LIVE FREE AND FLY

BullSheet

Meeting Schedule

Next Meeting 13 April 2026

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

Next meeting

Our regular monthly meeting will held on April 13th at 7:00 PM in the Litchfield Middle School.

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!

Well, spring is here. We're not quite ready to fly but things are getting closer. We've had a positive meeting with the owner of AJ's and have been given the go-ahead to start flying there, but we are waiting on their schedule of events to deconflict.

We've also had some encouraging talks with another site in Litchfield (Merrimack River Atlantic Salmon Smolt Release Site), but it's not a done deal and it will take a lot of work.

We are also looking forward to seeing everybody's winter build and repair projects.

See you Monday!

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

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

Flight Instructors
John Hayes
603.345.5604
John Marien
603.860.0050

No Secretary's Report for this month.

Meeting called to order at 7:02

Officers in attendance: John Hayes.

Other officers had other commitments.

WE looked into the area behind Scary World and deemed it too tight a space to fly.

Behind AJ's (Near the Hudson field) was offered as an option and John and Cody would go take a look at the site.

Ther was another location in Londonderry about 17 acres owned by the FAA. John Hayes put out a feeler to see if we could use the site.

The Merrimack landfill may be too small at the top for a powered airplane field but may be suitable for gliders. John Marien to continue to investigate.

The Derry Club's former 2nd field may still have a chance.

The Hudson BOS Morin was not re-elected and the idea was raised about going back to the BOS to make our case again.

The Skyhawks are willing to host the Darrel Wagner Fun Fly again this year.

Meeting adjourned at 7:25


EXTREME FLIGHT
Darrel Wagner
Fun-Fly 2025

Buying Servos From AliExpress?

by John Marien

I always buy the best servos for my airplanes. I have migrated away from Analog servos to digital servos and from 4.8v to 6.0v to 7.4v and now 8.4v and 12v! The change in voltage gives me stronger servos with faster response times. But at $100 to $180 per servo, this gets expensive when you need 8-10 servos for an airplane. For years I have seen pilots go with the cheapest servos they can buy. More often than not, I see these pilots and planes crash and burn. This provided me with the confirmation bias that the best servos were the way to go.

Servos from China? They can't be as good as the name brands? Can they? Well, at 1/3rd to 1/2 price of the name brands they do get tempting. I'm not going to start a trade war here or get caught up in the tariff war going on, but many of the top brans name servos are manufactured in China. Many are 100% authentic but the possibility for gray market servos exists.

Dsservo 45kg Coreless DS3245 Digital Servo Metal Motor 7.4V Waterproof IP66 with 25T Servo Arm for RC Robot 1:8 1:10 Baja Car RC

by XG FPV Store (★4.2 | 50,000+ sold)

ANNIVERSARY SALE Starts: Mar 16, 03:00 EST

$30.33 Upcoming price $29.12 ~~$60.67~~

But then I noticed that these servos are offered in three different styles: PWM, RS485, and CAN. But what do these mean?

VS

Savox SV-1270TG High Voltage Coreless Digital Servo w/ Soft Start, 0.10sec / 624.9oz @ 8.4V

$105.99 ☆☆☆☆☆ Write a review

That's 3Xs the price!

Digital servos can be controlled via Pulse Width Modulation (PWM), RS485, or CAN protocols, with the choice of protocol determining the servo's wiring complexity, data speed, feedback capabilities, and industrial suitability.

- **PWM (Pulse Width Modulation):** The standard, traditional method for hobby servos, using one signal wire to send pulses (1-2ms) indicating position. It is simple but one-way and prone to noise over long distances.
- **RS485 Protocol:** A serial, differential communication protocol (2 wires, A/B or D+/D-) used in smart servos for industrial or complex robotics. It offers long-distance communication (up to 1200m) and supports multiple slaves (up to 32+).
- **CAN Protocol (Controller Area Network):** A robust, high-performance serial bus standard, commonly used in automotive and advanced industrial applications. It provides 2-wire differential signaling, high reliability, error handling, and faster data rates than standard serial, supporting up to 64 nodes.

So, for us modelers, we need the PWM servos.

Now back to the brand name vs the no-name, is three times the price worth it? Maybe. As an engineer, the answer it always “it depends”. Are you flying competitions where absolute precision counts? Or are you burning holes in the sky with this month’s new airplane and when you crash it you get to move on to another airplane? It this a “show” airplane that is stand-off scale or pure scale? Is it a park flier or a 50-lb. 50% Pitts doing torque rolls over the runway in front of a crowd of spectators? Do you need 0.05 second response time for 60-degrees of travel? Does repeatable centering mean anything to you?

For me, the answer is safety first. If/when I try these servos (and that day is coming), it will be in a controlled FRIA environment without spectators. First on steel wheel applications, then on flaps and throttle, then on one aileron but not both (just in case) and not on my new scale airplane I spent months building. Nope, going to be on one of my Killer Sticks — basic airframes.

So, write to the newsletter editor. Tell us about your experiences with name brand vs no-name servos and your applications. Indoor flying foamies don’t count :-)

Remember that there was a day when Futaba and Savox were the no-name brands …

John Marien

Souhegan Area Modelers (SAM) Club in Milford

Does anyone have current information about this club and if they still exist as a club?

Contact John Marien
John@ne-aero.com

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

….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!

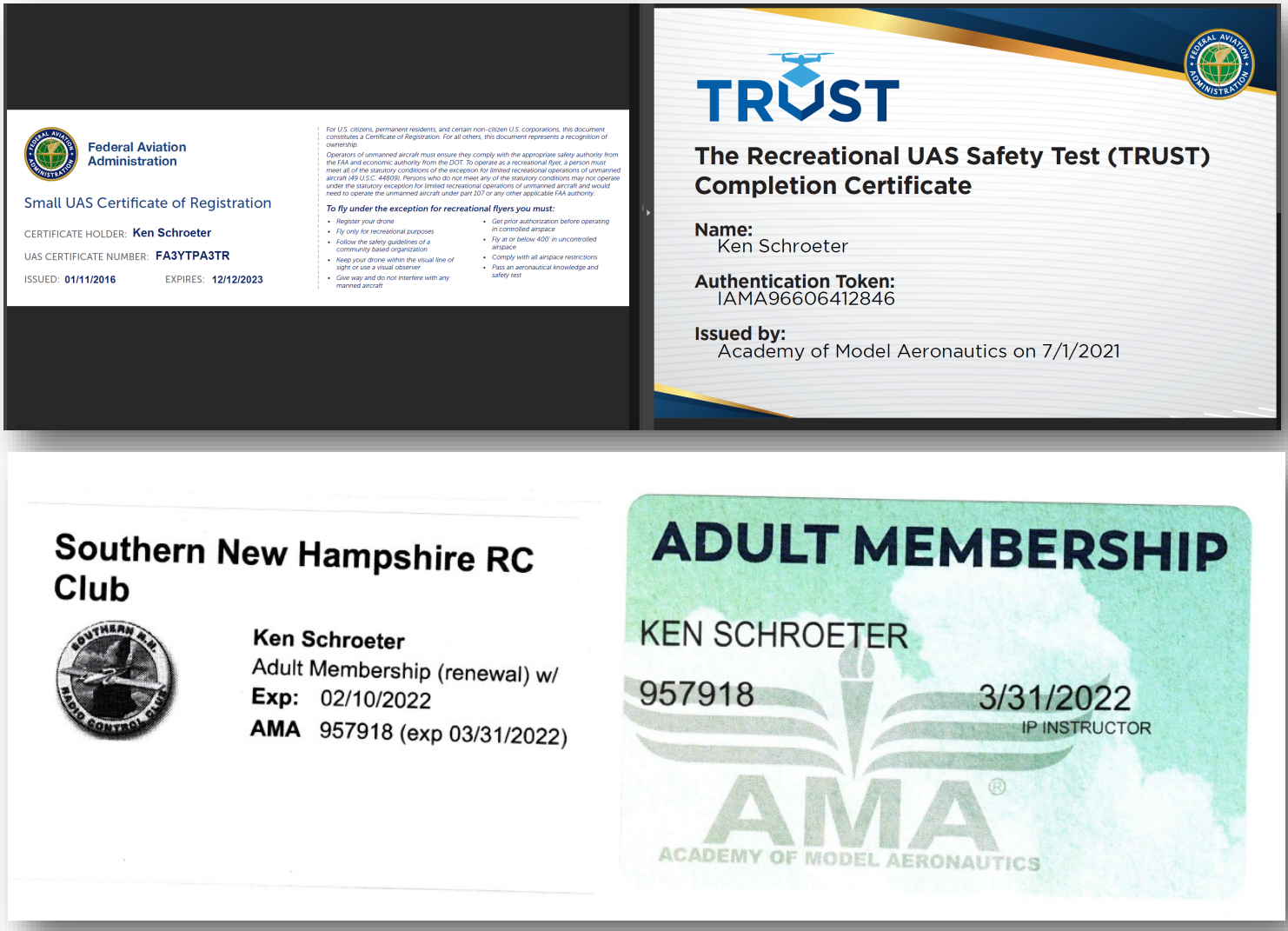
Upon completion of the test recreational flyers should print or save a digital copy of their completion certificate and keep it on their person when they fly. The Academy of Model Aeronautics cannot re-issue your completion certificate if it is lost. The FAA cannot re-issue your completion certificate.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



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