Bullsheet

The Official Publication of the Southern New Hampshire Radio Control Club, Inc.

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June 2026

Next Meeting

June 8, 2026

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

Our regular monthly meeting will be held on June 8th at 7:00 PM in the Litchfield Middle School cafeteria. Please attend!

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

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From The President

Greetings Folks!

I hope you are enjoying/ staying cool in the summer heat.

We have had some hopefully helpful dialog with the AMA regarding attaining the Litchfield Salmon site for a new flying location.

More details to come during the meeting, but they have said they will help us navigate the web of federal bureaucracy to talk to the right people.

The Darrell Wagner Memorial Fun Fly is still scheduled for later this summer at the Concord Skyhawks.

See you Monday!

Cody

From The Secretary

Southern NH Radio Control Club Meeting Minutes
April 13th, 2026
Litchfield Middle School

Southern NH Radio Control Club Meeting Minutes
May 11th, 2026
Litchfield Middle School

Officers in attendance: Cody, and John

The Secretary's report was read and accepted. Treasury is the same as the previous month.

Cody reported on AJ's - No news on availability yet, waiting on schedule.

John Marien has phone number and a name for the Merrimack landfill site.

Dan Bogden asked about the Hudson site. Cody mentioned that a lot of funding for projects has dried up.

John reported on the Fish hatchery site in Litchfield. The site is federal government owned. Will pursue this site.

From The Editor

Special Thanks to Virgil Hernandex & John Marien

I want to take a moment to offer a sincere thank-you to Virgil Hernandez and John Marien for filling in when my health issues made it necessary for me to step away from the *Bullsheet*, John is leaving us to move to Colorado, and we'll miss his energy and participation. Virgil graciously stepped in and kept the newsletter going.

They both did a terrific job, and I truly appreciate the time, effort, and care they put into each issue.The Bullsheet is an important connection within the club, and that is no small thing. I hope I can continue the fine work they both did.

Best wishes, John — and thank you.

With that said, I'm afraid that you are stuck with me as your returning Bullsheet Editor. I REALLY do not want this newsletter to be all about me, but without your input I'm afraid I don't have much else to offer. So PLEASE, send me photos of what you are working on, or let me know what problems you might be having. I'm sure I won't have the answer, but I do know where to find good answers.

Like the rest of you, I am very anxious to start flying again. You'll probably have to put me on a buddy box for a while, but I think I am still retrainable....

See you at the meeting, or better yet, at the flying field.

Radio Setup Secrets That Make You Look Like a Wizard at the Field

By Taylor Collins

Most pilots spend more time arguing about batteries than actually exploring what their radios can do. Modern transmitters are absurdly capable — yet most of us fly them in "1974 mode," as if all we can do is reverse servos and adjust sub-trim.

Let's change that.

Here are some radio tricks that will make your airplane fly better, help you land smoother, and — most importantly — make your flying buddies wonder when you got so darn polished.

1. Expo: The Free Upgrade Nobody Uses Correctly

Expo doesn't reduce total control — it simply softens the center stick. And that's exactly where 90% of flying happens.
Quick Recommendations:
Aileron: 25–35%
Elevator: 30–40%
Rudder: 20–30% (helps takeoffs, especially taildraggers)
Result? Your ARF instantly feels less twitchy, especially on landing approach… and you stop looking like you're wrestling a caffeinated ferret on the sticks.

2. Dual Rates You'll Actually Use

Most pilots set dual rates once and never touch them again. A better trick:
Assign a 3-position switch:
Low Rate: For landing and slow flight
Mid Rate: For everyday flying
High Rate: For the day you want to show off… or crash spectacularly
Bonus tip: Label the switch. Nothing says "wizard" like actually knowing which way lowers the rate.

3. Throttle Cut: Your Save-Your-Fingers Button

Every radio can do this, yet you can still hear guys walking to the flight line muttering,
"Oops — it armed itself again…"
Assign any switch as THROTTLE CUT.
When you flip it off, you get a tiny jolt of confidence knowing the prop won't bite you like an annoyed hamster.

4. Aileron-to-Rudder Mix: The Secret to Graceful Turns

Most ARFs have generous dihedral and a touch of adverse yaw. That means:
You bank… the tail flops… the nose wanders… and you wonder why the plane feels "mushy."

Enter the wizardry:
Aileron ☐ Rudder mix: 8–12%
This makes your plane turn like a well-trained golden retriever — smooth, obedient, and not trying to wander off. You'll look incredibly coordinated without ever touching the left stick.

5. Landing Mode: Your New Superpower

Here's the trick even experienced pilots don't use:
Create a landing mode that activates 2–3 settings at once.

For example:
Reduce aileron throws 15%
Add a touch of up-elevator trim
Slow down flaps (servo speed)
Increase expo slightly

Now a single switch:
Transforms your tippy, twitchy ARF into a calm, obedient landing machine.
People will think you rebuilt the airplane.

6. Servo Speed: Smooth Flaps Without the Drama

Flap servos on ARFs often slam down faster than a teenager's phone when someone says "we need to talk."
Modern radios can slow that motion. Set flap servo speed to 2–3 seconds.
This prevents:

Ballooning
Sudden attitude changes
That "punch-in-the-gut" descent when flaps drop instantly

You don't need flaperons, slats, or airbrakes — you just need the radio to chill a bit.

7. Model Match / Failsafe: The Forgotten Lifesaver

Two things that save airplanes:

Model Match:

Your transmitter won't operate if you choose the wrong model memory.
It's like the radio saying,
"No, I'm not letting you fly the P-47 with the settings from your Cub. Try again."

Failsafe:
Set throttle to idle (or off for electrics) and neutral all surfaces.
If your plane loses signal, it will at least glide home in dignity, rather than holding full up elevator like it drank too much coffee.

8. Sub-Trim vs. Linkage Adjustments: The Only Rule You Need

Sub-trim is for fine adjustments.
Linkage is for big adjustments.

If you need more than 20–25 clicks of sub-trim, stop tapping and move the clevis.
Your servos will thank you by living longer than your last set of LiPos.

9. Timer Setup: Prevent the "Dead-Stick Surprise"

ARF pilots often fly until something sags, smokes, or beeps. But a timer prevents the "mayday landing" routine.

Set your timer to:
3:30 for 3S sport electrics
4:00–5:00 for 4S and larger
Auto-start on throttle

Bonus wizardry: a count-up timer to track flights, battery cycles, and bragging rights.

10. The Best Mix of All: Confidence

This isn't sentimental — it's aerodynamic.
A properly configured radio results in:

Smoother takeoffs
More coordinated turns
Better landings
Less over-control
Fewer crashes
More enjoyment

And that's what makes a person look like a wizard at the field:
Not magic — just smart setup.

Top 5 Radio Mistakes We've All Made … (Yes, You Too)

1. Flying the Wrong Model Memory

Also known as: "Why does my Piper Cub have flaps now?"

This is the fastest way to turn a perfectly good airplane into a cautionary tale.

Symptoms:

Surfaces move… but not the ones you expected

Throttle cut doesn't work

Panic-induced staring at the transmitter

Wizard Fix:

Use Model Match

Name your models clearly ("Extra 300 – GAS" beats "Model 17")

Do a control check every single flight

2. Using Sub-Trim Instead of Fixing Linkages

Sub-trim is a scalpel, not a chainsaw.

Symptoms:

Servo buzzing at neutral

Reduced servo travel one direction

Trim values that look like a ZIP code

Wizard Fix:

If you need more than ~20 clicks of sub-trim, stop and move the clevis.

Your servos will live longer and complain less.

3. No Throttle Cut (a.k.a. "Living Dangerously")

If your prop spins when you don't expect it, your radio setup is unfinished.

Symptoms:

Motor arms unexpectedly

You hold the airplane like it might bite you

Everyone steps back when you plug in a battery

Wizard Fix:

Assign any switch as throttle cut.

Flip it before plugging in.

Your fingers will thank you.

4. Over-Controlling Because Expo Is Set to Zero

ARFs aren't twitchy — your thumbs are.

Symptoms:

Porpoising on final

Zig-zag landings

The plane looks nervous even when you aren't (or or perhaps you are ?)

Wizard Fix:

Add expo where it counts:

Elevator: 30–40%

Aileron: 25–35%

Rudder: 20–30%

You'll instantly look smoother — without changing your flying style.

5. Forgetting Failsafe (Until It's Too Late)

When signal disappears, your airplane should behave, not improvise.

Symptoms:

Full throttle on signal loss

Nose-up death spiral

Sudden interest in tree climbing

Wizard Fix:

Set failsafe to:

Throttle / idle/off

Control surfaces : neutral

Glow Plugs: Tiny Part, Big Difference

by John Hayes (with Assistance from the O.S. Website)

Glow plugs are one of those little engine parts we tend to ignore—right up until the engine won't start, won't idle, or quits at the worst possible moment.

In a glow engine, the plug is first heated by a 1.5-volt battery. Once the engine is running, combustion heat keeps the element glowing. The clever part is that ignition timing is somewhat automatic: at higher RPM the plug runs hotter and fires earlier; at lower RPM it cools slightly and retards ignition. O.S. notes that plug choice and fuel choice can have a noticeable effect on both performance and reliability.

Hot, Medium, or Cold?

As a general rule, hotter plugs give easier starting, better idle, and crisper acceleration. Colder plugs can handle higher nitro, higher RPM, and more aggressive running, but may be fussier to tune.

A simple O.S. plug guide:

Plug	Heat Range	Best Use
O.S. No. 6 / formerly A3	Hot	Smaller engines, low nitro, easier idle
O.S. No. 7	Medium-hot	Frequent throttle changes
O.S. No. 8	Medium	Good general-purpose 2-stroke plug
O.S. No. 10 / formerly A5	Cold	Higher nitro, high RPM, narrower tuning window
O.S. Type F	4-stroke plug	Designed for four-stroke glow engines

The O.S. No. 8 remains the "safe bet" for many sport 2-stroke engines and is widely recommended for current O.S. and other short-plug 2-stroke engines.

When to Replace One

A plug may be done even if it still glows. Replace it when the filament turns white or rough, the coil is distorted, debris sticks to it, the engine cuts out at idle, or starting becomes harder.

Field Box Tip

Keep more than one heat range in your field box. A plug that works perfectly on a cool morning may not be ideal on a hot day, with different fuel, or after a needle adjustment. Glow engines are wonderfully simple—except when they're acting like tiny alcohol-fueled philosophers.

You can see the photos and more detail on the O.S. website at https://www.os-engines.co.jp/english/line_up/plug/pluindex.htm?shem=rimspwouoe,

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!

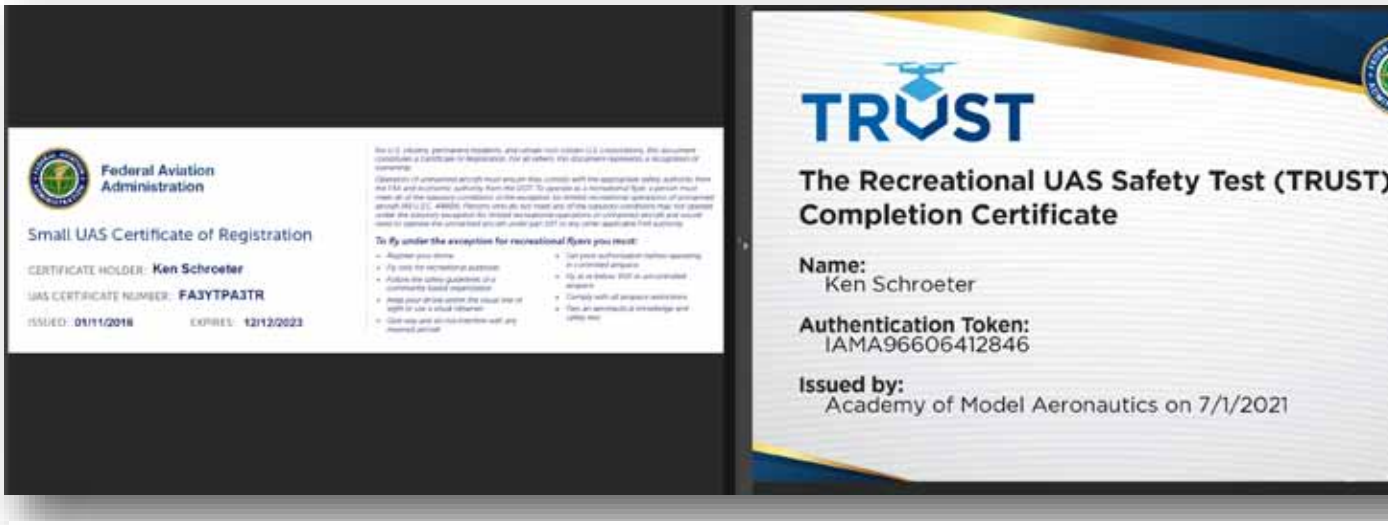
Upon completion of the test recreational flyers should print or save a digital copy of their completion certificate and keep it on their person when they fly. The Academy of Model Aeronautics cannot re-issue your completion certificate if it is lost. The FAA cannot re-issue your completion certificate.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

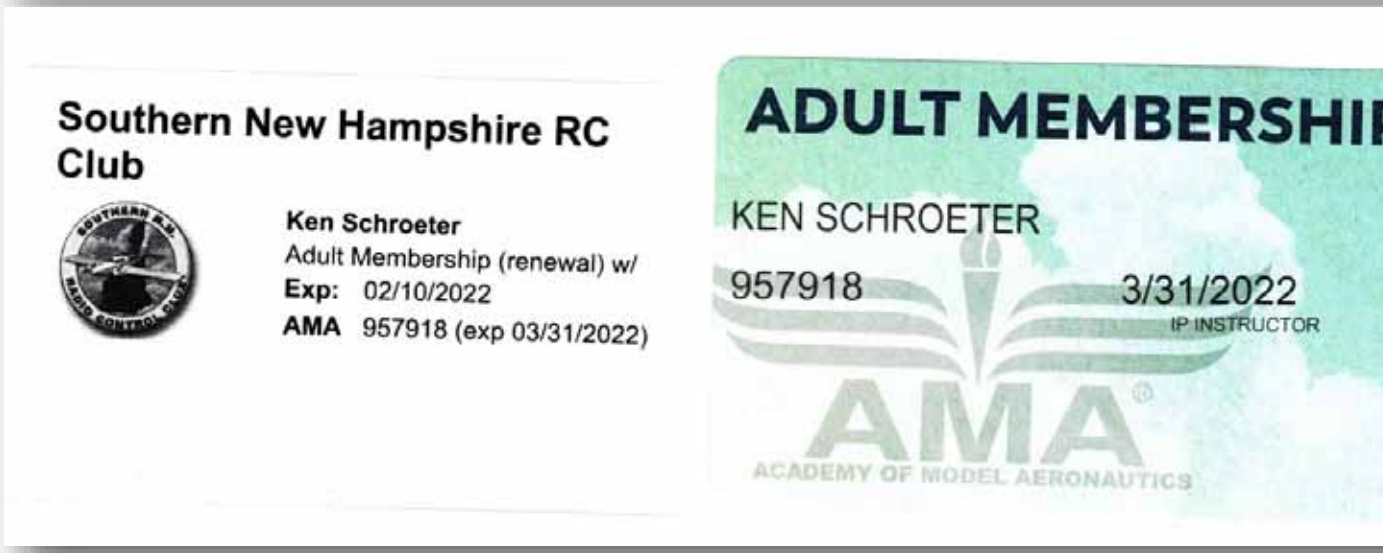
This is a requirement of the AMA and FAA, so please take the few minutes to take the course. The "test" is a set of slides explaining the knowledge base required, followed by a few "keep doing it until you get it right" questions that is the actual test. Its quite simple if you watch the slides. You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

Southern New Hampshire Radio Control Club
Membership Application
2026

Name: _____ AMA# _____

Address: _____

City: _____ St: _____ Zip: _____ Field key# _____

Home Phone: _____

Cell Phone: _____

Email: _____

Normal Renewal Period

October Meeting Thru February Meeting

Fees (check all that apply)

Current members:

__ Adult - Normal Renewal Period 80.00

__ Junior 5.00

New Members (sponsorship required):

__ Adult 90.00

__ Junior 5.00

_____

Sponsors Signature

Membership Agreement

I recognize a model airplane is NOT a toy, and must be operated at all times in a safe manner.

I agree not to hold the Southern New Hampshire Radio Control Club, Inc. and my instructor, if I am receiving instruction, responsible or liable in any way for injury, loss, or property damage I may suffer due to any reason, including but not limited to pilot error or mechanical failure.

I agree I will not fly at any SNHRCC field or event without an active instructor until I have been approved for solo flight.

I certify I have read the Academy of Model Aeronautics "National Model Aircraft Safety Code" and agree to abide by its terms and conditions at all times. **New prospective members must attend the monthly meeting to introduce themselves prior to the membership vote of acceptance.**

I understand that there is no dumping of any kind at the facility.

_____ Signature

_____ Parents signature (if under 18)

Payment Information

Cash or check # Payment amount:

Payment date:

Make check payable to SNHRCC

Include a self-addressed, stamped envelope

Mail to:

SNHRCC
c/o Ed van der Veen
9 Newton Street
Hudson NH 03051

Proof of AMA

Attach photocopy of AMA membership card

NO AMA CARD = NO MEMBERSHIP CARD

NO MEMBERSHIP CARD = NO FLYING!