and to the Atlantic Coast thanks to the combat use of gliders.

General Hap Arnold seeing Germany's success ordered the creation of a "Glider force second to none". However, there were a few catches. The glider had to be designed and built within a year and only civilian aircraft companies could compete as building the glider could not come at the expense of combat aircraft. The glider design had to be capable of carrying 2 pilots and 13 troops or a 75mm howitzer or a jeep. The Weaver Aircraft Company of Troy, Ohio brought forth the Waco CG-4A (Combat Glider) Hadrian which was accepted by the government. The Waco CG-4A would go on to be built by 16 different firms including Ford Motors, Gibson Refrigerator, and even Cessna. In total 14,000 Waco CG-4As would be built throughout World War 2 at a cost of \$15,400 a piece.



The CG-4A had a wingspan of 83ft 8in, a length of 48ft 4in. and weighed 7,500 lbs loaded. The front of the glider could swing up to enable loaded of troops and heavy cargo. Unlike a sailplane with a glide ratio of 30:1 up to over 50:1, the Waco CG-4A was only capable of 12:1 or roughly the glide characteristics of a brick, but it had a much different mission.

General Arnold sought 6,000 volunteer glider pilots to comprise his force. The World War 2 glider pilot was a unique aviator. The volunteers came from enlisted ranks unlike other pilots that were officers. Hap Arnold insisted that all glider pilots be volunteers given the great danger of piloting an unpowered craft behind enemy lines. Glider pilots were the only pilots that started a mission as a rated pilot and ended the mission as an Infantryman. Once reaching the ground the glider pilot was expected to fend for themselves including managing their own gear and weapons.

We all picture gliders in flight as being serene and majestic. That was anything but true for the World War 2 glider pilot. They would be towed behind a DC-3 at 150 mph where the canvas skin of the glider would convince its occupants that they were on the inside of a drum. Getting to the landing zone in their unarmed aircraft afforded them no opportunity to maneuver away from their tow plane in the face of enemy anti-aircraft fire. Unlike the sailplanes we know that detach from the tow plane and gracefully seek out thermals to stay aloft, the CG-4A pilot, once in the landing area would detach and point their aircraft directly at the ground to lose altitude as quickly as possible to avoid enemy fire. At treetop altitude, they would pull out and land intentionally digging their noses into the ground or intentionally ground loop to stop as quickly as possible and get the troops on the ground before being riddled by enemy fire. In many instances, such as during the Normandy Invasion of D-Day, this was done at night into fields intentionally mined and booby-trapped by the enemy with pikes and other obstructions designed to rip the fabric glider apart.

The Waco CG-4A was used in both Europe and the Pacific. In Burma, "Project 9" was planned consisting of the First Air Commando Group, the predecessors of the modern special operations units. On 5 March 1944, the troops of First Air Commando Group consisting of American Glider Pilots, British, and Indian troops dropped into the mountains of Burma and with a small force were able to halt the Japanese from proceeding through Burma and into India. Thanks to the glider pilots Burma was taken back from the Japanese shortly afterward.

On June 6th, 1944 at 1:15am in the morning glider pilots carrying members of the 101st Airborne left England for the France and at around 3:00am were over the landing zones in Normandy. Germany, knowing that an invasion was coming erected poles in every conceivable landing field in Normandy and setup batteries of anti-aircraft guns. Regardless of the challenge, the American Glider Pilots began landing in the pitch black and depositing their troops on the ground. Walter Cronkite, the famous journalist, was assigned to a glider during the Normandy invasion and described in vivid detail the harrowing experience of coming into the fields amid heavy fire with gliders and tow planes dropping from the sky. Gliders were essential to airborne operations as the paratrooper could only carry a limited amount of ammunition and supplies while the gliders were packed with supplies to enable the paratrooper to keep fighting. The

actions of the glider pilots were so significant in the Normandy Invasion that every glider pilot was awarded the Air Medal for bravery in the face of enemy fire.

The bravery or "guts" as the glider pilots claimed the "G" on their wings signified were called upon again during the "Battle of the Bulge" where the 101st Airborne troops were encircled and cut off by German Forces. 100 Gliders were dispatched directly into the town of Bastogne to deliver medical personnel and supplies. Ultimately, only 65 of the 100 gliders would reach Bastogne, but those 65 would deliver 16 tons of supplies enabling the 101st to fight on until Patton arrived to repulse the Germans. This was a key victory enabled by the bravery of the glider pilots.

The ultimate test of the glider pilots would occur during Operation Varsity. Hitler was defending the banks of the Rhine to the death preventing the allies from crossing. Gliders from 28 different airfields carried the 17th Airborne into Germany to give the allies the opportunity to cross the Rhine. To do this the glider pilots were forced to literally land on top of the Germans into landing zones intentionally obscured by smoke and raked by hostile fire. Thanks to their efforts and the efforts of the 17th, the Rhine was crossed.

The glider pilots would go mostly unrecognized in history up until 1995 when the volunteer glider pilots were awarded the Bronze Star for heroism and then on October 27th 2005 a congressional resolution was passed honoring all those in the glider force for their contributions to freedom.

I'm looking forward to the completion and first flight of my latest project to commemorate the brave men that flew the full-scale gliders. This will be an interesting experience as the first time I've tried R/C aero-towing. Assuming this all works out I would invite you to take a shot at the controls and put yourself in the role of Glider Pilot.

Thanks,
John

NH Flying Tigers RC Club – Monthly Meeting Minutes June 28, 2025

This month's meeting minutes provided by John Stevens

The June meeting of the New Hampshire Flying Tigers was called to order by the Club President at 12:58pm with 15 members and 2 officers in attendance.

1. Secretary's Report

In lieu of the secretary report, a motion was made to accept the minutes as published in the newsletter. It was passed unanimously.

2. Treasurer's Report -

The Club President presented the Treasurer's Report. Paul indicated a current bank balance of

\$4,461. The expenditure for the field leasing fee is due the following week. There were no other anticipated expenses prior to the 2 Aug 25 fly-in. The members present voted to accept the Treasurer's Report as presented.

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

Mike Miller presented the Field Marshall's report indicating that the field was in prime shape for flying. Mike indicated that the tall grass on the far side of the runway would be cut once the ground dried out sufficiently to support the weight of the tractor.

Paul Lockwood provided the training report indicating that the recent weather was playing havoc with the training program and limiting training opportunities. All agreed that this year's weather was being particularly uncooperative to our hobby.

4. New Members

The members present voted unanimously to admit Bill Renault to the club.

5. Old Business

6. New Business & Proposals

Under New Business the Club President addressed the happenings at the recent Town of Hudson Selectman Meeting where the Hudson landfill was officially closed to all flying permanently. Paul also discussed the Hudson Club's progress in securing a new flying site including a potential site on Auburn Rd. Paul Pazolt then discussed the possibility of creating a field sharing agreement between the New Hampshire Flying Tigers and the Southern New Hampshire R/C Club enabling reciprocal use of each clubs field by the other club to foster comradery. Paul will be writing a proposal into the July Newsletter.

Paul walked through the upcoming club events including the upcoming public fly-in scheduled for 2 Aug 25. Paul is still working on dates later in the year for the picnic and the club fun fly and he reminded folks of the advanced training nights on Wednesday hosted by John Lavery that are open to all.

Paul discussed the fact that he is working with the owner of Euro Shop who will be developing the land along the entrance road to the field and indicated that he has an excellent relationship with the owner and no impact to our use of the road is anticipated.

Adjourn at: 1:11

Field Marshal's Report:

The field remains in excellent condition. The ditch has been diverting water away all summer. The field beyond the ditch has not dried out yet because the beavers have fully rebuilt the dam behind Tires Too. John Cook and I spent an hour or so to make a small hole in the dam but the effects from that effort only lasted a few days. We will have to discuss what to do about these beavers at the next meeting.

-Mike Miller, Field Marshal

Upcoming Dates to Remember	Club Officers
<p>Newsletter submissions deadline August 18th</p> <p>Next Meeting July 26th at the Field, 1:00 pm</p> <p>See the Calendar at our website for up to date activity information: www.nhflyingtigers.com</p>	<p>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</p> <p>Send all correspondence to: The New Hampshire Flying Tigers R/C Club P.O. Box 99 Derry, NH 03038-0099</p>