HCRC Flyer

AMA Charter #341

November 2019

Enjoy this beautiful artwork of a RAF P-51 Mustang dogfighting with a German Bf-109.

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.hampshirecountyrc.com

Hampshire County Radio Controllers
Business Meeting of October 3,2019
MINUTES

The first indoor meeting of the winter season was held tonight at the VFW in Florence and was gaveled to order at 7pm by Pres. Mike. Attendance was taken with 17 members present including the 4 club officers and a guest, Wesley Kulig ,who had asked to address the club members during the meeting. A motion was heard to waive the reading of the meeting minutes – M/S/P.
Treas. Ron Paul gave the financial report for September, with his usual detailed items of income and expense including the sale of the all metal car-port for $1550.
Mike asked for a moment of silence for those lost or injured yesterday in the crash of a Collings Foundation B-17 at Bradley Int'l Airport. Then, under Old Business , he covered the following: Fall Swap Meet (9/17) –" good turnout with 17 sellers and quite a few buyers followed by the Fall BBQ on 9/28 with big thanks to Ron Paul and Linda who prepared the chicken and macaroni salad." Additionally, he mentioned the two Christmas gatherings coming up - the Kopec Family Fireplace Feast on Dec. 28th and the East Mountain Country Club event on Dec.14th (details at the Nov. Meeting). Under New Business: indoor flying at the the Holy Redeemer Church in Hadley (similar in scheduling as last year) and also, NCRCC will be hosting indoor flying this winter, every Fri. from 1-3 pm at the East Windsor Dome. Indoor flying is also available at R/C Madness in Enfield.CT from 8:30-11:00AM every Saturday until March. Another event by NCRCC in Ellington, CT is a "Heli-Fest" at their club field, scheduled for Oct 26 at 8:00AM . Our guest tonight, Wesley Kulig, gave a short presentation of his group and its goals of " knowledge, creativity, activity and friendship" called K4usinc. They are interested in bringing modeling into their group by learning more about park flyers, flight simulators and multi-rotor aircraft as well as introducing the technology to young people. We thanked him for his presentation and he agreed to stay for the remainder of the meeting.
Mike, at this time, asked Bill and Liam Ewers to come forward where he presented Pilots Wings to them for completion of flight training and soloing for the first time. Much applause was heard. As is customary at the November meeting, the question of Officer and Director nominations for vacant positions (after 12/31) was opened for discussion. Mike asked the secretary to report on the positions to be vacant for 2020. As reported at a prior meeting, the secretary will retire after many years in office with the other 3 officers having agreed to continue for the next term.
Directors with terms ending on 12/31/19 are: Ed Kopec ,Dave Lampron, Dave Sherman and Mark Wasielewski. Kopec and Wasielewski agreed to run again and were nominated along with Pat Malone for the vacancies, leaving one director position open. Nominations will continue into the November meeting with an election in December or sooner if possible.
Before the meeting adjourned, Edwin Rivera of Holyoke was unanimously voted in as a member of HCRC and congratulated by all.
Meeting adjourned and respectfully submitted by,
Gordie Lauder, Secretary

EAST MOUNTAIN COUNTRY CLUB
1458 East Mountain Road
Westfield, MA 01085

Christmas at East Mountain

Want to have a Christmas Party, but don't have enough people to book a facility?

Whether you have 5 people or 75, we have the solution to your problem.

We have reserved the following night exclusively for small groups of up to 75 people. We provide the food and entertainment, you provide the fun!

Saturday Night, December 14, 2019

Times: Social Hour 6-7 pm
Deluxe Grand Buffet 7 to 8 pm
Dancing 8 pm to 11 pm

Food: Deluxe Buffet. Includes incredible Beef, Turkey, Pasta and Seafood. Also includes Vegetable, Salad and Potato, Warm Rolls, Dessert, Coffee or Tea. Hot and Cold Hors D'oeuvres served during the social hour.

Musical entertainment provided by
DJ Stephan!
www.stephandj.com or find him on Facebook

Dancing & Fun!!!

Message from Mike Shaw:

We will be having our club Christmas Party at East Mountain Country Club in Westfield on 12/14. As you know, we have had our party there the last few years and have had a great time. Good food, DJ music and a cash bar. The RSVP deadline is 11/25. You can mail your check to me at Mike Shaw, 15 Overlea Drive, Springfield, MA 01119 or see me at the club business meeting on Nov.7th. Hope to see you there, Mike.

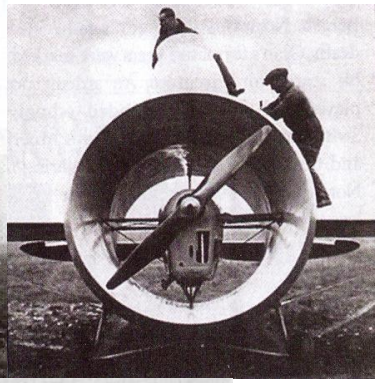
Price: $35.00 per person
(For your convenience, tax and gratuity are included.)

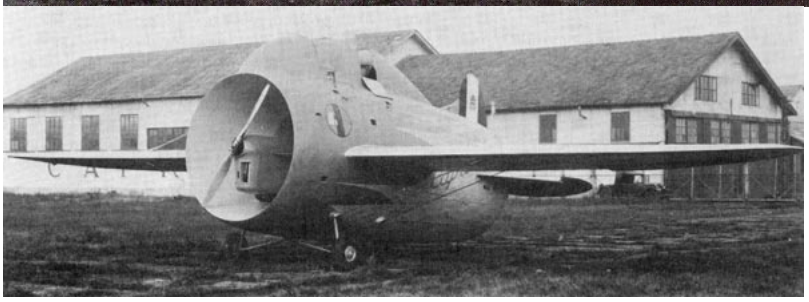
Upcoming Events:

November 7th : Club meeting at the VFW in Northampton 7pm (come early for food)

December 14th: Club Christmas party at East Mountain Country Club (Please RSVP no later than 11/25)

January 1st: New Years day Fly in





Airplane of the month :Stipa-Caproni

The **Stipa-Caproni**, also generally called the **Caproni Stipa**, was an experimental Italian aircraft designed in 1932 by Luigi Stipa (1900–1992) and built by Caproni. It featured a hollow, barrel-shaped fuselage with the engine and propeller completely enclosed by the fuselage—in essence, the whole fuselage was a single ducted fan. Although the *Regia Aeronautica* (Italian Royal Air Force) was not interested in pursuing development of the Stipa-Caproni, its design influenced the development of jet propulsion.[1]

**********ATTENTION**********

For all the winter flyers the Porta Potty will be closed at the end of October but will be reopened in the Spring.

Article submitted by Ron Paul

“Flying with flaps”

Sooner or later you may want to try your hand at flying a scale subject. Since most full-size aircraft use flaps, many scale model also require them for true scale operations and function. A scale model with flaps fully deployed is a cool sight. If you have never flow a model with then there are a few things to know about. There right ways and wrong ways to use them. This article should help you understand what’s going on.

In a nutshell, when flaps are lowered they change the wing’s lift and drag characteristics and lower the stall speed. By changing the camber of the wing, the lift and drag are increased for a given airspeed. As a result of these changes affect the speed that the aircraft can land.

Common Flaps

Though there are four basic types of flaps: plain split, Fowler and slotted. The plain flap is the most common and is simply a hinged portion of the trailing edge. It is usually hinged at the top of the control surface since it only moves in a downward direction. Super Cubs, Cessnas and other sport scale models use common flaps, to keep construction and function simple.

If you have never flown with flaps before, don't worry. Flaps add flexibility to your model's flight envelope, and it is a fun new experience. The major advantage is they shorten (and steepen) your landing approach by allowing your plane to fly more slowly in a nose down attitude. Here are some hints!

Do's

- Learn how your plane reacts to flaps at a safe altitude before attempting the first landing.
- Reduce the throttle to around 1/3 and let the plane slow before dropping the flaps.
- If used for takeoff, use only partial flaps.
- Adjust the power to maintain the approach path. Flaps add drag and so will require more power.
- Add power on a go-around and begin your climb out before retracting flaps.

Don'ts

- Deploy flaps at high airspeed. The flaps may depart the wings or cause serious structural or servo damage.
- Use flaps on the first takeoff and test flight. You must first determine how much deflection is correct for your model.
- Use full flaps on takeoff. This adds a lot of drag.
- Let the plane balloon and lose its airspeed. Adjust the elevator to keep the proper approach path.
- Retract flaps when low and slow or you could settle onto the runway.

Deploying flaps may result in the plane pitching up or pitching down. The elevator must be used to compensate and keep the plane on the desired approach path. Another characteristic of flaps is that the first half of the flap's deflection results in a greater increase in lift while the second half results in a greater increase in drag. Flaps also impart a large structural load on the plane and should only be used at a lower airspeed. Full-size planes have their air speed indicators marked for safe flap operating range.

Flap Facts

Since flaps provide more lift at slower airspeeds, you must be aware that when you retract them in-flight you will lose the lift and the plane could sink. For this reason, if you must do a go-around, make sure you increase power before retracting the flaps. Failure to do so could place your plane very close to stall speed before you can accelerate to a safe speed. This also applies to takeoffs with flaps. In most cases it is safer to take off with the flaps retracted or deflected no more than about 20 degrees. Larger deflections add more drag and can cause the plane to become airborne at too low of an airspeed.

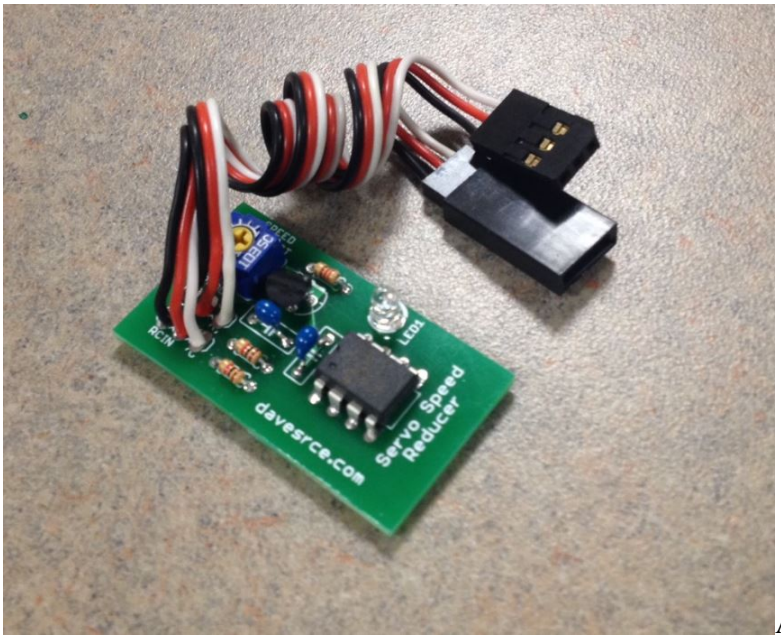
Flying a scale model with operational flaps is a very rewarding experience. Not only do they look neat, but they also provide the same benefits as the full-size version.

Flaps impart increased loads on the wing and require attention during their installation. Make sure you use enough heavy-duty hinges on each flap and a heavy-duty control horn. There are many ways to actuate the flaps, including torque tubes and bell cranks. For large, fast or heavily-loaded models, the best way is to use a servo for each flap. These planes will also benefit from the flaps being locked in the down position preventing the airstream from blowing the flap back to the up position. This basically means that the servo arm is directly in line with the flap horn at full deflection and this takes the strain away from the servo. This is accomplished by turning on the radio and selecting full down flaps and choosing a servo horn position that is in line with the horn. Now, retract the flaps and make up the linkage from the servo to the horn. The amount of flap deflection is determined by the length of the servo arm; for more flap deflection, place the linkage farther out on the arm. The use of ball links may be required for smooth action and to eliminate binding.

Flap Deployment

The modeler has several options for the transmitter flap actuation method. The least desirable is to use a two-way switch, which only results in flaps up or full down. This is not very scale-like and could result in large pitch changes when the flaps are actuated. A three-position switch will allow the use of half-flaps for more scale-like flight. A knob or slider switch is another way to go and allows an infinite number of flap settings. The only drawback is that it is sometimes difficult to tell how much flap deflection is selected.

Servo Speed Reducer



Another way to minimize the trim changes associated with flap deployment, is to use a slow servo speed. Many programmable radios have the ability for

you to slow down the response of specific servos. But most pilots will find that simply adding a Speed Reducer like the one from Dave's RC Electronics, a quick and simply way to deal with the situation. When the flaps take several seconds to lower, it minimizes the abrupt change in lift and gives the plane more time to settle down. Simply plug the unit in between the receiver and the flap servo(s) and you can adjust the speed by adjusting the adjustment pot on the circuit board.

Flying with flap-equipped airplanes is a great experience and just plane fun. Flaps allow you to operate your model from smaller flying areas and when it comes to scale competition, they allow you to full exploite your subject aircraft's flight performance while giving you another flight option to add to your flight routine. Give it a try. It's a blast.

Thank you to our sponsors

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