

# HCRC Flyer



*October 2019*



AMA Charter #341



Enjoying some wonderful weather (mostly) for the first ever HCRC swap meet.



**ATTENTION!**

**We encourage any comments as well as content for monthly issues Please email**

**[alanhrc@gmail.com](mailto:alanhrc@gmail.com) for submissions.**

**Thank you.**

The club encourages all our members to visit the club's Facebook page and check out the latest content, announcements and club event's [www.facebook.com/groups/148353592007739](https://www.facebook.com/groups/148353592007739). Also check out the clubs website at [www.hampshirecountyrc.com](http://www.hampshirecountyrc.com)

## From the President's desk.....

“Hello Everyone,

It's amazing how time flies when you're having fun.....we've blown through another flying season almost. The sun's setting too early now-a-days to go out after work so that leaves weekends only. Unless you're a retired guy or gal who then has their week days available. Lucky you! But for the rest of us weekends will have to do.

We were pretty fortunate this season with the weather, I think. It was forecasted to rain more often than it actually did but just often enough to not burn our runway down. It's been in good shape all season and for that we must applaud our mowing crew. They have done a great job all year making sure the field was in shape for all our club events as well as the regular flying days too.

All our club events were pretty successful this year. The Family Day was a little shaky but the Summer BBQ, The 2-Day Fly-In and most recently our first Swap Meet that was held on 9/14, all had good attendance. The only club event that hasn't gone off yet (as of this writing) is the Fall BBQ set for 9/28. I'm sure we're all going to enjoy a good meal and some flying.

The nominations for elected officers and directors is fast approaching. We'll be accepting nominations in October and November with voting to be held in December. The big opening this year is for the Secretary position. Gordie Lauder has been the Secretary for many many years for our club. He has done a spectacular job! But, Gordie is looking to retire. Your club needs a new person to fill this important role. It comes with plenty of on-the-job training but very few paychecks. If you're a people-person and somewhat organized, you can handle this job. Please consider stepping up to fill this spot. *Your club needs you.*

The club is only as organized and successful as the people that help plan and run it which includes the elected officers and directors, the newsletter editor, the flying instruction program, the events committee members and the club members that sign up to help out with work parties and also to help run the events. All play a major role in making this club a fun and organized place to be able show up at the field whenever we like and be able to fly our planes in a nice and safe environment. We need you. Please volunteer to help whenever you can.

I'll see you out there.....”

Mike

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### FIREPLACE FEAST reminder from the Kopec Family –

The Salem Cross Inn Fireplace Feast and Friendship Gathering, hosted by the Kopec Family, will be on Saturday, December 28, 2019, 5:30 pm (Feast begins at 7pm). Please RSVP to Tanya Kopec (413) 539-6941 or e-mail: [tbkopec@comcast.net](mailto:tbkopec@comcast.net) to reserve your spot.

Response/Payment is needed by October 15<sup>th</sup> and the cost is \$63.00/per person. Make check payable and mail to: Tanya Kopec, 14 Magnolia Terrace, South Hadley, MA 01075

Hampshire County Radio Controllers  
Business Meeting of September 5, 2019  
MINUTES

Pres. Mike chaired the meeting tonight on what he called “ a beautiful night out” . He called for the attendance and 16 members reported present with one guest: Eric Shapiro who introduced himself. Mike said that the secretary had a minor surgical procedure and will be back soon. A motion was made to waive the reading of the minutes, seconded and without comment. M/S/P The treasurer’s report was next ,from Ron Paul, who gave the financial activity for the month of August only noting that the CD maturing for the club would be kept in our savings account due to the low interest rates available. He, at this time, also reviewed the income/expense report for the recent Annual Two Day Fun-Fly. M/S/P

**Old Business** - Mike discussed some recent mowing problems one of which had been resolved and the other was a request for a new seat for one of the mowers that has caused back problems for a number of members. Treas. Ron got approval for this purchase. Also mentioned again was the recent tree removal with the help of Leo Dube, a clean-up work party, and neighbors who pitched in to rid the property of a dangerous situation. Two Day Fly-In recap – Breezy but sunny for the two days with 21 pilots registered for the weekend. Raffle prizes, Best of Show and Pilots Choice awards went along with generous prizes from hobby shops and members. Mike gave thanks to all who gave time and effort to make it all happen.

**New Business** – The Fall Swap Meet is set for the 14<sup>th</sup> and a rain date of the 15<sup>th</sup> of Sept. The gate will be open at 8AM and the duration is from 9-12 Noon and flying thereafter. Many items have been donated from members and Mike has asked for volunteers to help out with the grill, gate and parking. The date has been set for the Fall Barbecue (picnic) – Sept.28<sup>th</sup>, 10 to 1PM with a rain date of Oct. 5<sup>th</sup>. Check the club web site and FaceBook page for more information. Training update – Mike let us know that Alan Crawford is having hand surgery soon and will not be available for about six months. As a result the club will need some alternatives and help with member training for part of that time. Once again, volunteers are needed so. . . please contact one of the officers if you are interested in helping out.

Respectfully submitted,  
Gordie Lauder, Secretary

Article written by Dan Daniel Kapinos

### **Pitch for airspeed:**

### **Power for altitude: (most of the time)**

“This expression can cause some arguments for sure. It depends on how one thinks about flying, and by who, and how they were taught to fly. This method of flying works for me so I will try to explain how it works and why it doesn't always. This is a thought process that will become rote memory and as automatic as driving. You won't think about it. You'll just use it to control your aircraft.

Let start with cruise flight as the first example of how it works. In cruise at a medium power setting and trimmed for straight and level flight. (No wind for any of these examples to keep it simple.)

If you increase throttle to full without an elevator change, or trim change, the aircraft will climb. (Power for alt.) The rate of climb might not be huge, but it will climb. Yes it will likely go faster as well at first. But it will start to slow down because the nose pitched up.

Now, go back to trimmed straight and level flight. Reduce throttle to idle with no trim or elevator changes. The aircraft will descend. Speed may slow down a bit but the aircraft will try to maintain trimmed airspeed.

Now lets play with pitch. Trimmed cruise flight, medium throttle. Without changing the throttle setting, pitch up ten to twenty degrees and the aircraft will slow down. (Pitch for airspeed.) It will also climb for a bit until it runs out of momentum. It will slow to the point where eventually a stall occurs if the power is not adjusted for a climb.

Back to straight and level trimmed flight. Pitch down ten or twenty degrees, without a power change. The aircraft will increase speed. And will keep going faster until the forces acting on the aircraft equalize or you hit the ground. (or pull up and slow down.)

Now let's look at the landing phase of the flight. Start at straight and level cruise flight. Reduce power to descend to the traffic pattern altitude on the downwind leg. Using elevator to control the speed on the decent. A further reduction of power on the base leg will allow the decent to continue using pitch to control the glide angle and thus, the speed. At the same time momentum is being reduced. Short final and landing, use pitch to slow and flare for the touchdown. Use power to control the rate of decent. For example, if you add just a touch of power as the energy depletes, and speed drops, your touchdown will be smoother. Because power reduced the rate of decent and put a little more airflow over the elevator giving better control. This works for aircraft that need a little speed for landing. For STOL aircraft you can use the power to hold the aircraft off the ground and do a spot landing wherever you want it.

Looking at the take off phase of flight. This is one of the gray areas here. But it does apply. From a standing start, apply full throttle. Yes speed increases. Pull up elevator. Yes the aircraft does climb. Looking at it from a full scale point of view, full power, accelerate, pitch up, rotate, climb. A pilot will pitch to an airspeed. Either best rate of climb, or best angle of climb. So full power to get to altitude and pitch to the desired airspeed. When the climb altitude is reached. Power is reduced to stop the climb and pitch to level you off and maintain airspeed. Without pitching over you would eventually stall.

I think one of the best ways to see this is to fly at minimum controllable airspeed while maintaining a specific altitude without stalling. Just for fun, try flying as slow as you can. Use elevator to maintain

speed above stall, while using as much power as needed to maintain altitude. Also keep you wings level. Its lots of fun and good practice.

This method works well mostly for propeller driven sport flying type aircraft. There is a gray area around fast, clean aircraft like jets, pattern ships, and anything that fly's on its propeller like a 3D model. It does apply, but if you can fly those types of aircraft, you likely have a good grasp on whichever method you prefer and know how to fly well enough for these type of aircraft.

This method of control does work well if you keep in mind the forces involved. All are in motion at the same time and constantly changing. We as pilots do what we need to do, to make the airplane do what we want it to do. I've crashed enough model airplanes to know, they go where you direct them. Not where you want them to go.

I am not an engineer or flight instructor. But this is how my brain works for flying anyway. I hope I was clear on what I was trying to convey. I strive to never stop learning and be a better pilot. I welcome any comments and discussions.”

Daniel Kapinos

## *Upcoming Events:*

October 31<sup>st</sup>: Club meeting at the VFW in Northampton 7pm (come early for pizza)

September 28<sup>th</sup>: Club BBQ fly-in at the field starts at 9am with a rain date of the 29<sup>th</sup>



### **Airplane of the month :Bachem Ba 349 Natter**

The **Bachem Ba 349 Natter**(English: [Colubrid](#), grass-snake<sup>ⓘ</sup>) was a [World War II](#) German [point-defence](#) rocket-powered [interceptor](#), which was to be used in a very similar way to a manned [surface-to-air missile](#). After a vertical take-off, which eliminated the need for airfields, most of the flight to the Allied bombers was to be controlled by an autopilot. The primary role of the relatively untrained pilot was to aim the aircraft at its target bomber and fire its armament of rockets. The pilot and the fuselage containing the rocket-motor would then land using separate parachutes, while the nose section was disposable. The only manned vertical take-off flight, on 1 March 1945, ended in the death of the test pilot, [Lothar Sieber](#)

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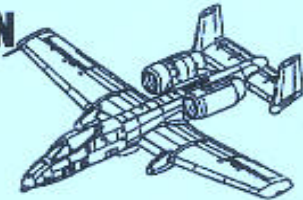
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