

HCRC Flyer



February 2019



AMA Chapter #341



Figure 1 Right :A formation of Grumman TBF-1 Avengers of Torpedo Squadron 10 from the USS Enterprise flying over Espiritu Santo, March 1942



ATTENTION!

We encourage any comments as well as content for monthly issues Please email alanhcrc@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. Also check out the clubs website at www.hampshirecountyrcc.com

Hampshire County radio Controllers
Business Meeting of January 3, 2019
MINUTES

Pres. Mike Shaw brought the meeting to order at 7 pm with a call for the attendance to be taken. Thirteen members reported present including the four club officers. Guests introduced were former member, Bill Janus and his parents, John and Susan. A motion was made to waive the reading of the minutes and was approved. Next, Treas. Ron gave his monthly financial report detailing all items of expense and income. He reported good results for the renewal of annual dues with an appeal for all 2019 renewals to be in by the next business meeting.

Old Business – Mike reviewed the recent change to an all electronic monthly newsletter noting several favorable comments from members. He added, that it can be downloaded , printed easily and looks great in color. Ron gave an update on the Calendar Raffle reporting that 94 tickets had been sold and that the winners (each day) are being reported starting Jan. 1st and to continue for 30 days. Other items of old business included the two successful Christmas parties held at the Salem Cross Inn/ the East Mountain CC and, the new 18x18 shelter for the picnic area to be erected at the Spring Clean-Up. Mike asked for help for the shelter project from those members who have some construction experience and, at the same time, formed a task group (committee) to plan and complete the project. Under New Business the Board of Director's meeting scheduled for Jan 26th was mentioned and a written notice with a brief agenda would be sent. Mike then let the members know that he had arranged with the Holy Redeemer Church, in the center of Hadley, to use their auditorium for possible indoor flying of very small, lightweight, models. More information on this will be forthcoming after a trial run coming soon on Saturday morning. Special Presentation – At this time, former member, Bill Janus, captured the imagination of the group with a video presentation of his occupation as a pilot, in the wilds of the Alaskan interior, flying groups of tourists for an air charter company located near Anchorage. He regularly pilots the Otter, Twin Otter and the Beaver equipped with skis as well as wheels over terrain that is either heavily forested, dense swampland or, in most cases, a glacier in the mountains. Bill had many interesting stories about the difficult weather and terrain conditions delivering supplies to a remote hotel and transporting hikers and tourists to various difficult (to land at) locations. He, as many members know, joined HCRC when he was about 13 where he quickly showed an interest in aviation with the encouragement and support of his parents. At the end of his program the members gave him a well-deserved round of applause. Meeting adjourned at 8:30pm.

Respectfully submitted,
Gordie Lauder, Secretary

Upcoming Events:

February 7th: Club meeting VFW Florence 7pm (Pizza Will Be provided at the START of meeting)

February 22-24th: AMA Expo @ Meadowlands Exposition Center , Secaucus, NJ

March 7th: Club meeting VFW Florence 7pm

Classifieds

For Sale/Trade:

- Royal .40 ABCFSR 2BB Schneurle ported glow engine with muffler NEW IN BOX (\$55) call Alan (413)351-5715
- Supertiger .40 ABC 2BB glow engine with muffler NEW IN BOX (\$70) call Alan (413)351-5715

Wanted/Looking for:

- Cowl for a Hanger 9 p51-150 size call Alan (413)351-5715
- Gas Edger for Flight line contact President Mike Shaw at (413)330-1827



*Airplane of the month (February): F4U-1 Corsair
Biplane Fighter*

It is well known that at one time the Grumman F4F Wildcat was considered as a monoplane. After the failure of the Brewster F2A Buffalo however Grumman decided to revert the design back to a monoplane producing the highly successful Wildcat. What is less well known is that Vought also initially

laid out their new carrier fighter, the F4U, as a monoplane. When they learned about the Buffalo and Wildcat however, they switched to a biplane layout. This resulted in a number of challenges however as the F4U was a big and heavy plane and the two metal wings and heavy armament meant a lot of weight and there was no available engine with enough power. Vought discussed this with Pratt & Whitney and they came up with the idea of coupling up two Double Wasp engines to produce a 36 cylinder radial engine producing 4,000 hp. This engine was to become known as the Quad Wasp and it was used in the F4U Corsair biplane fighter driving two contra-rotating four bladed propellers. The prototype XF4U-1 first flew in May 1940 and performance was excellent. However the aircraft had rather limited range due to the fuel consumption of the big engine. Also the view from the cockpit was limited during landing due to the two big wings. Initial cooling problems with the big four row engine were solved by introducing a second set of cooling louvres to the cowling. The aircraft carries a total of twelve 0.50 inch machine guns and could carry various load of bombs and rockets under the lower wing.

The second prototype features a redesigned upper wing carrying more fuel which alleviated the range problem. The poor visibility however remained a problem throughout the service life of the Corsair. The F4U-2 features a raised cockpit to enhance visibility from the cockpit. The type was used by the US Navy throughout the forties. It never saw combat as the USA was able to keep out of the war in Europe. Initially it was meant to be replaced by the Grumman F6F Hellcat and F8F Bearcat but after the perceived threat of the Japanese to the USA did not materialize the development of these was halted and the F4U was kept in service. The last F4U (a F4U-8 model) was taken out of active duty on the 2nd of April 1952.

Article for your enjoyment submitted by Ron Paul

Master the Precision Roll — Tips for Perfecting this Classic Maneuver

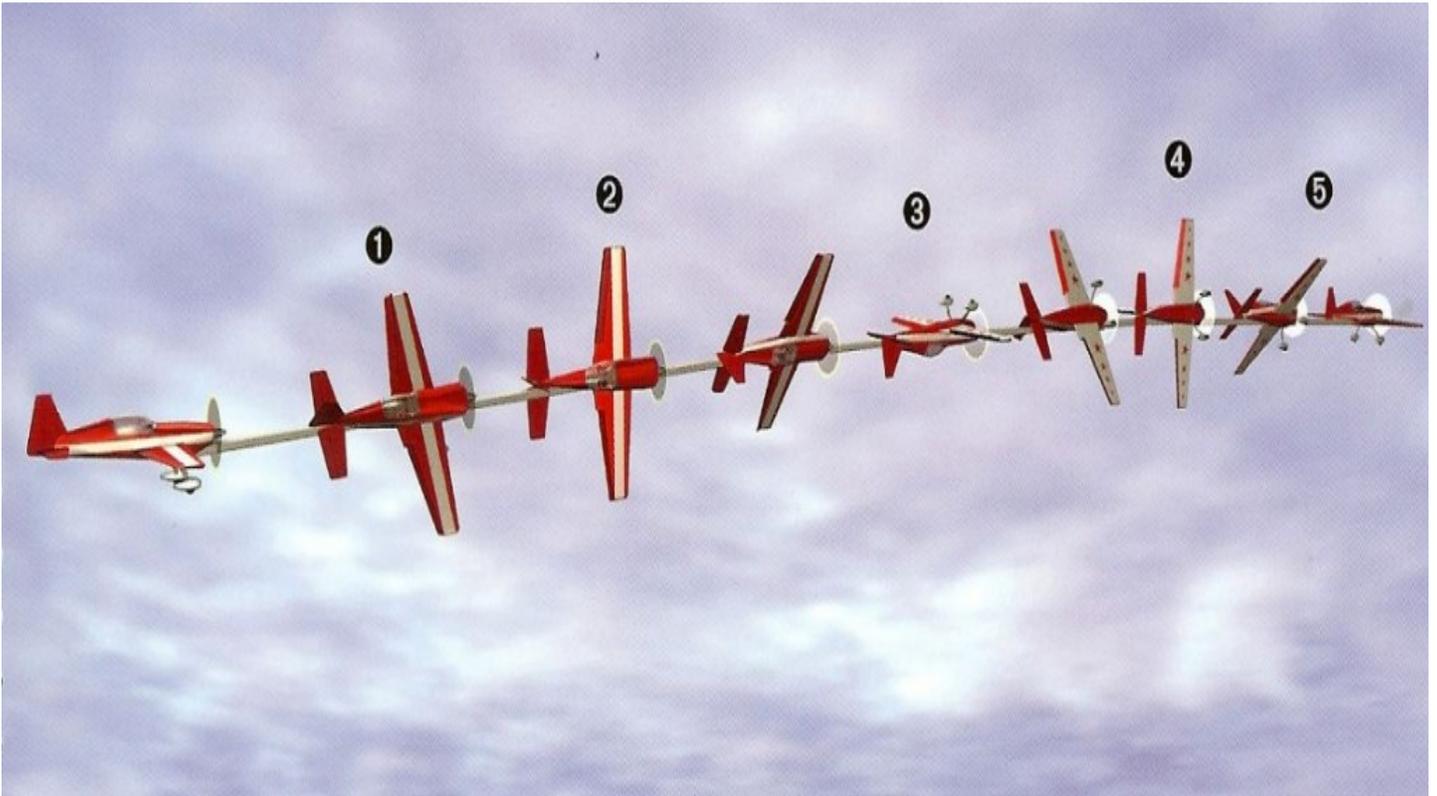
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Because it's used in so many other maneuvers, it's important to perfect this one and add it to your foundation repertoire. High-speed rolls are generally easier to start with because inertia is a tremendous help. Long, graceful rolls are usually done at medium to high speed to allow inertia to help keep the maneuver axial. Keep the midsection of the roll (when the plane is directly inverted) centered on your position.



STEPS TO SUCCESS

1. Begin the maneuver by flying straight and level either into the wind or downwind and then initiate the roll with a little aileron (constantly maintain that throughout the maneuver).
2. As the roll begins, apply rudder to maintain a straight and level heading. (If the roll is to the right, use left rudder and vice-versa.) The maximum amount of rudder will be required when the wing reaches vertical.
3. As the plane continues to roll past vertical, start to ease off on the rudder and begin to apply down-elevator until the plane is inverted. At this point, you should have applied the maximum down-elevator needed to maintain level flight.
4. As the roll continues, begin to ease off elevator and apply the appropriate rudder (at this point, right rudder for a roll to the right) to maintain altitude as the plane rolls around again to vertical. When the wing is in the second vertical position, the plane should again have the maximum amount of rudder, with no elevator input necessary to maintain level flight.
5. The plane will continue to roll over until it is in the upright position. During this time, slowly release the rudder stick so that there is no rudder input when the plane reaches its upright position. Exit at the same altitude at which you started the maneuver.



PRO TIPS

Problems can occur if you push too much down-elevator as the plane is inverted.

Another frequent error is pushing the elevator stick too soon, while the plane is right-side up, or not releasing the elevator quickly enough as the plane rolls back over.

UPDATES

NEW NEWSLETTER FEATURE

The HCRC Newsletter is excited to offer a new feature of a "For Sale and Wanted" classifieds section. Club Members are encouraged to submit requests directly to the newsletter editor, Alan Crawford, Jr by email to alanHCRC@gmail.com. If you have any items you would like to sell or offer for free or you are looking for that hard to find part and need more eyes to help you find it list your items here. Submit pictures of the item(s) for sale including your asking price and your contact info. Your ad will run for two newsletter issues unless it sells quickly and you inform Alan to pull the ad down. You can run the ad again if you resubmit your request.

BUILDING SKILL MENTORS NEEDED

Your club is looking for volunteers to lead a "Building Skills" presentation at the end of a business meeting this year, indoor or out. If you would like to lead a demonstration on a certain aspect of RC plane building please contact the club's Secretary using his contact info at the end of this newsletter and arrange a time and topic. Please help be a mentor to the younger members of the club that would like to improve their building skills.

PIZZA AT THE FEBRUARY BUSINESS MEETING

The club will be providing pizza prior to the start of the February business meeting. It will be served at 7:00 and the meeting shall commence immediately following.

February 2019



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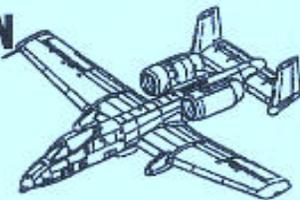
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Fri: 10am-7pm / Sat: 9am-5pm

Sunday: 12-4pm

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