

LIVE FREE AND FLY



# *BullSheet*



## Meeting Schedule

### Next Meeting 13 October 2025

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

#### Next meeting

Our regular monthly meeting will held on October 13th 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!

Fall is here and hopefully you are getting some flying in where you can before it gets too cold. I really enjoyed the Wagner Fun Fly in Concord on Saturday, and I hope those of you who attended did as well. A huge thanks to the Concord Skyhawks for hosting and doing a great job as always with the food and facility!

Coming up at this meeting, we'll discuss our upcoming club outing and our progress on finding a new field in Litchfield.

See you Monday!

Cody





Southern NH Radio Control Club Meeting Minutes  
Sept 8, 2025  
Litchfield Middle School



Officers in attendance: Cody, John

## 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**

**NEWSLETTER**

**John Marien**  
Merrimack, NH  
603.860.0050  
John@ne-aero.com

**FLIGHT INSTRUCTORS**

**John Hayes**  
603.345.5604  
**John Marien**  
603.860.0050

The secretary's report was read and accepted.

Cody reported on the conservation committee meeting. The presentation was done and we were told no, based on the grant rules of farm only with walking trails and cross country skiing is all that is allowed. We questioned the options and still told no.

Still no word from Londonderry.

Other potential sites are:

- Steck Farm in Pelham
- Wilson Farms in Litchfield
- Robert Frost area in Derry
- Merrimack Landfill in Merrimack
- McQuesten's farm in Litchfield – John Hayes
- Joppa Hill Rd field in Bedford – Bob DiMeo

October 4<sup>th</sup> Darrell Wagner Fun Fly at the Concord Skyhawks field.

Nana's Kitchen club social night, date to be announced

This month's meeting will be at the Fire Department due to it being Columbus day on Monday.

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.****



Darrel Wagner  
Fun-Fly 2025

**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.**

# LOOPS, SPINS & DERRING-DO: The Birth of Aerobatics

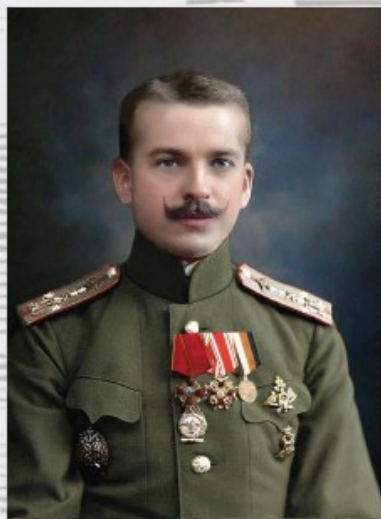
By Taylor Collins

## Why Look Back?

Every time we crank in elevator for a clean loop or feed rudder into a stall turn, we're echoing the pioneers who first risked their lives to try the same. In the decade before World War I, "aerobatics" was not a category, it was a gamble. Loops, spins, and rolls were discovered not in textbooks, but in the skies above Kiev, Paris, Larkhill, and San Diego. Here's how some of our favorite maneuvers were invented.

## The First Loop: Kiev, 1913

On September 9, 1913, Russian officer Pyotr Nesterov stunned the garrison at Syretzk Aerodrome by pulling his Nieuport IV.G into a perfect inside loop. Many believed looping an airplane was impossible, sure to rip the wings off or drive the pilot into unconsciousness. Nesterov proved it could be done cleanly and was promptly punished for risking government property. Only later, when the French repeated the feat, was he awarded a medal.



Pyotr Nesterov, the first pilot to perform an inside loop...

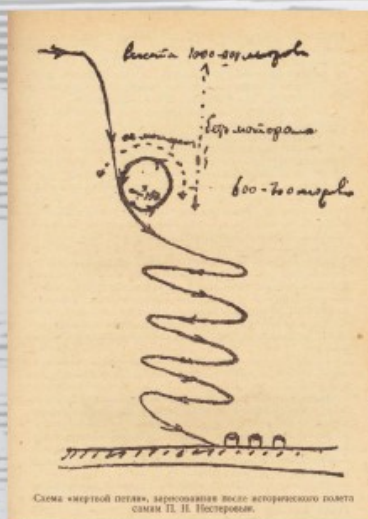


Схема «мертвой петли», зарисованная после авиационного полета  
самым П. П. Нестеровым.

One year later, 8 September 1914, Nesterov became the first pilot to destroy an enemy aircraft in aerial combat. Flying a Morane Saulnier Type G near Zhovkva, Ukraine, Nesterov rammed an Albatros B.II. Both aircraft were so badly damaged that they crashed. The Austrian pilot, Franz Malina, and observer, Baron Friederich von Rosenthal, were both killed. Nesterov died of injuries the following day.



A statue, honoring Nesterov, in Kiev, Ukraine, where he performed the first loop in a fixed wing aircraft.

"... I sat head down for a few moments and did not feel rush of blood to the head, I was sitting tightly, and legs pressed on the pedal ... Tools in the open boxes remained in their places. Gasoline and oil also keeps the centrifugal force at the bottom of the tank, ie, at the top, and normally fed to the engine, which worked perfectly the entire upper half of the loop. In general, all this proves that the airplane made regular rotation, only in the vertical plane, as all the time there was a dynamic equilibrium. With this only turning the air is defeated by man. ... Man mistakenly forgot that in the air the support is everywhere, and he should cease to determine the direction in relation to the earth."

## France Fires Back: Pégoud the Showman

Just weeks later, Adolphe Pégoud electrified Paris with an inverted flight and loop in his Blériot XI. The crowd gasped when he calmly flew upside-down, and gasped louder when he pulled through a circle in the sky. For a time, the world hailed him as “the first.” Only when news of Nesterov’s earlier loop reached France did the record shift, though in truth, both men deserve the title “fathers of aerobatics.”



Adolphe Pégoud performed the first inverted flight (and probably was the second pilot to do a loop...) Pégoud was a true “hot rodder.” His Blériot had a 50 horsepower Gnome rotary engine, replacing the original 35 horsepower Anzani 3 cylinder.



## The Spin Becomes Survivable

Pilots had already been dying in what they called “spiral dives” ...what we now know as spins. The first documented recovery came on August 25, 1912, when British pilot Lt. Wilfred Parke accidentally spun an Avro Type G from 700 feet. Instead of panicking, he neutralized the controls, let the nose drop, and leveled out just above the ground. Witnesses called it “Parke’s Dive.” Overnight, the spin went from death sentence to a recoverable maneuver.

SNHRCC Newsletter - The Bull sheet

*Pégoud prepared a Blériot monoplane fitted with a Gnome engine and advised half a dozen friends of his plan. They did their utmost to dissuade him, but he invited them to witness the performance, and this morning at the Juvisy aerodrome he climbed into the machine and rose. At the moment of his departure he was by far the calmest person present.*

*He rose to a height of 3,000 feet and then turned the nose of the machine earthward. For 200 feet it fell like a stone. It then turned inward till it was flying on its back, after which it rose perpendicularly upward. Then it completed the circle by regaining its normal flying position, having accomplished an apparent impossibility.*

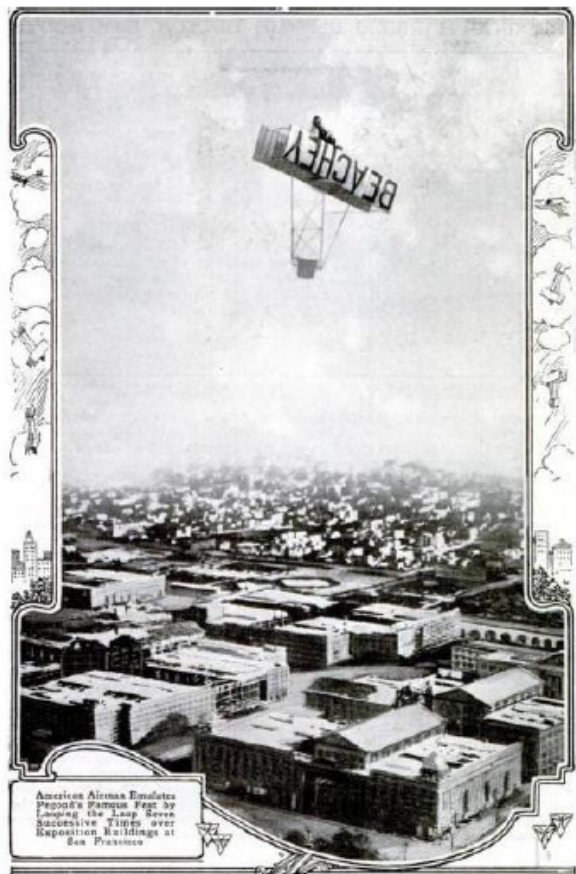
*The aviator came again to earth absolutely self-possessed. When he alighted from the machine his first remark was “I wished I had gone another thousand feet up. Then I could have done it twice.”*

*-New York Times-*

Lt. Wilfred Parke’s Avro G model had a neck breaking top speed of 62 mph.

## Loops in America: Lincoln Beachey

In the United States, the dashing Lincoln Beachey was already famous for flying under bridges and around skyscrapers. On November 18, 1913, he executed the first American loop over North Island, San Diego, in a Curtiss biplane. Within months, he was chaining loops together, sometimes as many as 80 in one show. His bravado made “loop-the-loop” a household phrase.



*Like the Wright brothers, Beachey was a young bicycle mechanic. The flying bug first bit him in 1905. His first experience was in balloons, but by 1910 Beachey decided airplanes were the place to be and learned to fly at the Curtiss Flying School from Glenn Curtiss himself.*

*Flight instruction at the time was crude, to say the least. Despite crashing during his first two lessons, Beachey soloed on his third lesson. By the next year, he was earning large sums of money as a famous stunt pilot, touring the country with his airplane.*

*Beachey set a world record for altitude in 1911, climbing to 11,578 feet. He made his money as a stunt pilot, but decided to quit after several of his fellow aviators died in crashes. Beachey said he was unhappy with the spectacle flying had become, and that spectators were hoping for crashes.*

*While performing in front of a crowd at the Panama-Pacific International Exposition in San Francisco in 1915, Beachey misjudged his altitude during an inverted maneuver and ended up crashing into San Francisco Bay. An autopsy concluded that he survived the crash, but died from drowning. He was 28.*

## Rolls, Inversions, and More

Pinpointing the “first roll” is tricky, but reports credit Pégoud and other 1913 barnstormers with axial rolls and barrel rolls. What matters is that by the end of 1913, inverted flight, loops, and rolls were all part of the aerobatic repertoire. Crowds learned that airplanes weren’t just for transport...they were for artistry.

## The Stall Turn and the Immelmann Puzzle

By the start of World War I, pilots had added vertical climb-and-pivot maneuvers what we now call the stall turn or “hammerhead.” Its exact inventor is unclear, but it quickly became a staple of air displays. Then there’s the Immelmann Turn. In WWI, German ace Max Immelmann used a zoom-climb and rudder-whip to reverse direction in combat. After the war, aerobatic manuals redefined “Immelmann” as a half-loop plus half-roll... a maneuver we still fly today. Confusing? Absolutely. But that’s aviation history for you.

## Why It Matters to RC Pilots

You might wonder why club members should care about these century-old feats. Here's why...

### Energy Management:

Nesterov's loop only worked because he dove to build enough speed. Sound familiar? RC pilots know you can't just yank back on the stick... you need entry speed.

### Spin recovery: Parke's discovery

("Break the stall, Stop the yaw") is exactly the upright recovery we teach beginners when their trainer gets mushy at altitude.

**Terminology traps:** When a pilot at the field calls for an "Immelmann," are they picturing a WWI zoom-climb or a half-loop with roll?

## Aerobatics in Our Radio Controlled World

### Loops, Spins & Turns

How to channel the pioneers in your own flights:

**Loops:** Enter at 2-3x stall speed. Use smooth, even elevator. Too much pull and you'll "egg-shape" the loop. Too little and you'll mush over the top. Try reducing throws and adding 20-30% expo for big round patterns.

**Spins:** Take your high-wing trainer to altitude. Throttle back, hold up elevator, feed in full rudder. To recover: neutralize, let the nose drop, add gentle power.

**Stall Turns:** Pull vertical with throttle up. As the airplane slows, kick full rudder. At the pivot, neutralize rudder, ease power back in, and you'll drop gracefully down the same line.

**Immelmanns:** Try both "versions": the aerobatic half-loop + half-roll, and the WWI-style zoom climb with rudder turn. It's a great teaching moment for new flyers.

### Closing Thoughts

Between 1912 and 1915, aerobatics went from deadly accident to deliberate art. Nesterov's loop, Pégoud's inverted bravado, Parke's spin recovery, Beachey's barnstorming, and Immelmann's combat tricks all contributed to the aerobatic playbook we take for granted today. The next time you pull a loop with your foamy or hammerhead a giant-scale Extra, take a moment to remember: once upon a time, each of these maneuvers was a leap into the unknown. We RC pilots are lucky. The pioneers already paid the price of discovery.



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](mailto:John@ne-aero.com)





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!**

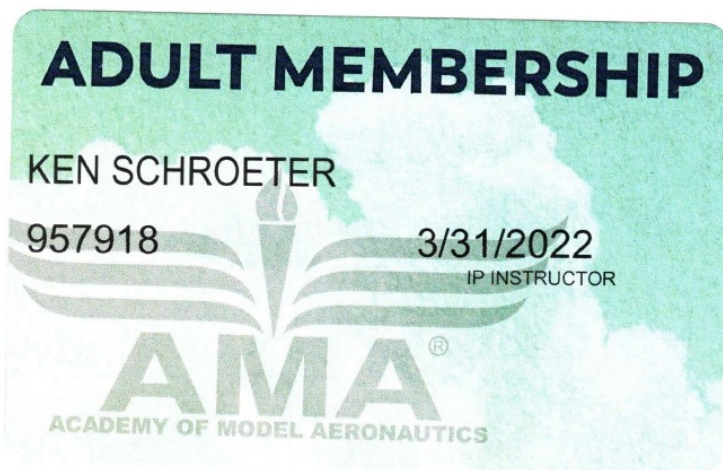
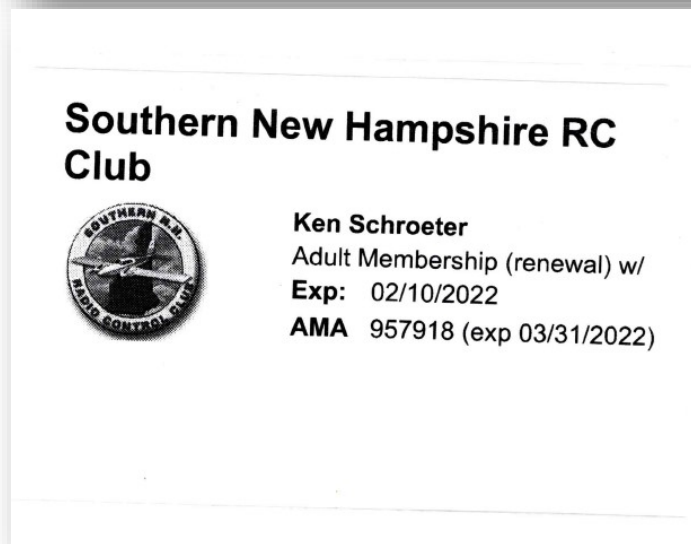
Upon completion of the test recreational flyers should print or save a digital copy of their completion certificate and keep it on their person when they fly. The Academy of Model Aeronautics cannot re-issue your completion certificate if it is lost. The FAA cannot re-issue your completion certificate. 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.



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