



TIGER TALES

THE NEWSLETTER OF THE NH FLYING TIGERS RC CLUB

JUNE 2026

FROM YOUR PRESIDENT:

I want to thank everyone who helped with our 2026 flea market. We had a light turnout this year, but 11 vendors attended. A few folks sold everything they had. We collected \$150 for vendor fees and \$85 from some of the barn finds I sold. Hopefully more barn finds will come our way so we can sell and donate to the club treasury.

I'm flying everything I have in my hanger with only three planes left to go: 1967 Andrews Aeromaster Bi-Plane, Aerworks Pro 260 Profile, and my Train-air 40. Take advantage of the decent weather and get to the field when you can. You've all been a very accommodating bunch to work with. Speak up if you have concerns or ideas about improving the NHFT. Don't forget this is your club.

Paul

FROM YOUR VICE PRESIDENT:

Each month I try to find something or someone interesting to write about. As I thought about it, I realized I've been extremely sexist and thought this month it would be good to take a look at a truly remarkable woman, Jacqueline Cochran. At the time of her death in 1980, Jacqueline "Jackie" Cochran, a Colonel in the United States Air Force Reserve, held more speed, altitude, and distance records than any other pilot, female or male.



She was born as Bessie Lee Pittman, one of five children and the daughter of a millwright in a small town in Florida. She married in 1920, at the age of 14, to Robert Cochran. When that marriage ended in divorce she became a hairdresser and eventually moved to New York City in 1929 where her looks and outgoing personality landed her a job at Saks Fifth Avenue. It was then that she changed her name to Jacqueline "Jackie" while still retaining the Cochran name.

In 1932, she met her future husband Floyd Odlum, CEO of RKO Pictures in Hollywood, who encouraged her to learn to fly to help promote her fledgling cosmetic business. After obtaining her commercial pilot's license at Roosevelt Airfield (where Lindbergh crossed the Atlantic from) she began flying around the country promoting her cosmetics company, "Wings of Beauty".

Floyd saw the value in the publicity and encouraged her to get involved with air racing. It was there that Cochran met and became good friends with Amelia Earhart. She became the first woman to enter the Bendix Transcontinental Air Race in 1935 (Check out the film "The Great Air Race" where Helen Slater played Jackie Cochran). It was at this time she supported multiple aircraft companies as a test pilot where she had many notable accomplishments including flying the first aircraft with a turbo-supercharger and, after helping to design the first oxygen mask, became the first person to fly above 20,000 ft.

She won the coveted Bendix Trophy in 1938 flying from Burbank, CA to Cleveland, OH in just over 8 hours in a Seversky AP-7 (which would evolve into the P-35 and after the company reorganized as the Republic Aircraft Company, the P-47). In fact, she would later help to refine the landing gear geometry on the P-47.



As World War II loomed, Cochran saw the need to have women pilots support the war effort. In 1941, she would be the first woman to pilot a military bomber across the Atlantic to England on behalf of the British Ferry Command. Cochran would then pen a letter to Eleanor Roosevelt encouraging the creation of a all-women ferry squadron that would later become the Woman's Airforce Service Pilots (WASPs) with Cochran in charge of the training program. (Side note: I'm proud to say I had an aunt that was a WASP). There were over 1,000 WASPS in World War 2 that completed Cochran's rigorous training program. These women flew over 60 million miles with only 38 fatalities. Below is a picture of Cochran in the cockpit of a P-40.



After the war, the WASPs were disbanded, however Cochran was never one to rest on her laurels and continued to pursue greatness. She trained with Maj. Charles "Chuck" Yeager to fly jet aircraft. After the U.S. Air Force denied her the opportunity to fly an F-86, the Royal Canadian Air Force "loaned" her a Canadair F-86 and on May 18, 1953, Cochran became the first woman to break the sound barrier. (See the photo of Yeager and Cochran below in 1953)



Later in 1964, the Air Force "loaned" Col. Cochran a F-104 Starfighter and she became the first woman to exceed Mach 2 and exceed 56,000 ft. Along the way she was also the first woman to take off from an aircraft carrier, the first woman to make a blind instrument landing, and the first woman to be inducted into the Aviation Hall of Fame.

After being diagnosed with heart disease she retired from flying, but continued to act as an advisor to both the Air Force and NASA. She was a key sponsor and financier of the Mercury 13. The Mercury 13 were a group of highly qualified women pilots that went through the same physical and psychological tests as their male counterparts to prove that women could become astronauts. Ultimately, NASA shut down the program, but obviously later would incorporate women into the astronaut corp.

Jackie Cochran was truly an amazing pilot and amazing leader. She always pursued excellence and encouraged those around her. Her autobiography is titled "From Sawdust to Stardust" and appropriately describes her journey.

John

FIELD MARSHALL REPORT

The field remains in excellent condition, although the north end of the field is still a bit too wet to mow or roll. John Cook will give us a schedule to roll the field and fix the fabric runway. Please try to assist John if he asks for help. Joe Musto ordered a new gas tank for the roller. Our mower is all tuned up and running well.

The Ford tractor mower deck required some welding repair that was completed recently. Thanks to all who helped with that!

I purchased two orange traffic cones to install on the blue building fence as runway width markers as we make approaches over the parking lot area, to be installed soon. I'll go over some other field-related items at our June meeting.

Paul

SAFETY REPORT

Another reminder to make sure all of your aircraft have proper AMA/FAA markings. A simple process for AMA markings is to affix your AMA number and phone number inside or outside the aircraft. FAA registration numbers **MUST** be visible outside of the aircraft. You should keep a copy of your AMA card and FAA registration while attending the field. The reason for all of this is in case we get a blind audit from an FAA official visiting the field. I will be spot checking planes moving forward.

I've noticed a couple of planes flying very close to or over the flight stations and pit area. Please fly over the runway and beyond. Although rare, this is an accident waiting to happen.

I met with the director of Total Air Supply (Blue Building) this month. Keith is extremely pleased with the progress we are making to ensure aircraft stay away from his building. Keith will contact me if there are any more incidents, leaving it up to the club to make ongoing corrections as required. Keith will try attending our August public fly-in and/or our picnic in September. It would be great to get him on a buddy box!

Paul

CLUB HANDBOOK UPDATES

A draft of our club handbook update will be emailed to members in the next month or so. All of you can help by comparing the 2026 updates to our 2008 edition and providing me with your comments. A vote will be taken at a future meeting when the final draft is ready. This is long overdue and a task we need to complete this year.

Paul

NH Flying Tigers RC Club – Monthly Meeting Minutes – May 30, 2026

The May Meeting of the New Hampshire Flying Tigers commenced at 1:03 in the afternoon of 31 May 2026 with 2 Officers and 18 Members present.

The April Secretary's Report was accepted as published in the newsletter.

The President presented the Treasurer's Report that outlined a current balance of \$5,382.61 with the only short-term expenses being associated with the work done to the field by John Cook that had estimated expenses of approximately \$200.

The Treasurer's Report was accepted by the members present.

A new member, Mike Bagley, was voted into the club. Mike is new to RC and is anxious to get into Paul's excellent training program.

The President discussed the Intro to RC Event and noted what a great success it was with over 25 members of the public getting a flight and resulting in 3 possible new adult members and 1 new junior member. Many thanks to Wayne Watjus, the President of the Fremont RC Flyers, for participating and bringing his simulators.

The Field Report was presented highlighting the great shape of the field, minus the beaver related issues and special note was made of all the work John Cook has been contributing to keep the field in such great shape.

It was noted a new "No Fly Zone" sign was placed on the fence at the south end of the field with a reminder from John Lavery that flying over the parking lot is not permitted, but approaches over the parking lot are permitted. Flying over the buildings themselves is strictly prohibited.

John Cook indicated that the field would be rolled soon once the field dried out.

The President went over the upcoming Flea Market on 13 Jun 26 and noted that 6 people have signed up with 2 more in process. The President then discussed recent barn finds. Paul will be auctioning off the barn finds at the flea market with proceeds going to the club.

The Club Handbook, that has been trimmed to 11 pages, will be distributed shortly.

Two donated airplanes accompanied the cash prize as part of the 50/50 raffle.

The meeting adjourned at 1:16 to a rousing set of applause.

John

Newsletter submissions deadline July 17th

Next Meeting June 27th at the field, 1:00 pm

See the Calendar at our website for up-to-date activity information: www.nhflyingtigers.com

Club Officers

President: Paul Pazolt

Vice President: John Stevens

Secretary: Rich Kieley.

Treasurer: Pat Clark

Field Marshal, B. St.: OPEN

Safety Officer: Paul Pazolt

Training Coordinator: Paul Lockwood

Event Coordinator: John Lavery

Webmaster: John Lavery

Compliance Committee: John Clark,

Mike Miller. Jerry Catt

Newsletter Editor: Will Widgren

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