



## **TIGER TALES**

# **THE NEWSLETTER OF THE NH FLYING TIGERS RC CLUB**

## **AUGUST 2025**

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### **FROM YOUR PRESIDENT;**

I apologize in advance for my long winded print in our August newsletter, but there is much to share this month. First, our public Fly-in on August 2<sup>nd</sup> was a huge success! I was hoping to see more folks from the general public based on our wide advertising, but still a decent public showing, with two people planning on attending the August meeting with their applications to join. Mike Miller was listening to FM Radio 98.9 (The Valley) as they advertised our event. We have no idea how it got there, maybe Facebook, but we got a free plug! 19 pilots attended including a group from Maine. I received many compliments from pilots outside our club about the landscaped field and overall presentation. This is due to efforts of NHFT volunteers who worked very hard to set-up our field one day prior. I can't thank those of you who helped out enough. Special thanks to Wayne Watjus, president of Fremont NH RC Club, for setting up a tent with flight simulators for the public to enjoy. For the second year in a row, we had a family show with an autistic son, I believe 10yrs old now. He wants to give flying a try. I left my contact information with them. Maybe we can set a buddy box date. He walked away with brochures and RC magazines☺.

We had a small glitch in the cooking area, as we ran out of burger buns pretty quick. I picked up more buns at the Seven 11 down the street. When returning, apparently VIRGIL hung the extra buns we had on a nail post to make room LOL, and they got lost in the frenzy. Lessons Learned: Even the best laid plans are no guarantee of success ☺.

Grill masters did a great job! Our gross proceeds for the event including the Raffle, Donation Box, and pilot registrations went well beyond expectations. We'll discuss net profit at the August meeting. (Yes, a profit!). Well done Tigers!

Finally, I posted a video of our event on Facebook AMA District 1 page. Unfortunately, the music is blocked due to copyright issues. I'm working with the owners (Sony Music) to solve the problem. If they do not release the music, I'll show at our 2025 XMAS party.

*Paul Pazolt*

## **REMAINING 2025 EVENTS**

Our last two events (sent in previous emails) is our club fun fly competition, scheduled for Saturday August 30<sup>th</sup>. Arrive early and set-up as we will start promptly at 10AM. Winners of each category will receive \$25.00 ABC Hobby gift cards. Once the event is completed we'll hold our club meeting around 1PM give or take a bit. The club will supply food and beverages. Stay tuned via email updates. We'll schedule our club picnic for October, no firm date set at this time.

*Paul Pazolt*

## **NHFT SAFETY/COMPLAINT REPORT – IMPORTANT!!! PLEASE READ!!!**

The complaint below, from our neighbor Total Air Supply 1 B ST (Blue Building South of the Field) was sent to me and forwarded to our club email distribution same day on July 29<sup>th</sup>. To recap my email to the club, we do a great job of flying in our general area. It becomes a challenge over the years as tall trees make it a challenge for final approach south of the runway by the blue building. We've done a great job at final approaches. However, flying a plane past the blue building and over B ST is not acceptable, even if you are at very high altitude just messing around. People take notice, especially with gas/nitro planes. The blue building is not the only structure on the south end of our field. We will continue discussions about this at our August meeting with continued boundary clarifications. Keith is a very reasonable person, but very concerned, and counting on our club to continue our good relationship as neighbors. While we do all we can to protect our hobby, Keith has a responsibility to protect his employees, customers and property as well. It works both ways to be good neighbors.

*Paul Pazolt*

From Keith:

I have been watching your club fly planes over my place of employment for the last 11 years. I have never really had a problem with them flying over the back portion of the parking lot. I went on to your website to confirm the boundaries for your piolet for myself. Only because, today 7/29/25 at 12:02pm was a yellow and white RC plane literally flying over the front of our parking lot almost over B st itself, but definitely over our building and front lot. I don't know how good of records you keep to be able to speak with the offending pilot, but wanted to fill you in. I had only noticed as I went out to my vehicle to grab something. I have seen lots of rule breaking over the years, but this was excessive. I just wanted to bring it to your attention to maybe bring up in a monthly meeting or something. The back of the lot is one thing. The front lot, and B st is entirely another thing. I have not only the building to worry about, but the safety of my employees and customers and their vehicles. Please address this. Thank you for your time.

Keith Fauvel

Branch Manager

Total Air Supply.

*Paul Pazolt, Safety Officer*

## RECENT VANDALISM – POTA POTTY

Unfortunately some folks decided to have fun by writing very offensive graffiti inside our porta potty. Londonderry Police visited our site, took photos, and made some suggestions I'll share at the August meeting. Please contact me directly if you notice any vandalism at the field, since my name is on the original complaint file held by Londonderry PD. Special thanks to John Cook and Joe Musto for cleaning up the mess!

*Paul Pazolt*

## From Your Vice President:

For this month I would like to introduce you to a very unique airplane the Engineering and Research Corporation Ercoupe. What's so special about this diminutive airplane? If you'll indulge me for a few minutes I'll try to explain what makes this airplane so special.



The Ercoupe was the brain child of Mr. Fred Weick. After graduating from the University of Illinois in 1922 he worked for the National Advisory Committee for Aeronautics (NACA) the predecessor of NASA. There he did extensive work on propeller design as well as streamlined cowlings that would advance aircraft performance dramatically and his designs would find their way into aircraft design all the way through World War 2. For his efforts he was awarded the very prestigious Collier Trophy.

Back in the early 1930s the percentage of aircraft fatalities with respect to flight hours was unbelievably high. Although the Golden Age of Aviation, it was also an extremely dangerous age. Fred wanted to make flying as safe as driving an automobile (now I think we need to make driving an automobile as safe as flying). To do this he studied the root cause for the numerous crashes to find patterns that could be addressed with safer designs (side note, he did this again later in his career for agricultural aircraft. The Piper Pawnee and related Cessna Ag Wagon reflect his safety designs. A good story for another day).

Fred consulted with famous pilots including Amelia Earhart and Charles Lindbergh. The result was the Ercoupe which was revolutionary for its day. Why is it so revolutionary you say? Well, Fred looked at airplane crashes that happened at takeoff and landing and discovered that the

tailwheel configuration that all the airplanes of the day utilized also contributed to a lion share of the accidents through ground loops and the poor ground handling characteristics of taildraggers. It turns out flying a tailwheel airplane in windy conditions was actually pretty demanding of its pilot, so Fred gave the Ercoupe the first steerable tricycle landing gear. People like Glenn Curtis had used tricycle landing gears, but not with a steerable nose wheel. Look around today and tell me how many airplanes have tricycle landing gears with steerable nose wheels, thank you Fred and the Ercoupe?

Next, Fred looked at crashes near the ground and in flight and found a large number were caused by pilots stalling their airplanes near the ground with the controls cross allowing the airplane to enter a spin. Fred had an easy answer, don't let the airplane stall and don't allow the pilot to cross the controls. The answer was easy, but had some side effects that are dealt with in ways unique to the Ercoupe, but also resulted in innovation seen all the way to today.

The answer, remove the rudder pedals so pilots couldn't cross control the airplane and limit elevator travel so pilots couldn't stall the airplane. Unlike virtually every other airplane that you'll see, the original Ercoupe had no rudder pedals, only a brake pedal on the floor (as a conventional three control pilot the first time you get it an Ercoupe and drive it down the runway is extremely disconcerting, trust me). For this two control approach to work, the rudders, nose wheel, and ailerons are all mechanically coupled into the control yoke so you literally drive it like a car (it's like a R/C free mix on steroids). Hold it you say, what about adverse yaw that requires you to add rudder in a turn. Fred fixed that with differential ailerons that go up more than they go down and yes the Ercoupe was the first airplane to have them. The next time you create that differential aileron mix in your airplane thank Fred Weick.

Next, you'll say how in the world do you takeoff or land it in a cross wind without any rudder? To counter this Fred developed the trailing link landing gear (Side note: sometime take a look at how many business jets and military jets use a trailing link landing gear, thank you Fred). With this landing gear the wheels move well behind the center of gravity. For you car folks, it's like the difference between understeer and oversteer. The trailing link landing gear just plows forward whereas a landing gear ahead of the center of gravity like a taildragger will oversteer and send you into the bushes.





So, unlike a conventional three control airplane with an Ercoupe you land it in a crab and it'll automatically straighten itself out once on the ground, no joke. It is really disconcerting the first time you land staring at the taxiway instead of down the runway, but it works. I've landed an Ercoupe in cross winds I wouldn't dream of landing my Cessna 172 in.

Hold it you say, with limited elevator travel how do you flare? To keep the nose wheel on the ground and maintain positive control at all times on the runway the wing is set at a incidence unlike virtually every other airplane that has a positive incidence. This means that it is perfectly acceptable and in fact recommended that you "drive" an Ercoupe onto the runway with no flare at full cruise speed. Something completely counter intuitive to a conventional three control pilot, but it works and the airplane will stay "stuck" to the ground even in high wind situations. Hold it you say, but how do you put in right rudder when climbing like in a three control airplane, well one of the causes for the right rudder is the prop wash hitting the tail in a conventional airplane. Fred solved that problem by positioning the vertical tails outside the propwash with its unique twin tail design.

Next Fred looked at the problem of midair collisions. It turns out that a lot of those airplanes in the 1930s didn't have great visibility, the solution a bubble canopy with roll down windows that give the Ercoupe outstanding visibility and a fighter airplane feel (on its whopping 75hp Continental). Yes you can roll the windows down and put your elbow on the ledge just like a convertible Mustang, but it does cost you 5 mph of airspeed. Like a Cub, an Ercoupe is no speed demon so it's well worth it to roll down the windows and fly around with your arm handing out in the breeze pretending to be a real barnstormer.

Around 5,000 Ercoupes were built including a few for the military. Yes, believe it or not the Ercoupe is a warbird, designated the YO-55. Did you know that the Ercoupe was the first American aircraft to takeoff with the assistance of RATO (Rocket Assisted Takeoff). If you've ever seen a Blue Angles airshow and see the C-130 takeoff with RATO, it has the Ercoupe to thank for that. The Ercoupe's tricycle landing gear and 0 degree incidence wing were perfect for the early RATO tests. Of the 5,000 Ercoupes built in 1946-1949 over half are still flyable a

testament to the design. Did you know that early Boeing 707 pilots were required to get checkouts in the Ercoupe? The engine pods on a 707 were so low to the ground that pilots had to land the airplane in a crab just like an Ercoupe, so the airlines made their pilots train in Ercoupes prior to flying the 707, even John Travolta got Ercoupe time prior to flying his own 707.

However, perhaps the best story of all is the story of Jessica Cox who was born without arms. Epitomizing the motto "Never Give Up", Jessica was the first armless pilot to receive a Private Pilot License from the FAA back on 2015. Thanks to the two control system of the Ercoupe Jessica was able to fulfill her dream of being a pilot.



So the next time you see the humble little Ercoupe think of all the firsts that it represents. If you're interested in making one for yourself, Balsa USA has a great scale kit of the Ercoupe.



I hope you found the brief story of Fred Weick and his wonderful Ercoupe interesting. Shortly after getting out of college I was visiting my parents near Vero Beach Florida and had the honor of meeting Fred Weick before his death at a local pilots meeting. He was a brilliant engineer and an engaging person. Just listening to him for a few minutes conveyed his love of aviation and the aviation community. Thanks, *John*

## **NH Flying Tigers RC Club – Monthly Meeting Minutes July 26, 2025**

Agenda: The meeting was called to order @ 1:00 with 4 officers and 14 members attending.

### **1. Secretary's Report**

In lieu of a Secretary's Report, the minutes of the last meeting as published in the newsletter were accepted unanimously.

### **2. Treasurer's Report -**

The treasurer's report was given by Pat Clark. All of our annual bills have been paid and we have ample funds to complete the season. We currently have 60 members in the club. There was unanimous approval of the motion to accept.

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

Field Marshal Report: The field is finally mowed all the way to the end. Dry all the way. John Cook has filled all of the potholes along the access road and the field entrance. The tractor will be getting an oil change and mowing will begin next week. The beaver dam has been knocked down again and but looking pretty dry now. Next week would be a good time for bridge building in conjunction with the mowing. A Fall Cleanup needs to be scheduled.

Training update: We've had some good weather lately and we have one new student. He is progressing nicely and making landings.

### **4. New Members**

- There were no new members to be voted upon.

### **5. Old Business**

Advanced Training is now happening under the tutelage of John Lavery. Wednesday evenings, weather permitting.

The "Learn to fly day" has been cancelled for this year. It was rained out earlier in the season. Our next event will be on 8/2/25 as we host our annual fly-in. Volunteers are needed on Friday 8/1 to help with setup 2-5. Paul Pazolt will email the membership looking for volunteers. It was decided that we would ask for donations for food in lieu of charging ala carte prices.

For the raffle, we will be raffling off 2 LARGE kits from our friend Don Cox. Introductory flights will be available at no charge when time allows. Our own Master of Ceremonies John Stevens will be setting up his PA system.

## 6. New Business & Proposals

Our next meeting will be on Saturday 8/30 at the field. It will be held in conjunction with our annual fun fly.

A proposal was presented by Paul Pazolt outlining a “Sister Club” relationship with the Southern NH RC Club. This arrangement would allow members access to each others fields. Much discussion over membership dues and any costs of access. President Paul Pazolt will craft a proposal outlining the options. Further discussion next month. Rodney wants a discount.

Adjourn at 1:26

<p>Newsletter submissions deadline Sept 18<sup>th</sup></p> <p>Next Meeting August 30<sup>th</sup> at the Field, 1:00 pm</p> <p>See the Calendar at our website for up to date activity information: <a href="http://www.nhflyingtigers.com">www.nhflyingtigers.com</a></p>	<p style="text-align: center;"><b>Club Officers</b></p> <p><b>President:</b> Paul Pazolt <b>Vice President:</b> John Stevens <b>Secretary:</b> Rich Kieley. <b>Treasurer:</b> Pat Clark <b>Field Marshal, B. St.:</b> Mike Miller <b>Safety Officer:</b> Paul Pazolt <b>Training Coordinator:</b> Paul Lockwood <b>Event Coordinator:</b> Paul Pazolt &amp; Mike Miller <b>Webmaster:</b> John Lavery <b>Newsletter Editor:</b> Will Widgren</p> <p>Send all correspondence to: <b>The New Hampshire Flying Tigers R/C Club</b> <b>P.O. Box 99</b> <b>Derry, NH 03038-0099</b></p>
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