February 2025

TAILWINDS

www.RCACES.ORG

The RC Aces are affiliated with the AMA (Academy of Model Aeronautics), Charter #1377. Meetings are held the first Thursday of the month, September through May at the North Hampton Public Library (6:00 PM) unless otherwise notified. All members, spouses, potential members and guests are invited to attend.

Club Contacts for 2024-2025:

PRESIDENT:
Mark Thom, bonzai1959@gmail.com

VICE PRESIDENT:
Frank O'Neil, f2datank@outlook.com

SECRETARY:
Ken Kennedy, usma82@verizon.net

TREASURER:
Don Chase, dhchasenh@comcast.net

NEWSLETTER:
Ken Kennedy, usma82@verizon.net

SAFETY COORDINATOR:
Dean Allred, nada2@comcast.net

CLUB CONTACT:
Don Chase, dhchasenh@comcast.net

BOARD of DIRECTORS:
Jim Tilton , John Backhaus, Mike Larson

WEBMASTER:
Mark Berard, grampyb@comcast.net
James Lewis, designercom@hotmail.com

THE NEXT RC ACES MEETING IS ON
***** March 6, 2025 *****

Too Slow During Landing

I'm sure everyone heard about the recent crash at Hampton. Fortunately, the pilot lived to talk about it. Apparently, he was making a routine landing when he found himself going a little too slow to reach the runway. The blurry video from a neighboring camera caught what looks like a classic tip-stall.

At first glance, it doesn't seem possible the pilot could have survived. But they must have built planes strong back then. The Luscombe 8 aircraft were built between 1937 and 1949 with over 5,700 built.

For the benefit of our newer fliers, let's review some RC landing tips in preparation for the new flying season:

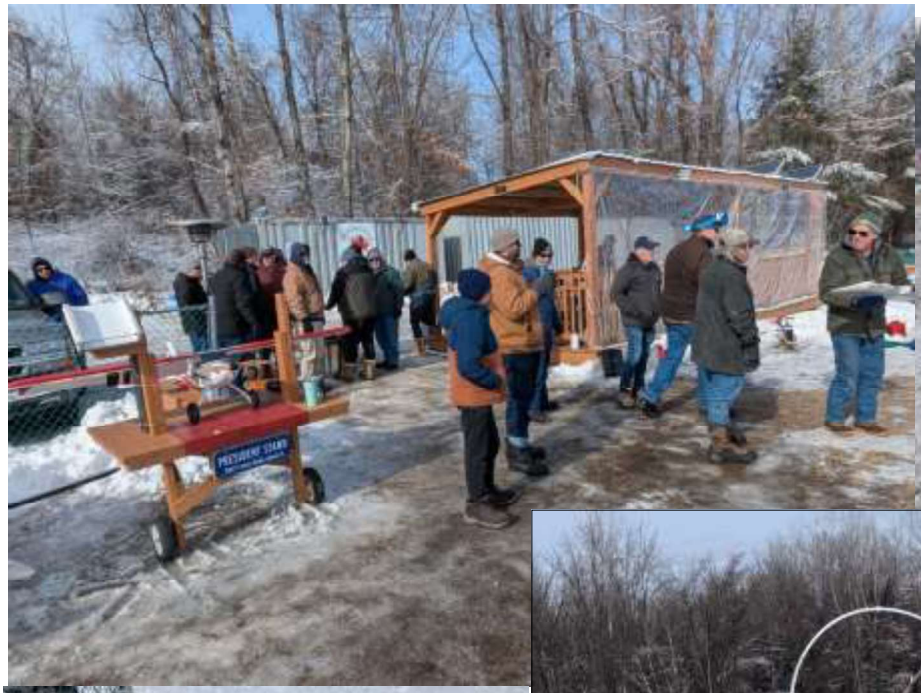
Always remember, you adjust your power to increase/decrease altitude. Elevator (pitch) is adjusted to change your model's Angle of Attack or attitude in relation to the horizon. Using elevator primarily to drop or increase altitude decreases or increases airspeed which can get you in all kinds of trouble.

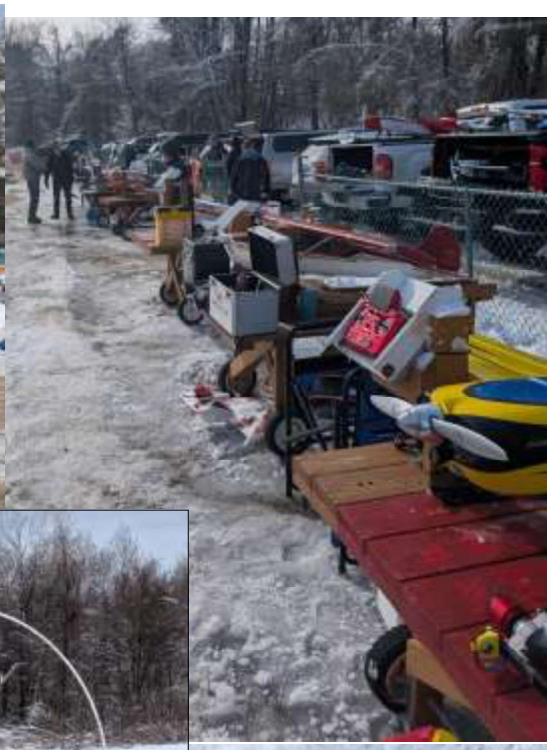
By decreasing your power your model will begin to lose altitude. You want to do this gradually to keep your model on a consistent - not drastic - glide slope. **(Continued on page 3)**

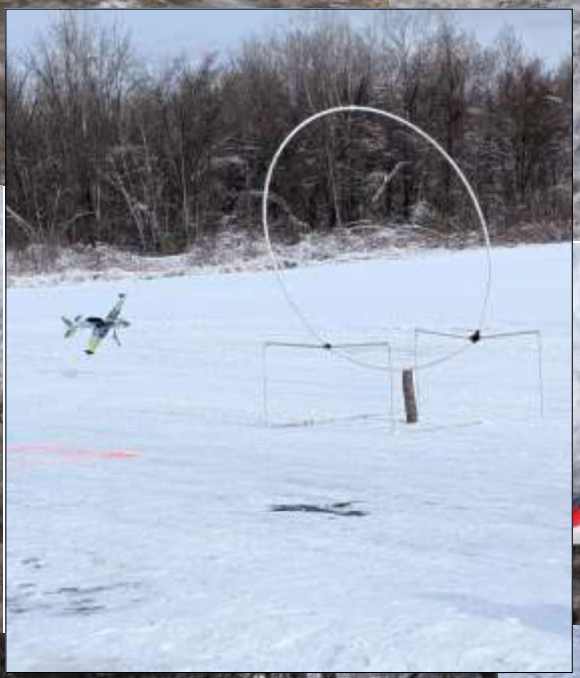
Frozen Finger Fun Fly

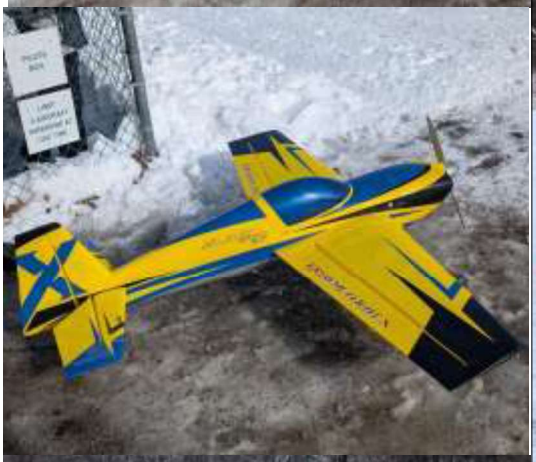
SOUTHERN NH FLYING EAGLES, MERRIMACK, NH

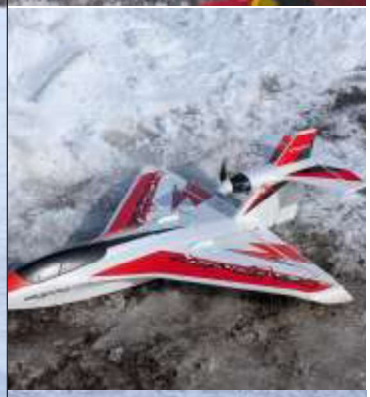
February 2, 2025

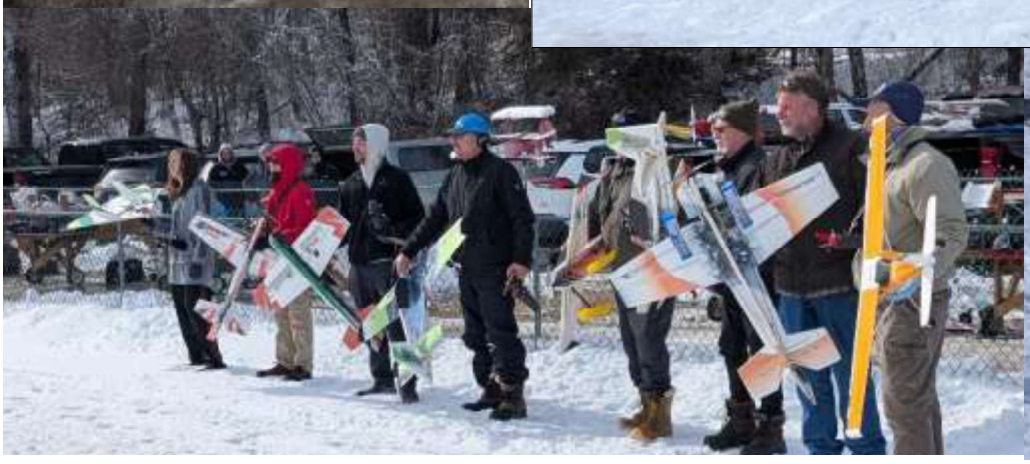


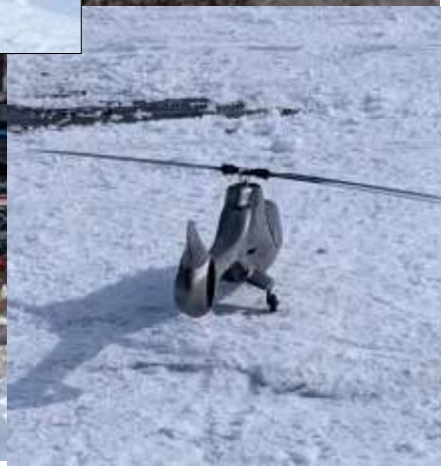












Continued from Page 1

The goal is to enter your final approach at a safe but lower altitude so you are not coming in too high and too hot.

Your power should generally be no more than 50% on the base leg, and when you begin your turn onto final approach your power should be adjusted for approximately 25% give or take, depending on variables such as wind, obstacle clearance, etc.

You should only be using your ailerons to turn (in conjunction with the rudder to keep your turns co-ordinated) and to keep your wings level. Other than that once you are on final approach your primary controls should be throttle, rudder and elevator (to flare at the end).

Once on the final approach use your rudder to keep your model pointed at the runway and use your throttle to control its rate of descent. Elevator can be used to help adjust the attitude but again, power is what you should be using to control altitude.

As your model gets closer to the landing spot you want to gradually reduce power to help the plane settle and break through ground effect, a phenomenon close to the ground that wants to keep your model flying. Especially if flaps are engaged, you want to be careful not to slow the model down too much ***or you will hit stall speed***. This is the point of the model's airspeed where the wings stop creating lift and your model will stall. Often one wing stalls before the other and "tips" over.

Always fly your model to the ground under power. While some models have excellent glide characteristics where you can "dead stick" (chop the throttle to idle) the landing, it's always good practice to land with power to avoid a stall.

So now that you are close to your landing location and your wings are level, the power is decreasing, your models nose should be horizontal to the ground or slightly angled a few degrees above the horizon. Be careful not to increase too much elevator when your power setting is so low to avoid a stall.

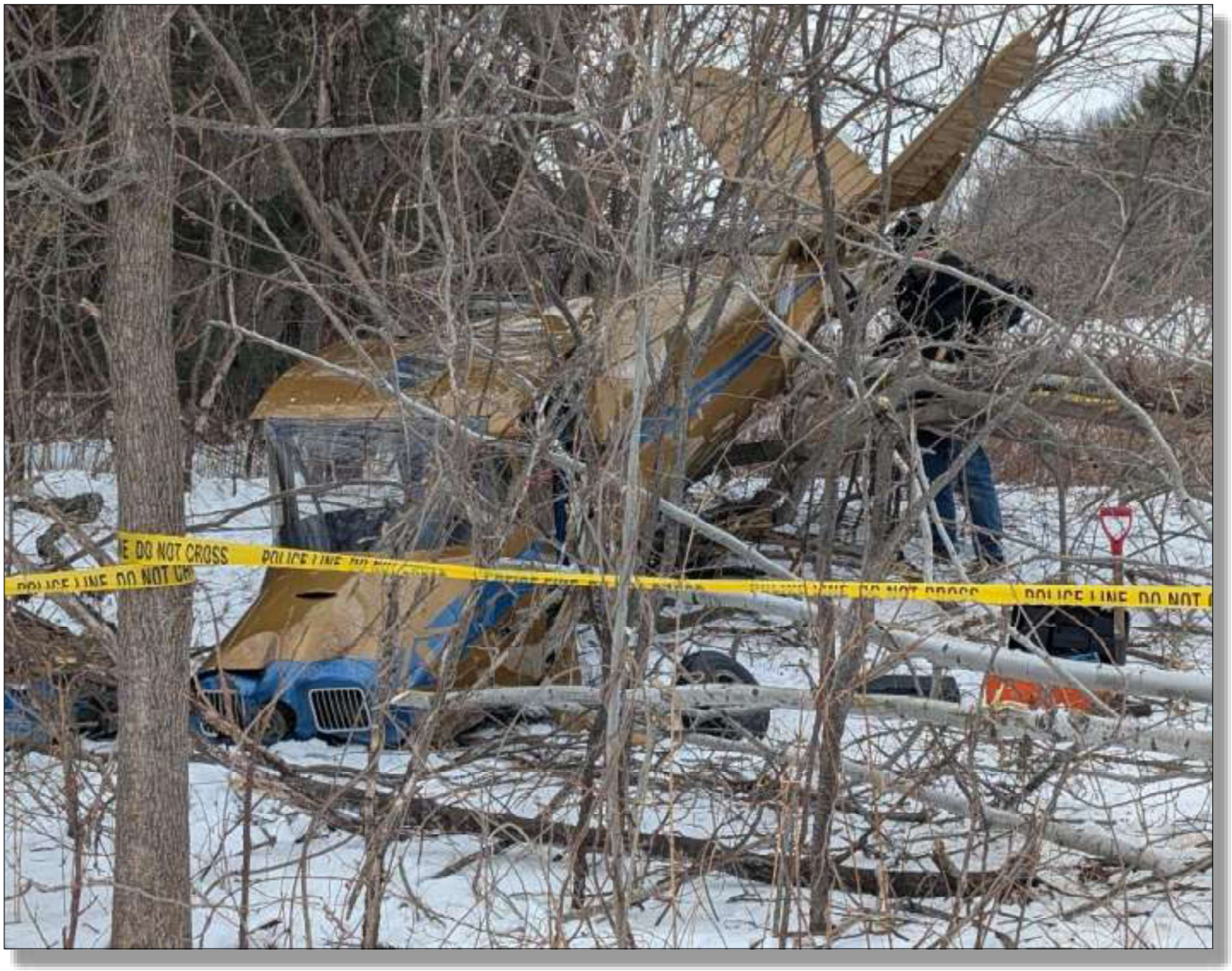
Once the bottom of your gear is approximately 6 inches or under to the surface, this is what I consider the safe "Flare Zone". This is where you can begin to slowly apply back pressure to your elevator while simultaneously reducing your airspeed even further. The goal here is to allow your main gear to touch down softly before the nose gear (tricycle gear). The elevator at the flare stage is your key input to land softly and successfully. When your main gear first makes contact your nose attitude should be slightly nose high so the nose gear comes down only after the mains are down. Enjoy!

Meeting Notes

February 6, 2025

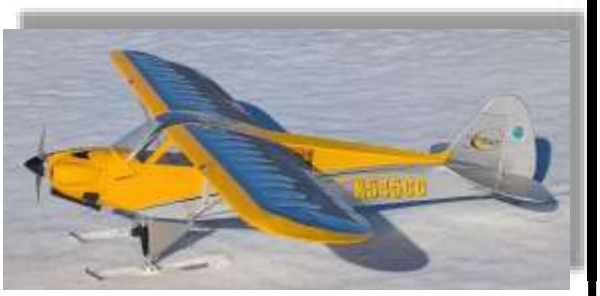
Due to the heavy snow storm on this date, the meeting was cancelled and there are no meeting notes this month. Please join us for the next meeting on March 6th.

Lucky to be Alive!

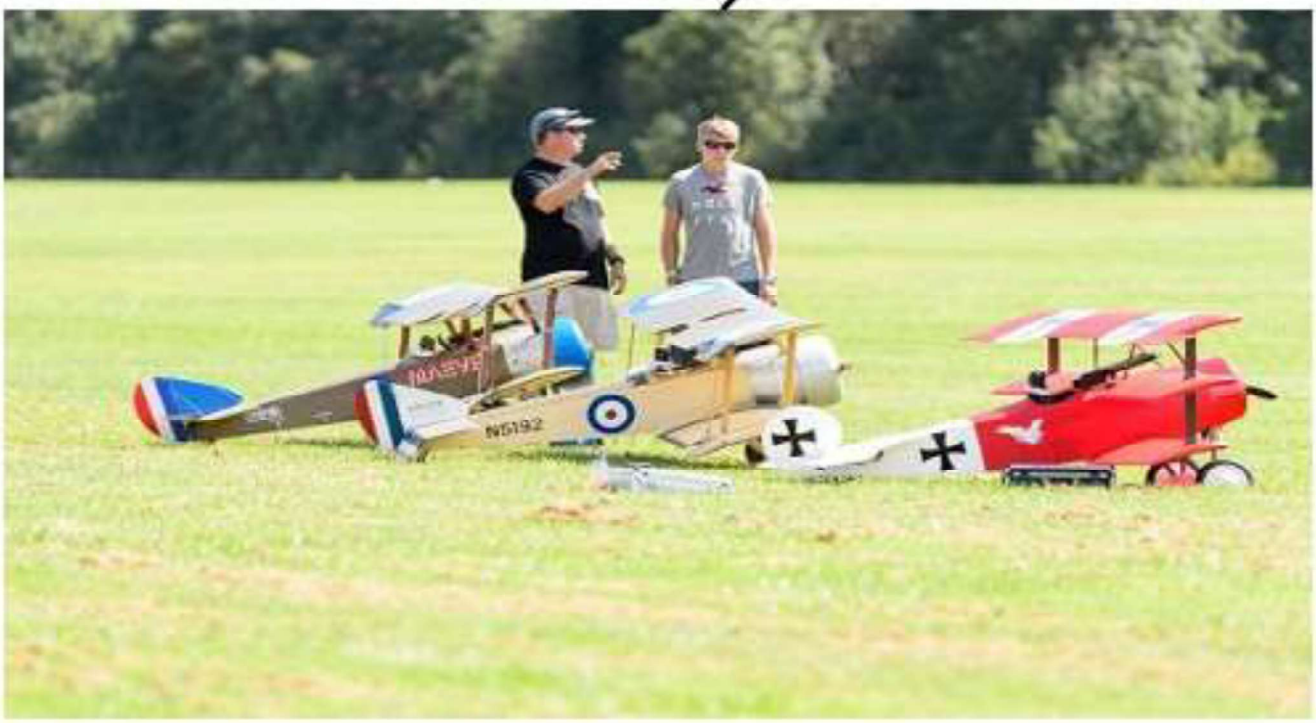


Hints for Winter Flying

- Bring some WD40 in case the gate lock is frozen.
- Skis for shallow or crusted snow, pontoons for deep snow.
- If flying electric, count on shorter flight times with the cold.
- Wear sunglasses if the ground is snow-covered.
- Try cotton glove liners for warmth without loss of dexterity.
- Dress warmly! Shaking is not conducive to RC flying!



Lazy Loopers Flying Club
Annual Spring Auction
March 16, 2025



Wrentham Developmental Center – Graves Auditorium
7 Littlefield Road, Wrentham, Massachusetts

$5 Admission Fee-10% sellers' fee- Cash only
Doors open at 8:30 am Auction starts at 10:00 am

Directions from Wrentham Center (Rt 1A and Rt.140) Follow Rt. 140 north and proceed 4/10th of a mile, then bear right onto Shear Street. Follow Shear Street for 7/10th of a mile (Mikes Deli will be on left), and turn right onto Smith Avenue. Follow Smith Ave for about 100 feet and take first right onto Littlefield Road. The auditorium is 2nd building on the left (look for ramp).

INTERESTED IN JOINING THE CLUB OR RENEWING? Please bring application and check or exact change. www.thelazyloopers.com Questions: jspoz@aol.com

RC ACES 2025 MEMBERSHIP / RENEWAL FORM

First _____ **Last** _____**AMA #(required)** _____

Address_____

City _____ **State** _____**Zip** _____

Phone _____**Cell** _____**E-mail** _____

Regular Membership $75.00 (ages 18 to 64) **Junior Membership $20.00 (ages 17 and under)**

Senior Membership $60.00 (ages 65 and over) ***New members*** **please include an additional $35.00 one time initiation fee**

(Fees are subject to change)

Total Due $ _____

As a member of the RC ACES Radio Control Club I agree to the following:

I have read and agree to abide by the Official Academy of Model Aeronautics (AMA) National Model Aircraft Safety Code, the club by-laws and all rules and regulations of the RC ACES.

I agree to release club members or club officers from liability if an aircraft I am operating is involved in an accident or otherwise causes harm to another person or property or if I am injured as a result of any activity related to club activities or operation of model aircraft.

(The intent of the above statement is to keep others not directly involved with an incident out of any proceedings related to the incident)

I agree to assume all liability for any model that I am operating in case of harm to other persons or property.

Signature _____ **Date** _____
(parent if a Junior member)

Membership renewals may be brought to the regular meeting held at the North Hampton Public Library at 6:00 pm on the first Thursday of every month, starting in September or mailed to the address below:

NOTE: Please make checks payable to *RC ACES*

Or send via Venmo (@Donald-Chase-10)

RC ACES

26 Holmgren Road

Stratham, NH 03885

RC Aces membership period is from April 15, 2025 to April 14, 2026