LIVE FREE AND FLY

BullSheet

Meeting Schedule

Next Meeting 14 July 2025

Club meetings are held on the second Monday of each month.

Next meeting

Our regular monthly meeting will held on July 14th at 7:00 PM in the Litchfield Fire Department.

The Bull sheet is published by the Southern New Hampshire Radio Control Club (SNHRCC), Inc, a non-profit Academy of Model Aeronautics (AMA) Chartered Club #408, for the promotion of building and flying Radio Controlled (RC) model aircraft.

BullSheet

Greetings Folks,

Another month has passed and we are still looking for a new field. At this meeting, we will review the options we have on the table and make some decisions about which ones to pursue and discuss what members can do to help. I for one would really love to get back to flying with this club.

Also coming up on October 4 is the annual Darrel Wagner fun fly held graciously by the Concord Skyhawks. This will be a fantastic event at a fantastic field with fantastic people. I look forward to flying with you there!

Cody

Club Officers

President
Cody Wojcik
Salem, NH
603.479.3799

Vice President
Mark Auclair
Windham, NH

Secretary
John Hayes
Litchfield, NH
603.345-5604

Treasurer
Ed van der Veen
Hudson, NH

Webmaster
Ed van der Veen
Hudson, NH

Safety Officer
Brian Nadeau

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John@ne-aero.com

Flight Instructors
John Hayes
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John Marien
603.860.0050

Southern NH Radio Control Club Meeting Minutes
July 14, 2025
Litchfield Middle School

Officers in attendance: Cody, Mark, and John

The secretary's report was read and accepted.

Cody provided a report on the Auburn Rd site, mentioning the Londonderry Town Engineer is supportive of our club. When looking at the site bits of the old runway were visible, but dirt bikes are using it for motocross activities. The site will require a lot of work to make it suitable for our use, but there are minimal houses for complaints. Cody drew out the site so all could get a feel for the site.

John H is still working on Wilson Farms
John H reported on the status of Durocher farm in Litchfield which is being purchased by the conservation commission. Cody mentioned the Steck farm in Pelham, this is an old personal airstrip, not sure owners would allow an RC Club to use it. Cody is waiting for a reply on the Pelham Landfill which is owned by Republic Services.

Ken asked about a textile runway instead of grass for the auburn site. There was discussion about damage that happens to the textile runways.

The Concord Skyhawks will host the SNHRCC Darrell Wagner Memorial Fun Fly once again. It will be held on Oct 4th with a rain date of Oct 5th.

Harry wanted to finalize the idea of a shared site with the Tigers. Discussion followed about the idea.

Motion:
A motion was made to offer a 50% discount for one year for the NH Flying Tigers members to fly at whatever field the SNHRCC has in the future. Motion was seconded and passed.

Of course, anyone wishing to take the offer will be subject to SNHRCC membership rules, same as joining the Tigers.

John

SNHRCC Winter Meeting Spot!

Our meeting spot is in the Community Room of the Litchfield Fire Dept. Please pay attention to the parking restrictions that are made to accommodate the Volunteer Firefighters on call. Violators will be mocked until they move their vehicles.

Seacoast United

88 Shirking Rd Epping, NH

around the corner from Petersons field

Fremont Flyers R/C Model Club

how about flying inside
for the winter
just think indoor plumbing

Any questions text Wayne
@603-498-4690

9:00am to 1:00pm

Every Tuesday & Thursday

starting January 23rd

cost: $10.00/day or $60.00 Monthly membership

credit card only


NH FLYING TIGERS RADIO CONTROL CLUB
1 B ST DERRY NH. ENTRANCE LEFT OF BLUE BUILDING
2025 AMA SANCTIONED PUBLIC FLY-IN
SATURDAY AUGUST 2, 10AM - 4PM
RAIN DATE: SUNDAY AUGUST 3, 12PM - 5PM
SCHEDULE UPDATES: NHFLYINGTIGERS.COM
CONTACT:
Paul Pazolt
603.560.5151
paulpaz@comcast.net
PILOT INFORMATION:
RSVP Paul Pazolt
Registration Starts at 9AM
$10 Landing Fee, Free Lunch
Current AMA/FAA Required
Free Public Event, as local area pilots share their aircraft and flying skills. Ample parking. Reserved parking for HCA, Seniors, and Veterans. Porta Potty, food, beverages, cash raffles. Bring a chair and join us to learn more about the radio control flying hobby!

Darrell Wagner Memorial Fun Fly

October 4th 2025

Oct 5th Raindate

This event will be held at the Concord Skyhawks field from 10AM to 3PM.

27 Locke Road, Concord NH.

Come have a fun filled day as you know Darrell would have enjoyed. Food will be provided by the clubs.

A food donations box will be available and greatly appreciated by the SNHRCC and Skyhawks

John Hayes --- snhrccsec@msn.com

The NHFT club is offering 50% off dues for SNHRCC members who have not joined them yet.

SNHRCC members can also fly on guest passes for a bit to try out the field.

There are many of us who have already joined the NHFT club.

This Really Sucks!

by Taylor Collins

If you're anything like me, your workshop is a magnet for sawdust. In my case, it's even worse, as CNC router cranks out mountains of chips along with the fine dust.

I've been using a standard shop vac to try to keep the mess under control. Unfortunately, the usual rug-sweeping attachment has those narrow slits that clog up with bigger chips, and the felt strips just push the debris around instead of picking it up.

The round brush attachment works reasonably well, but it's so slow you'll be there all afternoon just clearing a small area. That leaves the big, open-bottom chip collector, but the minute you start using it, it tries to seal itself right onto the concrete floor. Talk about frustration!

To solve this little problem, I made a quick modification: I attached a couple of narrow strips of 1/4" ABS plastic to each end of the attachment. This lifts the edges about 1/8" off the floor so it cannot seal itself down anymore.

On my particular attachment, I first had to slice off the curved ends and replace them with straight pieces of 1/4" plywood. A little urethane-based Goop adhesive was all it took to secure them. If your attachment already has straight ends, you can skip that step altogether.

Either way, it's an easy 15-minute project that makes cleaning up all that sawdust a whole lot faster,and a whole lot less aggravating. Give it a try. You'll thank yourself the next time you fire up the shop vac!

I attached a small slice of 1/4" ABS plastic with Goop adhesive and sheet metal screws. The attachment for my shop vac had rounded ends, so I trimmed those off, and cut a small plate from 1/4" MDF to close off the ends of the vac attachment

Here's an overall view of the modified vac attachment. It's not pretty, but the end result... a clean floor with minimal effort, is beautiful!

The proof is in the ..cleanliness. Having that bit of support off the floor, keeps the tool from sealing itself stuck. Cleanup goes VERY quickly, without aggravation.

A Handy Recipe for Custom Balsa Wood Filler

by Taylor Collins

If you're one of those master craftsmen whose joints always fit perfectly, with never an "Oops" or a gap in sight, free to just keep reading along. You probably won't need this tip.

But for the rest of us who occasionally find ourselves with a little gap to fill or a low spot to build up, here's a simple recipe for a custom wood filler that can save the day.

Many woodworkers (the full-size furniture kind) have long used a product called Durham Rock Hard Water Putty. It comes in a cardboard canister, looks a bit like pancake flour, and mixes with water into a smooth paste. In its original form, though, it's much too dense and heavy for our delicate balsa projects.

I discovered that by blending Durhams with lightweight spackling paste, you can create a filler that's just the right consistency for model building. A little extra water helps thin it to a spreadable texture. I keep a small squirt bottle handy so I can fine-tune the mix as I go.

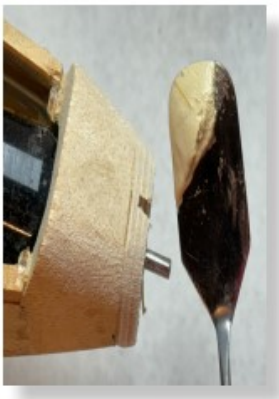
Once it's ready, I apply it with an artist's palette knife. It dries fairly quickly, sands beautifully, and the best part it ends up almost the exact same color as balsa.

If you've ever wished for a filler that's easy to shape, sands to a feather edge, and blends right in, give this combo a try. I think you'll be pleasantly surprised.

(Disclaimer: For those of you who really are better craftsmen than I am, Durham's Rock Hard Wood Filler is available in smaller canisters than the one pictured. (You don't have to commit to a lifetime supply.)

Here's the ingretients... Durhams Water Putty, lightweight spackle, and water to adjust the consistency.

The Durham's powder is in the mixing cup, and the lightweight spackle is on the pallette knife, ready to be mixed. Just a squirt or two of water will blend it to the right consistency.



Here's the mixed filler, ready to be spread onto a low spot on the balsa nose cone of my Challenger sailplane.

The mixture dries in a couple of hours, ready to be sanded. The density just about exactly matches medium weight balsa wood, and it can be sanded to a feather edge.

SATURDAY AUGUST 16TH

CONCORD SKYHAWKS

BUY IT AND FLY IT SWAP MEET

27 LOCKE ROAD
CONCORD NH
03301

THIS EVENT IS CASH ONLY

SELLERS PLEASE ARRIVE AT 9AM

OPEN TO BUYERS 10AM

$15 SELLER FEE, TABLES INCLUDED
$10 SELLER FEE, BRING YOUR OWN TABLE
SELLERS: PLEASE RESERVE A TABLE NO LATER THAN AUGUST 10TH, 2025

CONTACT INFORMATION:

DAN WEED 603-848-3188

Stall Turn

Here's the **80/20 (Pareto Principle)** of doing a **stall turn** (also called a hammerhead) with an **RC airplane** — meaning the 20% of actions that yield 80% of the success:

🛠️ The Core Steps (The 20%)

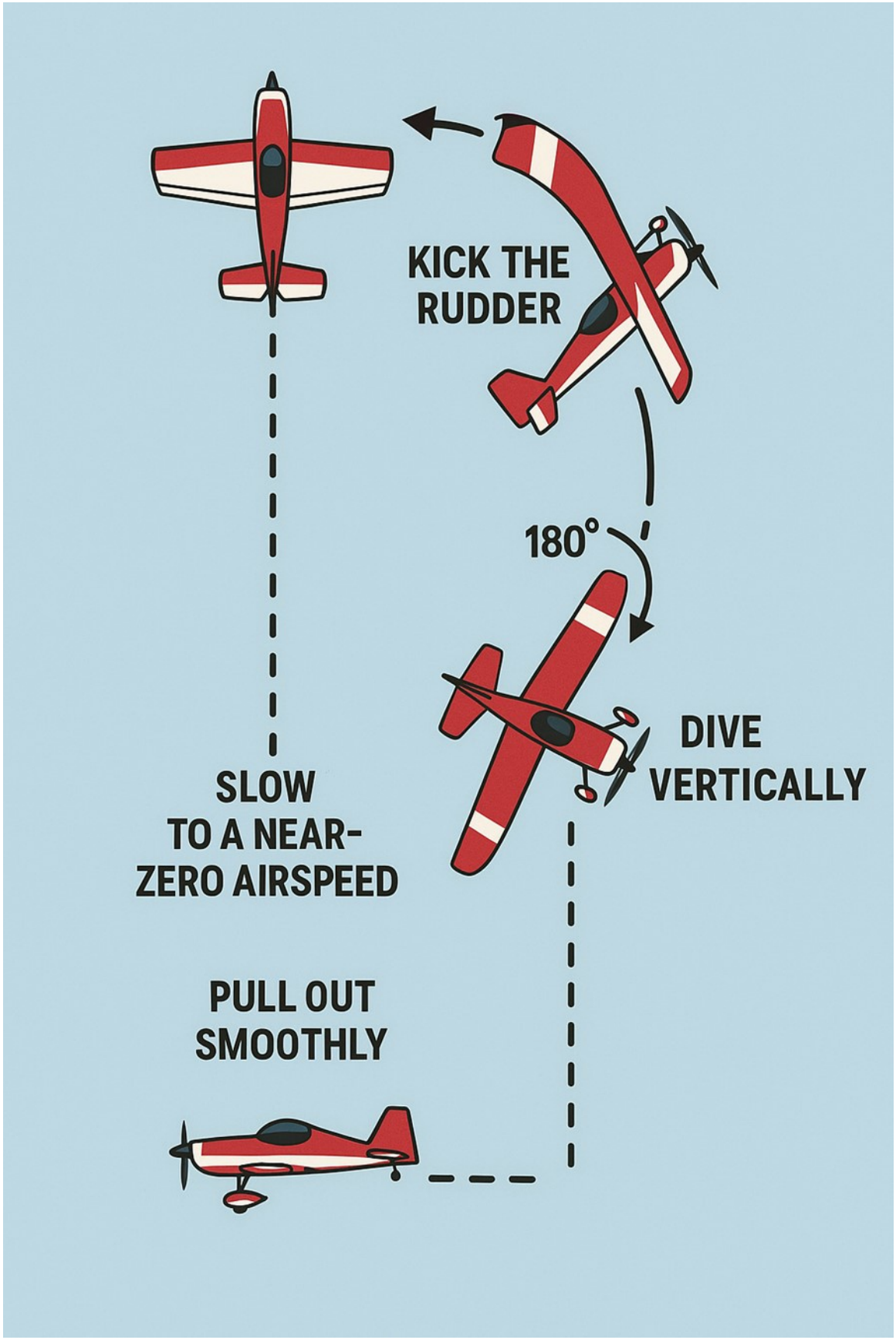
1. **Climb Vertically**
   - Fly straight and level.
   - Pull into a vertical climb using elevator.
   - Maintain vertical with rudder + ailerons (if needed) to keep it straight.
   - **Slow to a Near-Zero Airspeed**
   - Cut throttle *just before* the plane stalls at the top of the vertical climb.
   - You want enough upward momentum for a smooth pivot.
   - **Kick the Rudder (The "Turn" Part)**
   - As the plane slows and almost stops, apply **full rudder** (usually left).
   - The nose will "yaw" around 180° while pivoting around the tail.
   - **Dive Vertically**
   - Let the airplane fall straight down vertically.
   - Add power (throttle) gradually as needed.
   - **Pull Out Smoothly**
   - Use elevator to transition from vertical dive back to level flight.

✅ Key Tips (For Success)

- Use **just rudder** at the top — not ailerons or elevator.
- Don't wait too long at the top, or the plane will torque-roll or stall.
- Practice orientation recovery — it's easy to get disoriented after the pivot.
- Wind can push your plane off-axis — do it into the wind for better control.
- High rudder authority and adequate power help a lot.

⚠️ Common Mistakes (The 80% to Avoid)

- Trying to *roll* the plane instead of yawing it.
- Letting the plane stall completely before the rudder input.
- Forgetting throttle management (either cutting too early or too late).
- Not pulling out smoothly, leading to over speeding or loss of control.


KICK THE
RUDDER
180°
DIVE
VERTICALLY
SLOW
TO A NEAR-
ZERO AIRSPEED
PULL OUT
SMOOTHLY

1-1/2 turn spin

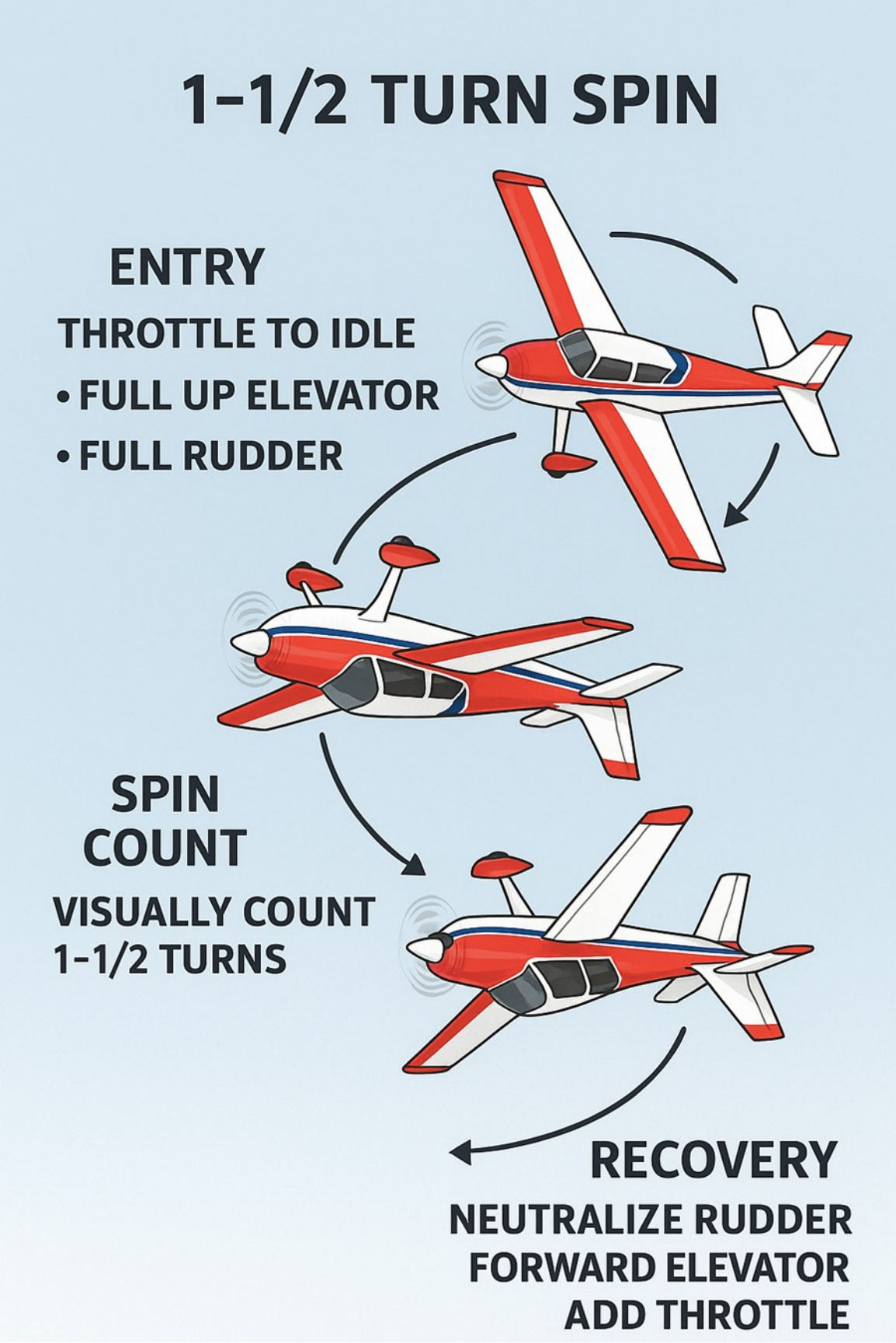
Here's the **80/20 breakdown** of executing a **1-1/2 turn spin** in an airplane — meaning you enter a spin and complete **one and a half full rotations** before recovery:

✅ **The 20% of inputs that give you 80% of the result:**

1. **Entry Setup:**
   - **Slow to stall speed** in coordinated, level flight.
   - **Power to idle.**
   - **Apply full up elevator** to induce stall.
   - At the **stall break**, **apply full rudder** in the desired spin direction (e.g., full left rudder).
   - **Spin Execution:**
   - Keep **full rudder** and **full up elevator** applied to maintain the spin.
   - Count the rotations: *one full spin + ½ spin more* (usually by visual reference to the horizon or nose position).
   - **Recovery After 1-1/2 Turns:**
   - **Throttle idle.**
   - **Neutral ailerons.**
   - Apply **full opposite rudder** to stop the spin.
   - After rotation stops, **forward elevator** to break the stall.
   - Once flying again, **neutralize controls** and **smoothly recover to level flight**.

💡 **Quick Notes:**

- Most spins in training aircraft are *autorotational stalls*, so control inputs are critical.
- **Precision comes from awareness**: Know when you've completed exactly 1.5 turns — this takes practice.
- **Do it at a safe altitude** and only if you're trained, in a spin-certified aircraft.


1-1/2 TURN SPIN
ENTRY
THROTTLE TO IDLE
• FULL UP ELEVATOR
• FULL RUDDER
SPIN COUNT
VISUALLY COUNT 1-1/2 TURNS
RECOVERY
NEUTRALIZE RUDDER
FORWARD ELEVATOR
ADD THROTTLE

Lomcevak

Here's the **80/20 of executing a Lomcevak** — a gyroscopic tumble maneuver that looks wild but is all about controlled chaos:

🛩️ **Lomcevak Maneuver (80/20 Rule)**

✅ **The 20% That Matters Most:**

1. **Entry Setup:**
   - **Upright 45° upline**
   - **Full throttle**
   - As you climb: **start a slow roll** (usually right aileron)
   - **Initiate the Lomcevak:**
   - At ~45° nose-up:
     - ✦ **Snap in full left rudder**
     - ✦ **Down elevator**
     - ✦ **Right aileron**
     - ✦ The plane should "tumble" end-over-end — it's a gyroscopic rotation around all three axes.
     - ✦ **Recovery:**
   - After ~1–2 tumbles (or desired duration), **neutralize all controls**
   - Let the aircraft stabilize and regain normal flight attitude
   - **Throttle back** and recover level

⚠️ **Key Notes:**

- Best with **tail-heavy, high-power, 3D-capable aircraft** (like Extras or Edges)
- Needs **lots of rudder authority** and a **strong motor/prop gyroscopic effect**
- The exact combo of rudder, elevator, and aileron timing will depend on the plane

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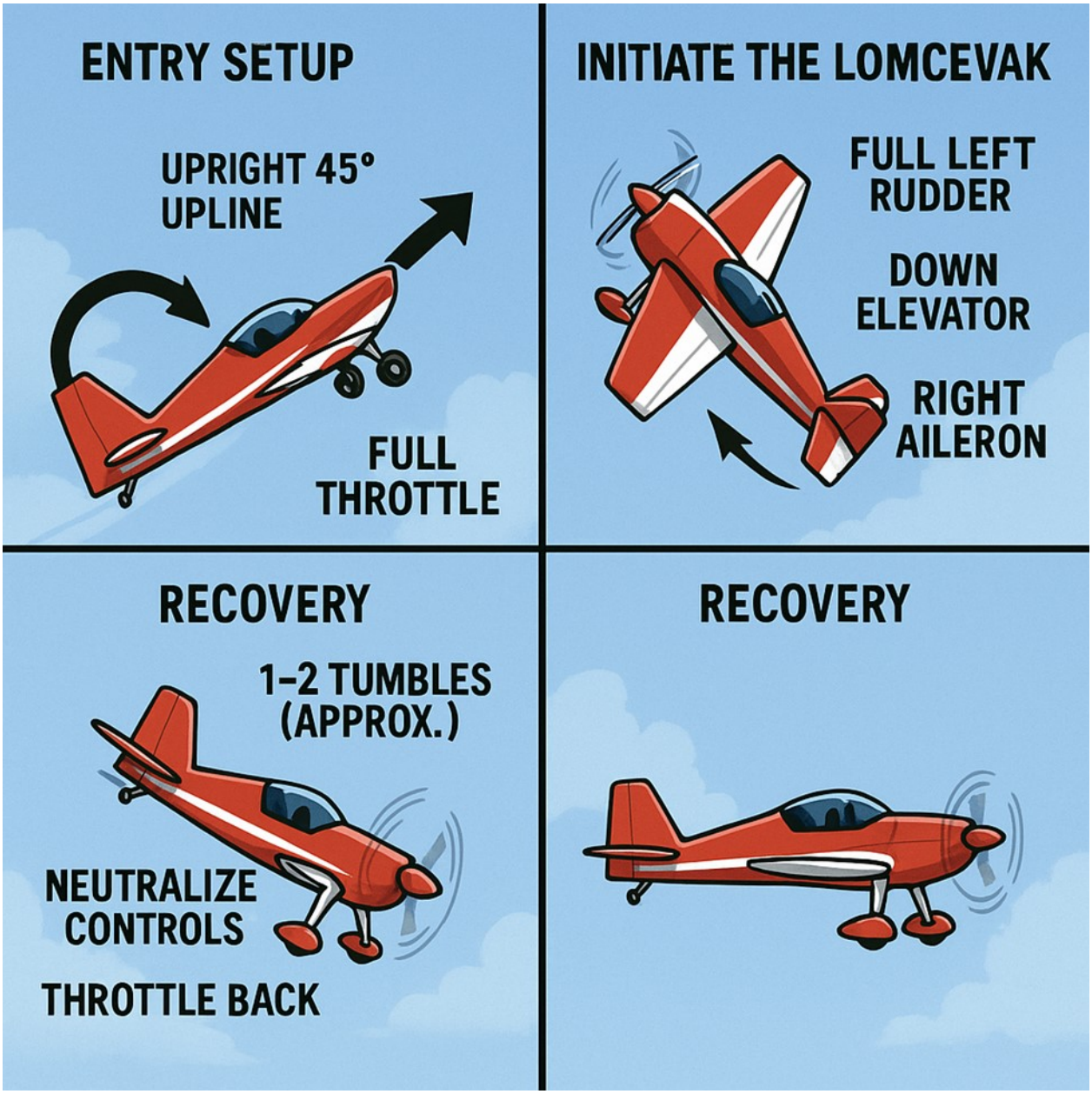
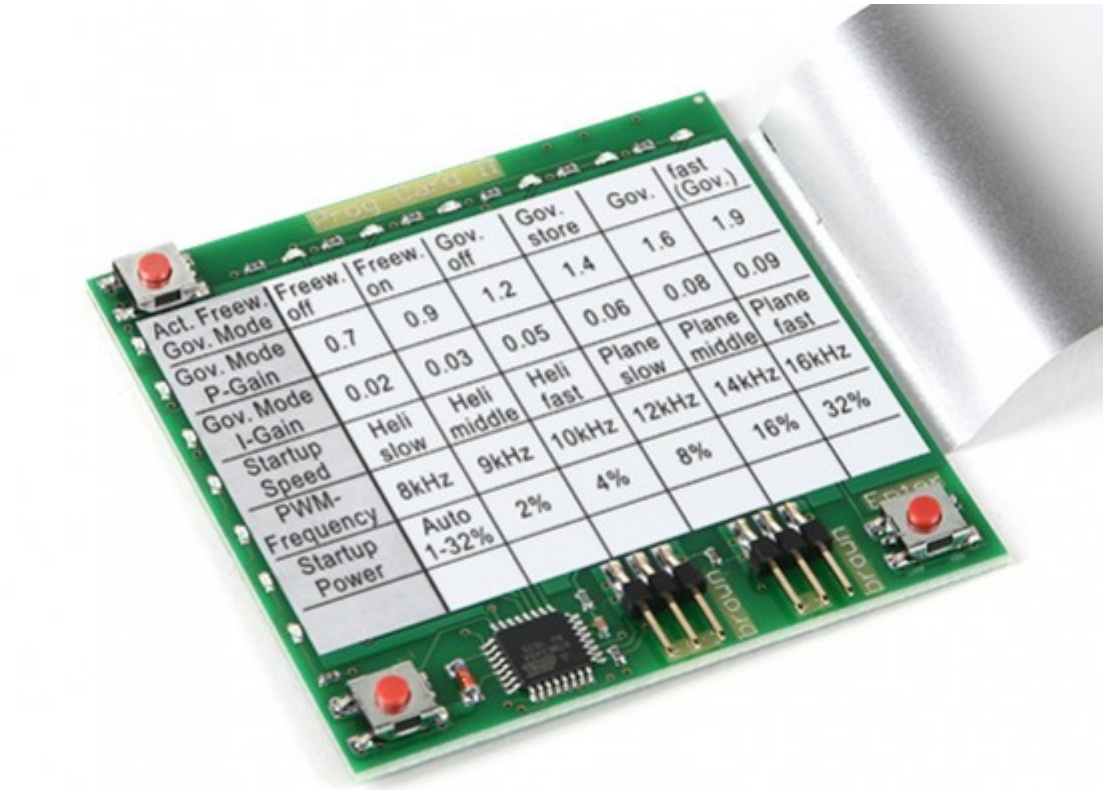

ENTRY SETUP
UPRIGHT 45°
UPLINE
FULL
THROTTLE
INITIATE THE LOMCEVAK
FULL LEFT
RUDDER
DOWN
ELEVATOR
RIGHT
AILERON
RECOVERY
1–2 TUMBLES
(APPROX.)
NEUTRALIZE
CONTROLS
THROTTLE BACK
RECOVERY

Wanted to buy or borrow:
YEP ESC Programming Card.

If you have one, please contact JohnMarien (John@ne-aero.com).



Accepting, photographs, interests, build projects, personal updates, news, stories, gossip, anything -

….Please send to your humble editor to be included in next edition.

John@ne-aero.com

TRUST
The Recreational UAS Safety Test (TRUST)

https://www.youtube.com/watch?v=ZklBwvy6gZc
This video explains the TRUST Test REQUIREMENT.

https://trust.modelaircraft.org/
This is the Course/test site.

ABOUT THIS TRAINING

WELCOME TO THE RECREATIONAL UAS SAFETY TEST (TRUST)

The Academy of Model Aeronautics is an **FAA-approved Test Administrator of The Recreational UAS Safety Test** (TRUST).

TRUST is a collaboration between the FAA and industry to provide TRUST and educational safety material to Recreational Flyers.

Recreational flyers can access the TRUST here by clicking START below!

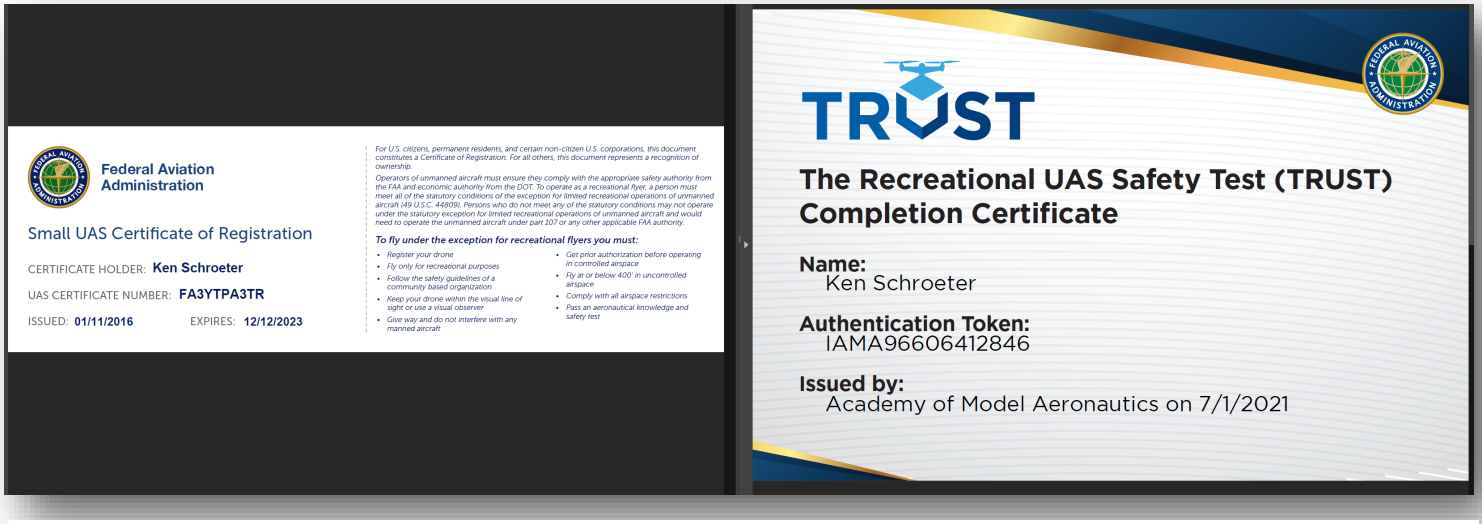
Upon completion of the test recreational flyers should print or save a digital copy of their completion certificate and keep it on their person when they fly. The Academy of Model Aeronautics cannot re-issue your completion certificate if it is lost. The FAA cannot re-issue your completion certificate. Should you lose your completion certificate, you will need to re-take TRUST and obtain a new certificate.

This is a requirement of the AMA and FAA, so please take the few minutes to take the course. The "test" is a set of slides explaining the knowledge base required, followed by a few "keep doing it until you get it right" questions that is the actual test. Its quite simple if you watch the slides. You will need to keep a copy of the certificate with you when flying. Once and done forever.

No whining,

REQUIRED FLIGHT DOCUMENTS

These are the required documents to fly at an AMA Chartered Field.
For the FAA you technically only need your FAA Number where it can be seen on your aircraft in plain view (i.e. not inside). I keep them in my radio box.



Federal Aviation Administration

Small UAS Certificate of Registration

CERTIFICATE HOLDER: Ken Schroeter

UAS CERTIFICATE NUMBER: FA3YTPA3TR

ISSUED: 01/11/2016 EXPIRES: 12/12/2023

For U.S. citizens, permanent residents, and certain non-citizen U.S. corporations, this document constitutes a Certificate of Registration. For all others, this document represents a recognition of ownership.

Operators of unmanned aircraft must ensure they comply with the appropriate safety authority from the FAA and economic authority from the DOT. To operate as a recreational flyer, a person must meet all of the statutory conditions of the exception for limited recreational operations of unmanned aircraft (49 U.S.C. 44809). Persons who do not meet any of the statutory conditions may not operate under the statutory exception for limited recreational operations of unmanned aircraft and would need to operate the unmanned aircraft under part 107 or any other applicable FAA authority.

To fly under the exception for recreational flyers you must:

- Register your drone
- Fly only for recreational purposes
- Follow the safety guidelines of a community based organization
- Keep your drone within the visual line of sight or use a visual observer
- Give way and do not interfere with any manned aircraft
- Get prior authorization before operating in controlled airspace
- Fly at or below 400' in uncontrolled airspace
- Comply with all airspace restrictions
- Pass an aeronautical knowledge and safety test

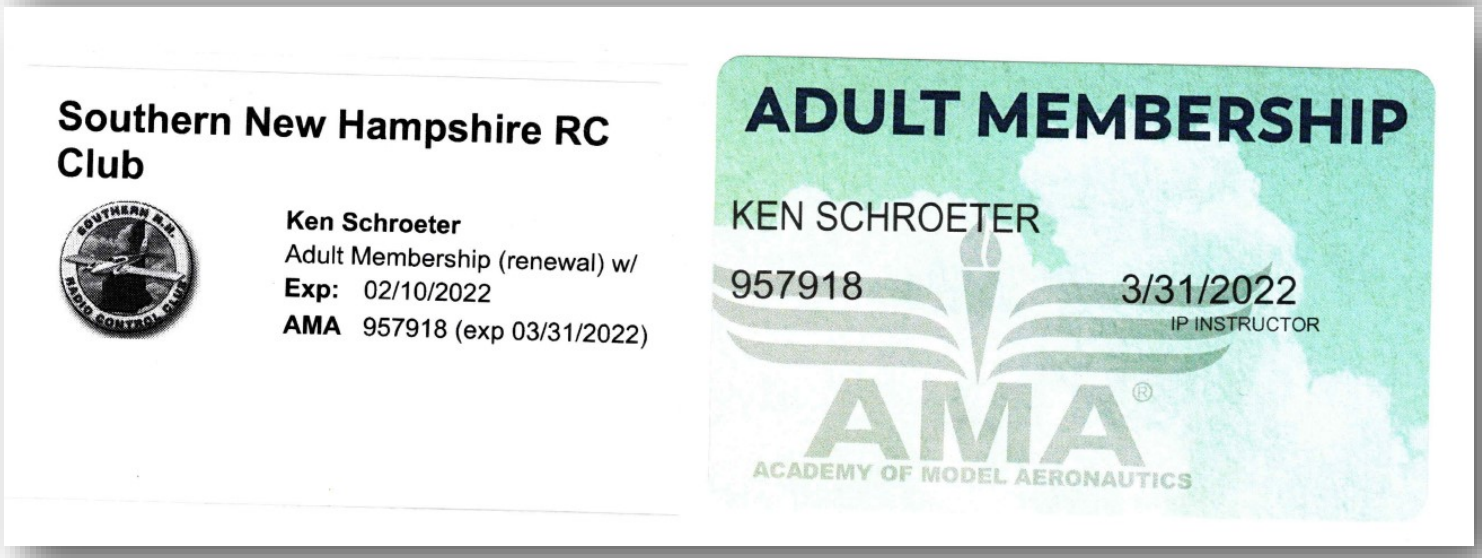
TRUST

The Recreational UAS Safety Test (TRUST) Completion Certificate

Name:
Ken Schroeter

Authentication Token:
IAMA96606412846

Issued by:
Academy of Model Aeronautics on 7/1/2021



Southern New Hampshire RC Club

Ken Schroeter
Adult Membership (renewal) w/
Exp: 02/10/2022
AMA 957918 (exp 03/31/2022)

ADULT MEMBERSHIP

KEN SCHROETER

957918 3/31/2022

IP INSTRUCTOR

AMA

ACADEMY OF MODEL AERONAUTICS

1. FAA Drone Registration Number/Card
2. TRUST Certificate
3. Current Club Card
4. Current AMA