Bullsheet

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



Photo by John Marien

Thank You, Concord Sky Hawks!

The November 9th Meeting will be held at the Litchfield Fire Station

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November 2026

Next Meeting

November 9, 2026

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

Our regular monthly meeting will be held on November 9th at 7:00 PM at the Litchfield Fire Station. Please attend!

The Bullsheet 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!

Hope you have all been enjoying the fall and enjoyed the Wagner Fun Fly. Thanks to the Concord Skyhawks for hosting and everybody who came!

Unfortunately we have hit a setback with our pursuit of the Litchfield Salmon Smolt site. We will have a few more details at the meeting and talk about some other options as well.

See you Monday!

Cody

From The Secretary's Chair



Southern NH Radio Control Club Meeting Minutes

October 12th, 2026

Litchfield Fire & Rescue Community Room

Officers in attendance: Cody, Mark, Ed, and John

The Secretary's and Treasurer's reports were read and accepted.

John reported on the Fish Hatchery site and communications with Maggie Goodlander's office.

Cody reported on a Windham site possibility. Mark described the location of the site Cody mentioned.

Cody talked to Cyr Lumber about a site and received a "no" response.

John Marien mentioned a large site under development at Bishop Guertin in Nashua. However, after reviewing the site plans, it appears that the entire property will be utilized

Ray Lamarre mentioned a former Continental site at the end of Talent Road in Litchfield that should be looked at. John said he would have a look at the site and find out more.

There was discussion about using new notifications feature within Dual-Rates that could send notifications to the membership. Given the setup involved it was decided to stay with e-mail.

Mark brought a new Twisted Hobbies Extra 34 NG (Cody design) along with all the hardware and electronics to complete to show the group.

From The Editor

From the Workbench to the Operating Room

I've been thinking lately about the future of our hobby. More specifically, I've been thinking about where the next generation of model airplane enthusiasts is going to come from.

Let's face it. Take a look around at most RC club meetings, and you'll notice a distinct shortage of young faces. We have plenty of experience, plenty of knowledge, and more than a few gray hairs. What we don't have nearly enough of is youngsters discovering the wonderful world of model aviation.

And that's a shame, because I can't think of many hobbies that offer a better combination of education, creativity, problem-solving, and plain old-fashioned fun.

Think about what we learn when we build and fly model airplanes. Aerodynamics, electronics, electricity, physics, structural engineering, mechanics, and even a little meteorology. We learn to work with our hands, use tools, read plans, solve problems, and figure out why something that worked perfectly yesterday has suddenly decided not to work today.

And perhaps most importantly, we learn that making mistakes is part of learning. Sometimes those mistakes result in a little extra glue and some creative repair work. Occasionally, they result in a trip home with an airplane in a plastic bag.

But either way, we've learned something.

Years ago, I had a good friend and fellow RC sailplane enthusiast named Dr. Ken Wagner. Ken was a successful orthopedic surgeon, and one day he made an observation that I've never forgotten.

He told me that much of what he did in the operating room involved cutting, drilling, tapping holes, installing screws, and working with tools. And he maintained that he'd learned more about those practical mechanical skills through building model airplanes than he had in medical school!

Medical school, he explained, had taught him the essential medical knowledge: preventing infections, understanding anatomy, and keeping patients safe during surgery. But the actual nuts-and-bolts mechanical work of orthopedic surgery? That was remarkably similar to building a model airplane.

I've always loved that story.

And Ken wasn't exactly an unsuccessful fellow. Among his accomplishments was owning and flying a full-size P-51 Mustang. Apparently, building and flying model airplanes hadn't completely satisfied his aviation ambitions!

But there's a larger point to his story.



We sometimes underestimate just how much our hobby teaches us. To a youngster, building a model airplane might simply seem like a fun way to spend an afternoon. But along the way, that youngster is learning how things work, how to use tools, how to think through a problem, and how to turn an idea into something tangible.

Today, with 3D printing, computer-aided design, sophisticated radio systems, and increasingly affordable electronics, the educational opportunities are greater than ever. A young person who learns to design a part on a computer, print it, install it in an airplane, and then watch that airplane fly has experienced a remarkable combination of skills.

And unlike so much of today's screen-based entertainment, there's a real, physical result. Something they created with their own hands actually flies!

So here's my challenge to our members. Let's make a conscious effort to introduce someone younger to model aviation.

It might be a grandchild, a neighbor, a friend's son or daughter, or a youngster who stops by the flying field out of curiosity. Show them an airplane. Explain how the controls work. Let them try a simulator. Invite them to help with a simple building project.

We don't have to turn every youngster into a lifelong modeler. But we might plant a seed that eventually grows into an interest in aviation, engineering, electronics, or any number of other worthwhile pursuits.

Who knows? Somewhere out there might be a future aerospace engineer, airline pilot, or orthopedic surgeon who just needs someone to hand them a transmitter or a bottle of glue.

And wouldn't it be wonderful if that someone were one of us?

See you at the flying field! (And we ARE going to get one!)



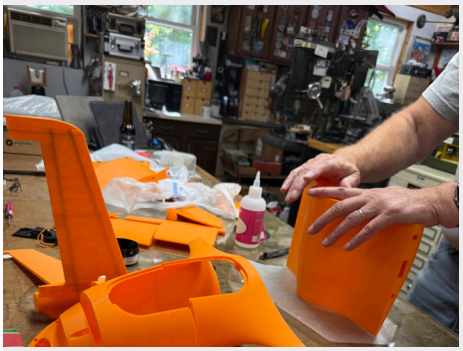
Submit Your Photos - Earn One Ticket per Issue!

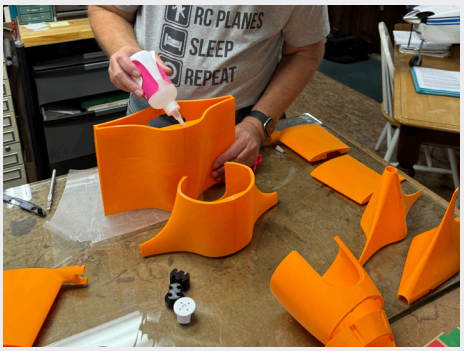
Share what you're building!

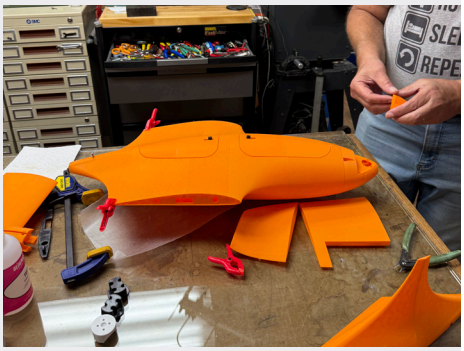
Send a photo and a short description of the model, repair, restoration, or project currently on your workbench. Each member who submits material for the "On the Bench" page will receive one entry ticket for our year-end drawing. One ticket per member per issue. At the Christmas meeting, one ticket will be drawn and the winner will receive a $100 prize. Whether you're framing up a new model, covering a wing, restoring an old favorite, or just getting started, we'd love to see what you're working on! E-mail your contributions to taylor@soaringstuff.com

From John Ha **By John Hayes**

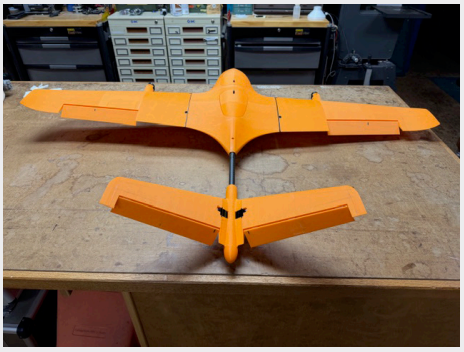
Almost a year ago, Taylor asked me if I'd like to help with something unusual, a 3D printed R/C aircraft. I've done lots of 3D printing, but had never attempted an entire aircraft structure. So, Taylor ordered the lightweight PLA filament, and the printing began. He has been coming up to my shop to help with the assembly, and slowly the 3D printed parts, carbon fiber tubes, and all of the electronics and motors have come together into something that looks like an airplane. We still have to install the receiver and battery, bind and program the radio, and work out the balance. Overall, it looks pretty good. I elected to print a double wall on the airframe parts, and the result is quite strong, but not overly heavy. I will be bringing the complete airframe to the meeting, and also a small test piece that we'll pass around. You are welcome to tug, tweak, and try to bend that test piece. It is amazingly robust. The precision of the printed parts is quite remarkable. All of the seam lines between the components line up very well, right down to the precisely printed slots for the hinges.

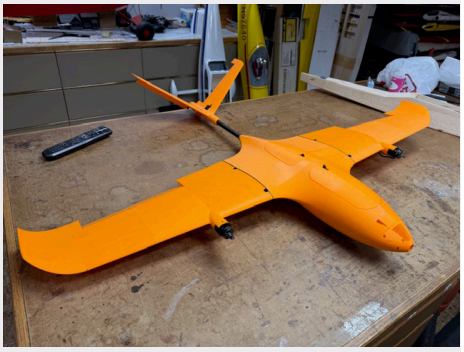












From John Marien's Workbench



Initial review of the broken single-piece wing.



A detailed view of the break.



A full-length view of the replacement foam wing cores.

A New Wing

Continuing the saga of the Giant Aeromaster we begin this chapter as "A New Wing ..."

The lower wing was broken when the plane landed in a tree after the ballooning incident (see my other article on Balancing a Biplane). So, this time I felt instead of fixing the old monolithic 74" wing, I would create a modern version of it with a few new features.

The first feature is that this is a 2-piece wing from the start. It is a foam wing cut from 25-psi foam. There are many lightening holes cut through the wing to reduce weight but keep the strength. Next, because it is now a two piece wing with a wing tube, it allowed me to easily add in a slight dihedral on the lower wing. With the dihedral in place, I was also able to add a little washout to the wing tips.

The first step I need to complete now is to laser-cut root ribs in 3mm plywood to support the wing tube at the root of both the left- and right-wing inboard panels. The next step will be to build a similar support for the outboard end of the wing tube. But here I made a miscalculation when I had the cores cut. The wing tube is 36" long, so each inboard panel is 18" long. I did not subtract the 3mm for the ply root rib and the 3mm for the ply tip rib/support. I'll fix that by cutting a rectangular notch in the tip of the inboard panel and insert a 1/4" balsa plate into which the wing tube is inserted and that will support the wing tube at the tip.

Each wing half is three pieces of foam core: inboard, middle and outboard. The middle core glues directly to the inboard core but the outboard core and the middle core need a 3mm, or 3.5mm, ply rib between them because this is where the "N-Strut" will attach to the wing and the ply rib distributes the stress. Next up is to cut a trapezoidal piece of carbon fiber widest at the root of the inboard core and tapering all the way to the tip of the outboard panel. This will provide additional strength and act as a cap spar.

More photos and commentary as the build progresses!



A view of the two center panel cores pressed together held by the Wing Tube (not seen)



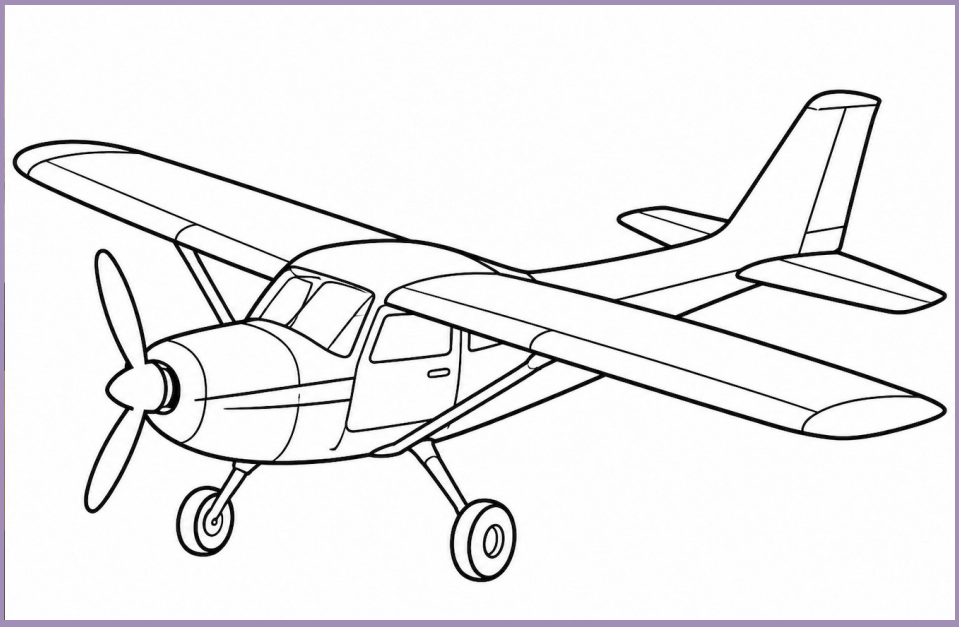
Here we see the dihedral supported by the wing tube.



Here we see the wing tube.

Welcome to RC Aviation!

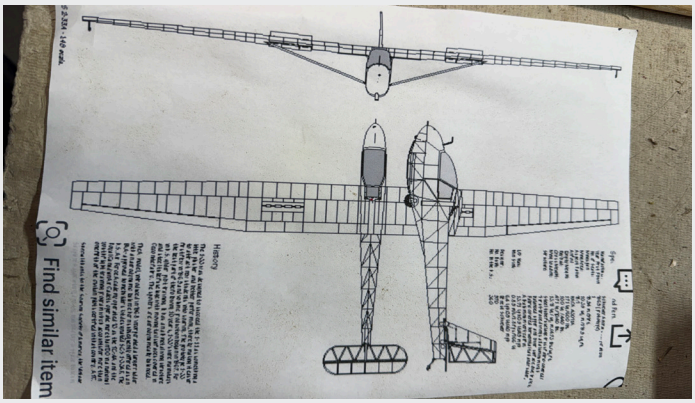
You Are Now Broke!



From Taylor Collins' Workbench



This 1/4 scale Schweizer 2-33 is my "Field of Dreams" project. If you remember this movie, you'll recall the one line that resonated through the entire story... "Build it, and they will come!". My favorite flying activitiy is scale aerotowing of gliders. And I am REALLY hoping that the club can find a suitable flying field, large enough that I can once again do some aerotowing, coordinated with another tow pilot.



So, I have dragged this half completed airframe off the wall, with the intention of completing it in time to break in our new flying field. The kit is from Aviation Concepts. It is beautifully designed, and precisely cut. My plan is to finish it with a very "New Mexico" color scheme, duplicating the Spirit of Santilli, which is the full size trainer aircraft that has been used for many years by the Albuquerque Soaring Club.



Al Santilli was a mover and shaker in that club for many years, and was one of those lucky guys whose pilot's license was actually signed by Orville Wright.

DOLLAR TREE FOAM TAKES FLIGHT!

Build the “May Bee” — A Gee Bee With a Twist!





Who says you need a pile of expensive balsa wood to build a great-flying RC airplane? Sometimes all you need is a couple of dollars' worth of foam board, a sharp hobby knife, and a little imagination! Foam-board airplanes have become increasingly popular with modelers who enjoy inexpensive, quick-building projects. And with indoor flying opportunities available during the winter months, there's no better time to try one.

One particularly interesting design is the “May Bee,” created by Larry Kruse and featured in the Winter 2020 issue of the AMA's Park Pilot magazine. Inspired by the famous Gee Bee racing airplanes of the 1930s, the May Bee is a flat-foam electric model with a delightfully chunky appearance. It's certainly not a scale reproduction, but it has plenty of character!

Two Sheets of Foam — One Fun Airplane
The May Bee is constructed from just two sheets of Dollar Tree foam board, using simple cutting and assembly techniques. No complicated wing ribs, fuselage formers, or elaborate building jigs are required.
The original design uses:
Two sheets of Dollar Tree foam board
2206-size, 1500 Kv brushless motor
10-amp electronic speed controller
Three 9-gram servos
2S 500 mAh LiPo battery
7 × 5 propeller
Hot glue, epoxy, and ordinary modeling supplies

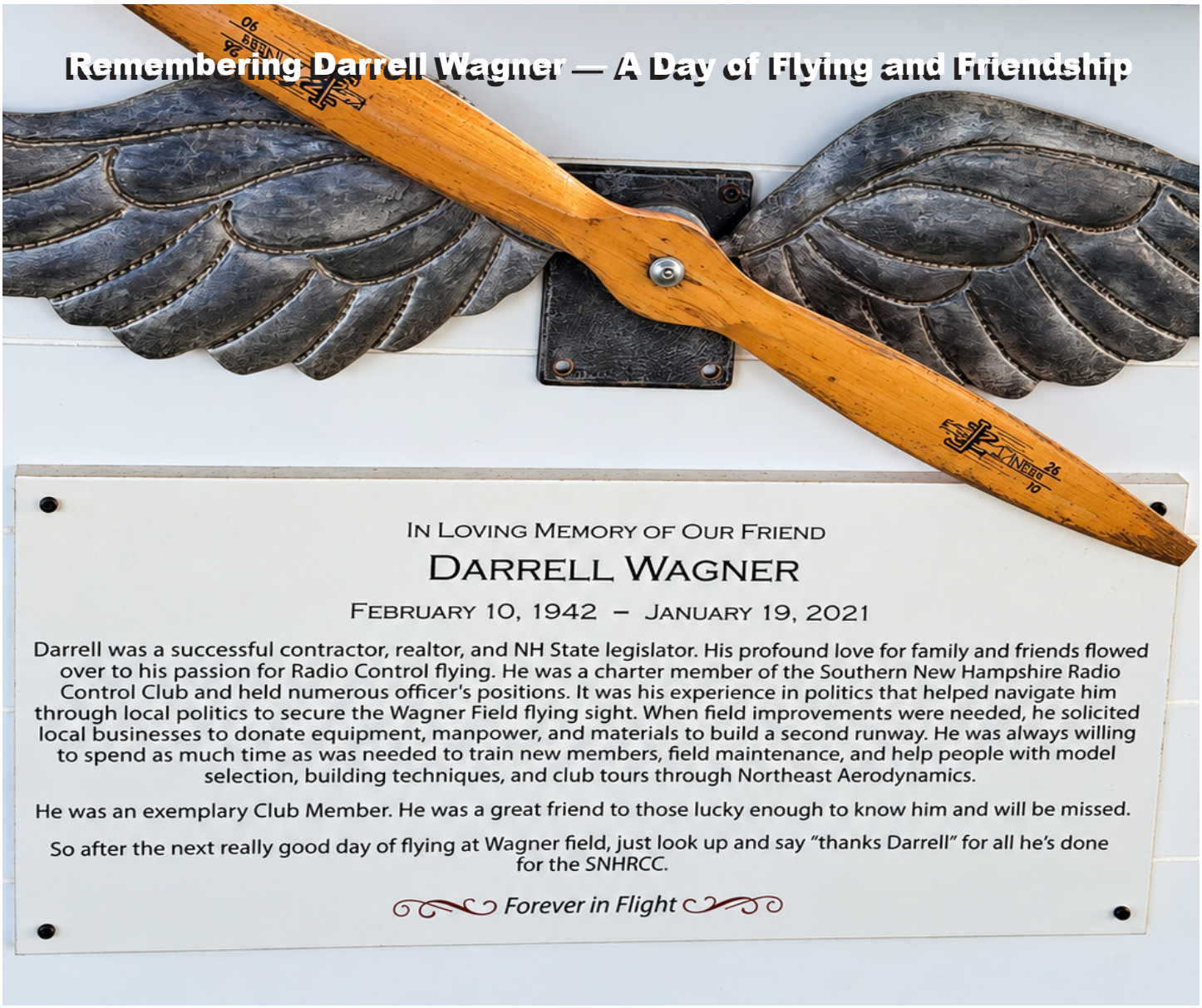
Despite its simple construction, the May Bee offers full four-channel control and aerobatic performance. According to its designer, it can be flown indoors or outdoors, and can slow to a hover for landing.

Free Plans and Complete Instructions!
The best part? The plans are FREE! The Park Pilot website provides downloadable full-size plans, letter-size tiled plans for home printing, construction photographs, and detailed step-by-step building instructions.

GET THE FREE PLANS HERE: **Click this Link !**
Design, article, and original photographs by Larry Kruse, courtesy of Park Pilot / Academy of Model Aeronautics (permission required for photo reproduction).

So grab some foam board, clear off the workbench, and start cutting. At these prices, even a less-than-perfect landing won't break the bank!

Remembering Darrell Wagner — A Day of Flying and Friendship


















PRO RADIOS









Seacoast United

88 Shirking Rd Epping, NH

around the corner from Petersons field

Fremont Flyers R/C Model Club

Starting Tuesday Nov 3, 2026





Flying inside

how about flying inside
for the winter

just think indoor plumbing

All invited

9:00am to 2:00pm

Every Tuesday & Thursday

Seacoast United Cost:$10.00/day or $60.00 Monthly membership

prefer credit card

Any questions text Wayne
@603-498-4690

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.

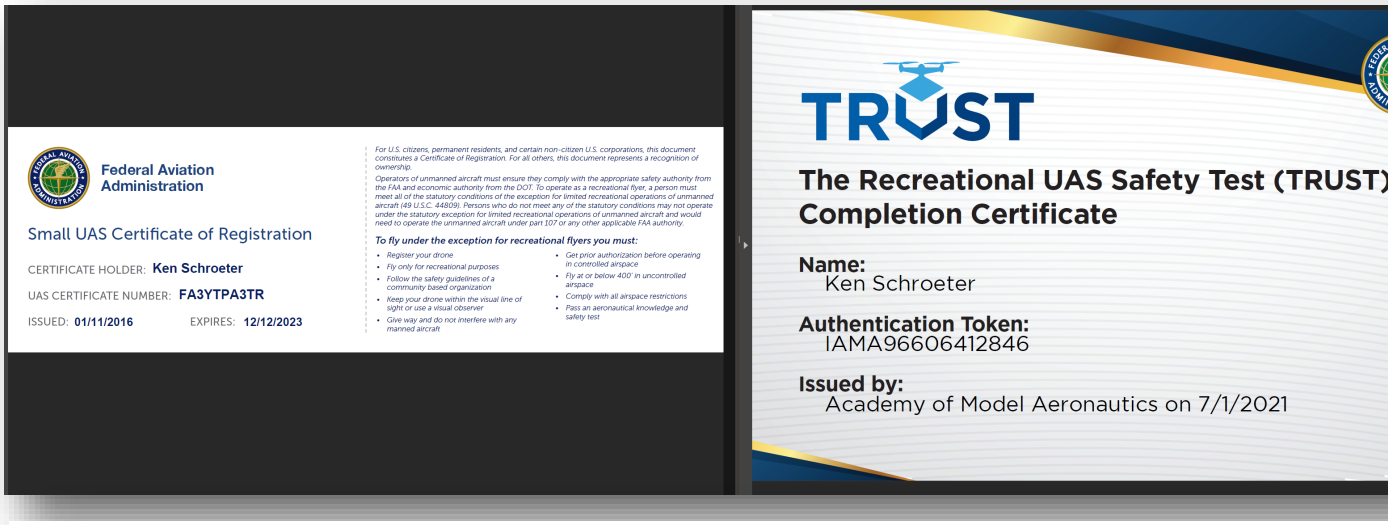


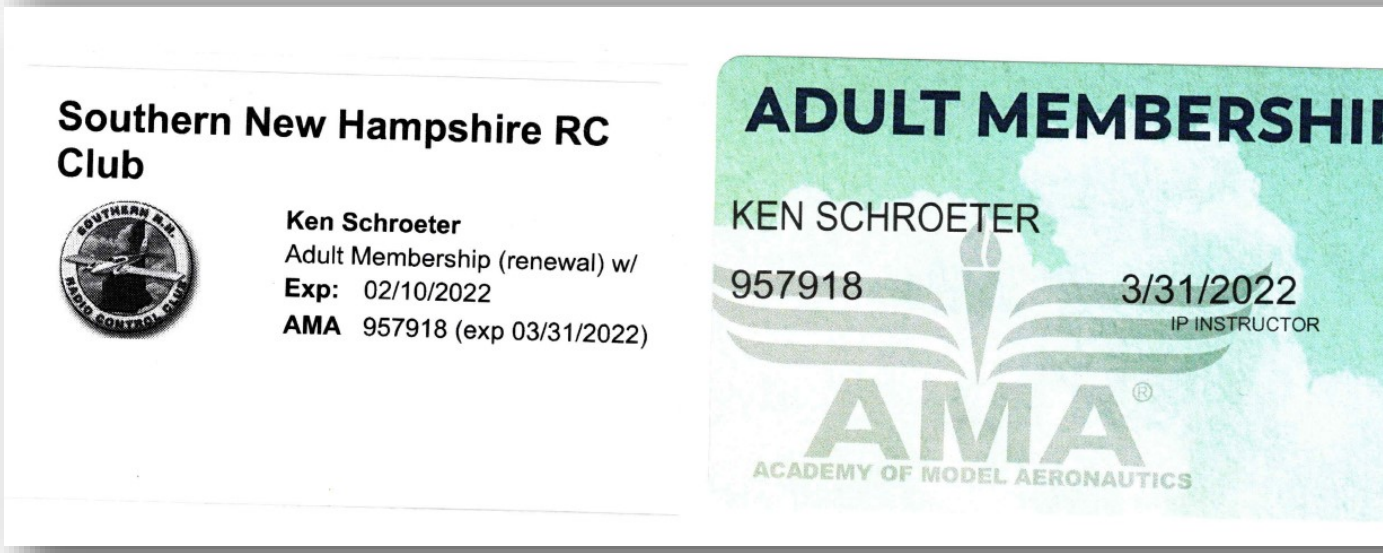
This is a requirement of the AMA and FAA, so please take the few minutes to take the course. The "test" is a set of slides explaining the knowledge base required, followed by a few "keep doing it until you get it right" questions that is the actual test. Its quite simple if you watch the slides. You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