

LIVE FREE AND FLY



BullSheet



Meeting Schedule

**Next Meeting
10 November 2025**

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

Next meeting

Our regular monthly meeting will held on November 10th at 7:00 PM in the Litchfield Middle School Cafeteria

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!

Thanks to everyone who came to our club dinner at Nana's in Auburn. The food, company, and service was fantastic. I will definitely be going back!



This month, we will have a discussion on our field search and efforts to secure the property in Litchfield.

I'd also like to try a different club project this winter. Got a crashed aircraft sitting in the corner of your shop? This is the winter to fix it. Bring it in, we can talk about how to fix it, and share our progress month to month.

See you Monday!

Cody



Southern NH Radio Control Club Meeting Minutes
Oct 13th, 2025
Litchfield Fire Station

Officers in attendance: Cody, Mark, Ed, and John
The secretary's and Treasurers reports were read and accepted.

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
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FLIGHT INSTRUCTORS

John Hayes

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John Marien

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Cody reported on our visit to the Litchfield recreation Committee meeting. The committee suggested we talk to the McQuesten farm regarding gaining use of town owned land currently being farmed. John talked to Matt McQuesten about usage of the site. It was a good meeting. John will be back in contact with him after the harvesting season is over.

John showed the members present an overhead view of the field and the area we will be asking for to be Runway, Pitts, and parking, at this point the total area is one acre. Nana's Kitchen club social night will be held on Oct 22nd at 6:00pm.

Nominations were opened for the 2026 year, currently the officers have all accepted nominations for another year.

President: Cody Wojcik
Vice President: Mark Auclair
Treasurer: Ed Vanderveen
Secretary: John Hayes
Safety Officer: Brian Nadeau

Nominations will remain open until the vote at the November 10th meeting.

Cody made a club project proposal ---- Repair a previously damaged plane to fly again in 2026.





Darrel Wagner
Fun-Fly 2025

Foam Airframe Repairs: A Glue Cheat-Sheet (EPO/EPP)

The best glue is the one that matches the job. Here's a quick field guide:

Foam-safe CA (+ kicker)

When: small, clean breaks; hinges; control horns.

Pros: fast, light; spot repairs between flights.

Cons: brittle; don't flood porous foam.

Contact cements (UHU Por / Foam-Tac class)

When: long seams, flexible joints, foam-to-foam skins.

Pros: elastic bond; great for EPP and EPO; excellent for leading-edge seams.

Cons: needs tack time before joining. (Builders often prefer these over foam-safe CA for durability.)

Epoxy (5–30 min)

When: firewalls, landing-gear plates, high-stress joins.

Pros: strong, gap-filling.

Cons: weight; give it cure time (30-min often stronger).

Hot-melt glue

When: field fixes, servo tacking, quick doublers.

Pros: instant; peels for rework.

Cons: heavy; can soften in summer heat.

PU (Gorilla-type) glue

When: gap-fill in crushed foam (light mist of water).

Pros: expands to fill; sandable.

Cons: messy; tape the joint to control foaming.

Three fast recipes

- 1. Cracked leading edge:** Lightly scuff; apply Foam-Tac/UHU Por to both sides, let tack, press/"zipper" the seam together; add a 1-in strip of hinge tape inside the wing if reachable.
- 2. Loose firewall:** Clean surfaces; 30-min epoxy + triangle balsa doublers.
- 3. Servo came loose:** One pea of hot glue per corner; press, ensure no gear case distortion.
- 4. Work clean:** dry-fit, mark alignment, ventilate, and remove paint where bonding.

Ten-Minute Preflight & CG Tune-Up for Safer Maidens (fixed-wing)

New airframe? Treat the first session like a test flight. This quick routine reduces surprises and makes trimming painless.

1) Airframe sanity check (2 min)

Run a fingertip along every hinge line. Tug each control horn and linkage; no flex, no cracks. Verify the prop nut/spinner is tight and the motor mount is solid. Assign a **Throttle Cut** and confirm it works before arming.

2) Radio & throws (2 min)

With the prop removed or throttle cut engaged, confirm stick directions and full travel without binding. Start with conservative **low rates** (e.g., ~60–70% aileron/elevator, 30% expo) and a **high-rate** you can flip to once trimmed.

3) Power & failsafe (1 min)

Do a range check per your radio manual. Set failsafe to **throttle low** and neutral controls. Strap the pack so it can't creep aft during flight.

4) CG that won't bite (3 min)

A safe first-flight CG for a conventional layout is **~25–33% of the wing chord**. Balance on fingertips or a stand with the model ready-to-fly. If in doubt, go slightly nose-heavy; you can move the pack back after trimming. Once airborne and three-mistakes high, perform a gentle **dive test** and fine-tune with small battery shifts.

5) First circuit plan (2 min)

Take off upwind, climb to altitude, and trim hands-off level flight. Sample slow flight and idle-power glide to ensure a predictable flare. Land, nudge CG/throws, and note changes for flight #2.

Bonus safety

LiPos: charge with a proper LiPo charger, never unattended; store at ~3.85–3.9V/cell in a fire-safe container.

Preflight discipline saves models (and days at the field). AMA's maiden and pre-flight checklists are great references to post in your pit box



TRIMMING FOR "HANDS OFF" FLIGHT

By Taylor Collins

There's a particular magic in watching your airplane climb out straight and true, wings level, needing no correction from your thumbs. It's not luck — it's trim. Getting an airplane to fly "hands-off" is one of the most satisfying things a pilot can achieve, and it's the foundation of everything else you'll ever do in the air. In the earlier days in my R/C career, the wise-guys that I flew with claimed that when I wanted to do an aerobatic maneuver, I would just turn loose of the sticks. They were probably right....

Why Trim Matters

Trimming is simply the art of balancing the airplane in flight so that it naturally flies where you want it to go — straight, level, and at the right speed — without constant stick input. A properly trimmed airplane tells you the truth about its design, its balance, and your build. A poorly trimmed one tells you lies, then heads for the weeds.

Step 1 - Before you touch a trim tab, make sure the airplane itself is right:

Center of Gravity (CG): Begin exactly where the plan or manual recommends. A tail-heavy airplane will never trim out properly; it will hunt, wobble, and argue with you. A tail-heavy airplane will be very sensitive and twitchy and always wanting to try to snap roll. A nose heavy plane will just be doggy, plowing through the air, and requiring lots of control inputs.

Control surfaces: Check that every surface is centered mechanically with your transmitter trims at neutral.

Incidence and thrust: Make sure the wing and stabilizer are square to each other, and that the motor isn't pointing off somewhere toward Vermont.

Only when the model is straight on the bench can you expect it to be straight in the sky.

Step 2 – The Initial Flight

Take off smoothly and climb to a safe height. Fly level at half-throttle, then release the sticks.

If the nose drops, add a touch of up-elevator trim.

If it climbs, add down-elevator trim.

If it banks, adjust aileron trim toward level flight.

Your goal is simple: the model should fly straight and level at moderate throttle when the sticks are centered.

Step 3 – Power-On vs. Power-Off

Now try a glide. From level flight, reduce power and let it settle.

If the model dives steeply, the nose is heavy — move the battery back slightly.

If it balloons or stalls, it's tail-heavy — move the battery forward.

You're seeking a glide that's flat, steady, and honest — a glide that could carry it home all by itself.

Step 4 – The Climb and Dive Test

Once level flight and glide are sorted, try this:

From level flight at half-throttle, smoothly apply full power.

Observe whether the airplane climbs sharply or dives.

If it climbs under power, add a bit of down-thrust or reduce up-elevator trim.

If it dives, add a touch of up-thrust or a smidge more up-elevator.

A well-trimmed airplane maintains its line whether you're coasting or climbing.

Step 5 – Rudder Harmony

Fly into the wind, then cut power and watch:

If the airplane yaws or rolls to one side, you may need a tiny rudder trim or a small wing incidence adjustment.

When everything is balanced, you'll notice something remarkable — turns become graceful, the airplane stops fighting, and even landings look smarter.

Step 6 – Fine-Tuning for Perfection

Once the airplane behaves itself, take a few more passes:

Adjust dual rates or expo so the sticks feel smooth around center.

Re-trim after every hardware or battery change.

Record your settings — future you will thank you.

When trimming is complete, the airplane practically flies itself. You can relax, watch it carve through the sky, and maybe even set the transmitter down for a second (just don't tell the safety officer). More importantly, you'll have a baseline for every future flight — a reference point that separates pilot error from setup error.

Trimming isn't busywork. It's how you get your airplane and your thumbs to speak the same language. Once you do, you'll find that "hands-off" isn't the absence of control — it's the purest form of it.



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



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.



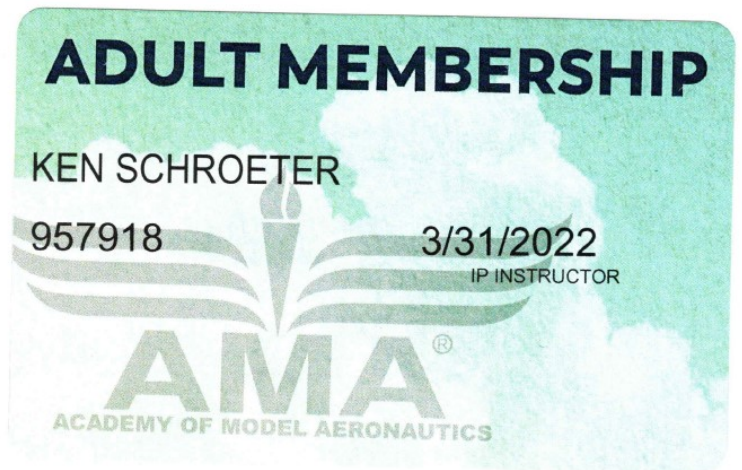
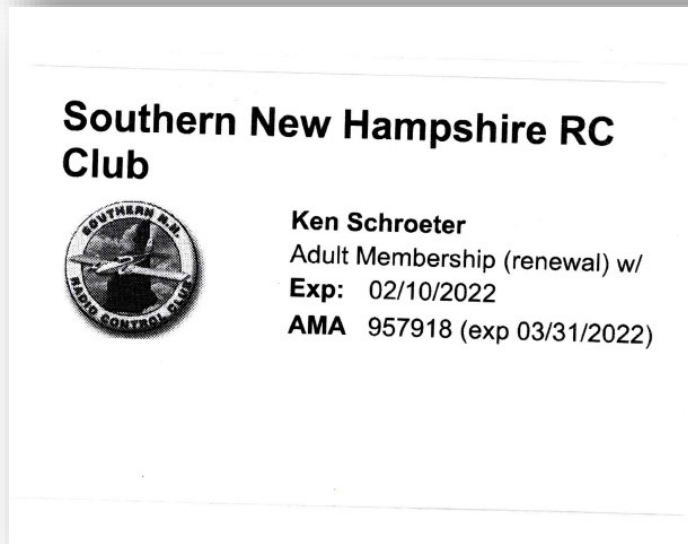
NOTAM

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