



HCRC FLIER



AMA CHAPTER #341



ATTENTION ALL!!

ON BEHALF OF THE HCRC CLUB I WOULD LIKE TO THANK YOU ALL FOR BEING A PART OF AND FOR SUPPORTING THIS CLUB, YOU ARE WHAT KEEPS US SOARING. – ALAN.C

FEEL FREE TO VISIT OUR WEBSITE [HTTP://WWW.HAMPSHIRECOUNTYRC.ORG](http://www.hampshirecountyrc.org) OR LIKE US ON [WWW.FACEBOOK.COM/GROUPS/148353592007739](http://www.facebook.com/groups/148353592007739).

****NEXT MEETING WILL BE 6.APRIL.2017 AT THE VFW START TIME 7PM SHARP****

HCRC BUSINESS MEETING, 02, MARCH, 2017 The meeting tonight was brought to order at 7 p.m. in the VFW by Pres. Tyler West who asked for a call of the roll. Sixteen members reported present that included three of the club officers. Next, he asked for the treasurer's report for February it was read by the secretary and approved as read. Tyler then read the minutes of the prior meeting without comment by the members present.

OLD BUSINESS – Tyler asked if everyone present had received a By-Laws proposal mailing from the secretary and, if they hadn't already sent in their mail-in proxy form, they could leave it with Gordie tonight. He said the final formal vote will be taken at the first outside meeting in May and then the amended By-Laws will be in effect. Next, several issues regarding handling of the web site, the possibility of a renewed newsletter and other club communications were discussed. D. Sherman had concerns about the difficulty in dealing with the administrator of our web-site over our need not to require a log-in for anyone inside or outside the club to use the site. Dave will continue working this issue. Tyler said he wants to do a mass emailing a week before each meeting with a short message with items we need to get out quickly and that also would be a reminder of the meeting. The feeling of members tonight was that we need a variety of communications to include email as well as a newsletter both online and in printed form.

NEW BUSINESS – Tyler gave a review of the recent Board of Directors meeting that was called to set dates for any upcoming events or projects that the club may wish to do. The Field Clean-Up project was scheduled for Saturday morning, April 8th with a rain date of Saturday, April 22nd. Next, the Family Day and Open House was decided to be a single day event on Saturday, June 3rd with its primary focus on getting members and their families out for a fun day of flying and friendship. The public will be invited to join in also. The Scale Fly-In was next on the list with many comments about ways to attract more pilots and more pilots from our own club. This was in view of the fact that the NH group will not be with us this year as they are attending a larger event in New York. It was decided that we should continue with the two-day sanction request from the AMA on August 19 & 20 (flying can start at noon on Friday) with Sunday an Open Flying day perhaps without a landing fee. Another new event discussed, that was proposed by a member recently: a Fun-Fly type of event that would be held late in the flying season (October) to attract club members and members of other local clubs for a fun day that could possibly include U-Control and other r/c models. This was tabled for a future meeting. Also discussed at this meeting was Alan Crawford's offer to help start up the newsletter again and to help with items to be entered into the club's web-site. He and Dave Sherman will be working together on both of these efforts. Both D. Sherman and Tyler had suggestions for items needed in both the web-site and a newsletter. Next was the appointment of Mike Shaw as Club Safety Coordinator. This is a position normally held by the club V. P. and is required to be appointed each year in all AMA clubs. As Tyler pointed out it's not his (Mike's) job to be a policeman but safety is everyone's responsibility. The last item on the agenda was another discussion of providing a power source at the flying site. This was proposed two to three years ago in depth by Dave Lampron with a complete rundown of costs, labor sources and licensed electrician help. (Note: At the time, there were several changes taking place in the hobby that prevented the club from making a decision to move forward.) We again explored the many options to provide a power source and felt "power from the grid" was the best choice among many. The Exec. Committee and directors will explore the costs again and report on its findings at a later date. As an extra item for this same planning process is a proposal by the treasurer for a fund raising project that will be talked about more when he is able to attend a meeting. Last item before adjourning the meeting was the announcement that the Gate Access Code would not be changed in 2017 unless it is needed. Meeting adjourned at 8:15.

Respectfully submitted,
Gordie Lauder, Secretary

AIRPLANE FACTS OF THE MONTH (APRIL):



DH.98 MOSQUITO: (LEFT) The mosquito started flying at the end of 1941, It was first popularized after its successful raid on September 25th, 1942 on the Gestapo HQ in Oslo. This plane was a multi-purpose bomber and fighter. When need be, it was very quick estimated speed is over 400 MPH, It carried four 20mm in the nose and a few machine guns as well. Surprisingly the wings had a wooden structure and stressed plywood covering and as well as the tail. It also had a fully retractable undercarriage

- **AVIATION FUN FACTS: MARCH 1ST 1912** Capt. Albert Berry makes the first parachute descent from a powered airplane in America when he jumps from a Benoist aircraft that is being flown by the company pilot, Anthony Jannus. The aircraft is flying at a height of 1,500 ft. over Jefferson Barracks in St. Louis, Missouri, and Berry uses a static line parachute

UPCOMING EVENTS (APRIL)

08, April, 2017 - Field Cleanup: Saturday, April 8, 2017 (Rain date: April 22, 2017)

29, April, 2017 - 6th annual giant western mass. RC flea market 9am-1pm Location: franklin county technical School, 82 Industrial Blvd, Turners falls, MA

“WINTER GROUNDED OUR PLANES BUT HISTORY IS ALWAYS IN FLIGHT AT THE NEW ENGLAND AIR MUSEUM”



This beautiful P47 (left) belonged to one of the fighter pilots in the 65th squadron known as the “Fighting Cocks.” This squadron alone shot down 54 German planes. When the air museum received this plane, it was a complete wreck and they have fully restored it, Known as the “Tanks of the Fighters” the P47s were monsters. Its take-off weight was 11,600 pounds more than twice of most fighters. With a top speed of 400 mph and an armament of six .50 caliber machineguns as well as armor plating to protect the pilot and self-sealing tanks these sure were the tanks of the fighters – Alan.C

This Plane (right) is a F4U Corsair. The squadron it belonged to or the amount of kills it dished out are unknown. But this fully restored Corsair is a beauty. First deployed in 1938 it was well known for its use in the Navy and for its ability to launch and land off carriers. With its 425 MPH and six 50 caliber machine guns it was a force to be reckoned with. But sadly, its difficult handling and landing characteristics caused the navy to rely more heavily on the Grumman Hellcat instead.-Alan .C



What we have here the Grumman F6F Hellcat (left). Again, fully restored by the Air Museum it was completely nosed over when they got it and needed quite a bit of work. The F6F Hellcat is the main reason the US was able to prevail in the Pacific against the Japanese A6M Zeros. With a total engine power of 2,200 HP compared to the Zeros 950 HP, it was able to keep up no problem. With its six 12mm M2 Browning Machine guns or its two 20mm cannons, its was able to rip right through the fuselage of its enemy - Alan.C



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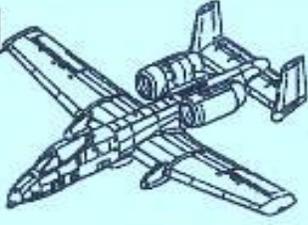
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