

HCRC Flyer



AMA Charter #341



January 2020

This is a photograph of a pair of P-40 War hawks fresh off the tarmac.



**ATTENTION
!**

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

alanhrc@gmail.com

[m](#) 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

From the President's desk.....

Hello All,

Just a quick few words.....

Firstly, I hope everyone enjoyed spending the holidays with their family and friends and I want to wish everyone a safe and Happy New Year!

I'm excited for the upcoming flying season at the field as usual. My personal goal, as I suspect is the same for most of you is to get to the field more often to fly and improve on my flying skills.

The Events Committee has been hard at work planning and scheduling a slate of events for this upcoming flying season. Details for these events will be announced soon so keep an eye out on our Facebook page, the club website and your email for details. It all starts off as usual with our New Year's Day Fly-In (weather permitting of course). The flyer for this event is published later in this newsletter edition. Hope to see you there.

Next, I want to welcome Bill Ewers to HCRC Officer's Row as our new club Secretary. Bill has some big shoes to fill as a successor to our outgoing Secretary, Gordon Lauder. I know Bill will be great as he adjusts to his new position. Bill and his son Liam are fairly new to our club but have jumped in to the hobby with both feet. They have been acquiring planes and been active in Alan Crawford's training program which paid dividends as were both recently awarded their "solo wings" and have been regulars at the field, events and club business meetings. Please help me welcome Bill to his new position the next time you see him and thank him for stepping up and filling a very critical role to our club's operating success.

Gordon Lauder has held the Secretary position for 19 of the past 22 years. He has done a remarkable job and has always made sure the club was well represented to outside inquiries in addition to contributing to the success of our many past club events. Gordie not only is a fountain of knowledge concerning the history of our club and its members but for me personally, I have come to rely on him regularly for guidance and advice to be better at my job. I hope that will continue. Gordie is not going far though. He has assumed a Director position and will continue to serve our club in that capacity. On behalf of our club members past and present I want to thank you for all you have done and still have yet to do. Thank You Gordie!

As is the case every year, I'm looking forward to the upcoming flying season and seeing the field busy with activity, planes everywhere, the new planes that were built or bought over the winter and the club members enjoying each other's company, support and camaraderie. Let's hope for great flying weather and *I'll see you out there!*

Mike

Hampshire County Radio Controllers
Business Meeting - December 5, 2019
MINUTES

The meeting tonight, chaired by Pres. Mike Shaw, was quickly brought to order after members were treated to a fine meal prepared by Ron Paul. Mike asked for the roll to be called with 20 members reporting present including three of the club officers. As is customary, the minutes were waived as they are published in the club newsletter. M/S/P Next up was the reading of the financial report by Treas. Ron Paul. His detailed report included dues collections for 2020 (to date) and all items of expense and income for the month of November. M/S/P

Under Old Business - Mike covered the recent indoor flying at the Holy Redeemer Church in Hadley, the Christmas Party at the E. Mtn. Country Club on the 14th, and the upcoming New Years Day club fly-in at the field. He said there was a snowplow on stand-by, a newly created fire pit and food available for those willing to brave the elements.

Questions were raised over the recent rumors about two nearby r/c clubs losing their flying sites – PVRCC and the Wintonbury R/C club. Both will be looking for new locations to fly model aircraft and, of course, we wish them well in their search.

Under New Business – Ron Paul quickly let us know he is going to prepare **Lazy Pierogies** for the next meeting (Jan. 2nd) and following that, Mike announced the Broken Prop Award winners for 2019. The winners: **Dan Kapinos and Ron Paul**. (Thunderous applause was heard for both.) He then went on to explain what the award was for and gave a reading of all the past winners since 1997.

Fran Mitchell brought in a large box of used r/c equipment for the members to pick over and take if needed. He also shared with us many memories of his early years in the club. Of note was his award of a plaque from the Academy of Model Aeronautics for his 60 years of service and membership, his world and national records achieved in u-control and r/c pylon racing. Mike, again opened nominations for Officers & Directors before the election. (At the last meeting all open Officer & Director positions were nominated with the exception of secretary.) Fortunately, Bill Ewers asked to be nominated for the secretary position. The nomination was made, seconded and passed. The election took place with Officers: Shaw, Mercado, Paul and Ewers elected for one year terms –M/S/P. Next- newly nominated Directors: Ed Kopec, Gordie Lauder, Pat Malone and Mark Wasielewski were elected for three year terms. M/S/P Meeting adjourned after the election.

Respectfully,
Gordie Lauder, Secretary



Join the HCRC 2020 P&M TEAM

Volunteers are needed for the 2020 Project and Maintenance team. I am organizing a team of club members to help take care of OUR flying field.

There is more than just mowing to be done, but mowing is a big part of it. With a floating schedule for mowing and trimming, each team member will be scheduled to mow. Variable by the weather and how fast the grass is growing. I feel we can make the care of the field easier and more predictable. Therefore it would be less work for all involved.

I have a current list of suggested projects to be completed. Some are very easy, Some are not. And all require a bit of effort on our part. But all of them improve our flying site.

If you join the P&M team, we will all work together to accommodate peoples schedules and availability. We will work under the authority and approval of the Board of Directors and Club Officers.

The team will meet as needed to co-ordinate our efforts and help with logistics for projects.

Each team member will be part of the crew to mow, trim, and help with ongoing maintenance. Project participation is voluntary but encouraged.

Each team member will have keys to the sheds. And the increased responsibility for security of club property. Which basically makes us Trustees for the club.

I volunteer to lead and organize this team for the 2020 season. I cannot do it alone, and many hands will make light work. So please join me and together we'll get some work done, have some laughs, and fly some models.

Contact, Daniel Kapinos. 413-270-1106. email danielk53164@gmail.com



Hey Everyone
It's that time of year again for....

Our Annual New Year's Day Fly-in!!

When: **January 1st 2020** (Of Course)
10AM to 3PM

Come fly, eat and freeze your fingers off!

Where: at the club field, duh

The club will provide grilled hot dogs and COLD drinks

Please feel free to bring something extra such as coffee, soup, chili, stew maybe, something hot is the theme as long as it can be reheated on the grill
We will also have a pit fire to help stay warm as well

Check the club social media resources before coming out to make sure the weather isn't too, well, **weathery** at:

the club web site www.hampshirecountync.org or
our Facebook page www.facebook.com/groups/148353592007739/



Upcoming Events:

January 1st 2020- New Years Day Fly-in 10am-3pm

January 2nd 2020 Club Meeting at VFW 7pm (Lazy Pierogis from cheff Ron COME EARLY)

February 6th 2020- Club meeting at VFW 7pm (food TBA)

Airplane of the month : Lockheed F-22 Raptor



The **Lockheed Martin F-22 Raptor** is a [fifth-generation](#), single-seat, [twin-engine](#), all-weather [stealth](#) tactical [fighter aircraft](#) developed for the [United States Air Force](#) (USAF). The result of the USAF's [Advanced Tactical Fighter](#) (ATF) program, the aircraft was designed primarily as an [air superiority fighter](#), but also has [ground attack](#), [electronic warfare](#), and [signal intelligence](#) capabilities.^[4] The prime contractor, [Lockheed Martin](#), built most of the F-22's airframe and weapons systems and conducted final assembly, while [Boeing](#) provided the wings, aft fuselage, [avionics](#) integration, and training systems.

The aircraft was variously designated **F-22** and **F/A-22** before it formally entered service in December 2005 as the **F-22A**. Despite its protracted development and various operational issues, USAF officials consider the F-22 a critical component of the service's tactical air power. Its combination of stealth, aerodynamic performance, and [situational awareness](#) enable unprecedented air combat capabilities.^{[5][6]}

Service officials had originally planned to buy a total of 750 ATFs. In 2009, the program was cut to 187 operational production aircraft due to high costs, a lack of clear air-to-air missions due to delays in Russian and Chinese fighter programs, a ban on exports, and development of the more versatile [F-35](#).^{[4][1]} The last F-22 was delivered in 2012.

*******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

5 Great Servo Installation Tips

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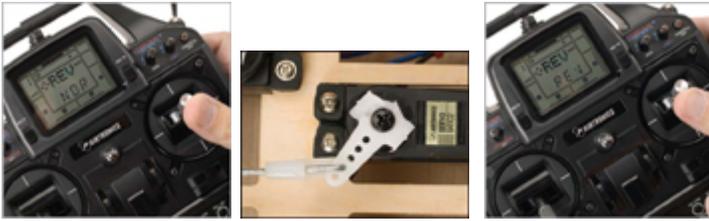
After you install your servos according to the manufacturer's directions, you might find that when the servo arms are placed on the splines, they aren't at a perfect 90-degree angle to the servo case and control linkage. Or, after you've hooked up the various linkages, you discover there is too much or not enough travel throw when a certain control surface is deflected. How about adjusting those throttle linkages to get that carburetor barrel either wide open or fully closed when the throttle trim is lowered? Here are 5 tips that will help you to achieve great radio- and servo-setup success.

1 First, check that your servos are properly installed. Unless you're flying a foamie or small electric in which the servos are glued into place, use the rubber grommets and brass eyelets that come with your servos. Install them so the wide brim of the eyelets are under the grommets (between them and the servo tray). Tighten the screws until their heads meet the brass bushing's top edge. The rubber grommet will be compressed a bit, but that's OK. The object is to have a secure, shock-mounted servo installation that won't move when the servo arm is deflected. If the eyelet is installed with the wide end up, the grommets will be compressed so much that they won't isolate the servo from the source of vibration.



2 This is a crucial setup check and should be done before any linkages are hooked up. Does the control surface move in the correct direction relative to the transmitter's stick input? Start with one servo and place the servo arm on the spline. Don't concern yourself with whether it is exactly 90 degrees to the case. Turn on your transmitter and receiver and move the stick (top) that corresponds with that channel. If you see that the arm is moving in the wrong direction required for the correct control surface movement (middle), use the servo

reversing menu and hit select “norm” to “rev” so the servo responds in the correct direction (bottom). Now go one by one through the remaining servos and correct their directions if necessary.



3 First, all servos should be centered with the transmitter sticks and the control trim levers centered, then place the servo arm on the spline (mechanical portion). Move the arm’s position on the spline to get it as close to 90 degrees to the servo case as possible then, if necessary, use the sub-trim menu to adjust the arm’s position. Do the mechanical adjustments first; don’t rely on the subtrim function only. This can affect the servo’s overall control throws and end points.

For most elevator, rudder and aileron servos, the servo arm should be at a 90-degree angle to the case.



4 Because the servo placement is usually pre-determined in an ARF, you need to mechanically (i.e. no programming) set the control linkage at 90 degrees to the servo arm. Determining which hole to use in the servo arm is simple: if you want more throw on the control linkage, place it in the hole farthest from the servo’s center; closer if less throw is desired. Different size models will have various linkage setup requirements, so consult the instruction manual for the proper linkage setup. With the linkage disconnected to the servo’s arm, there shouldn’t be any binding when you move it by hand.



5 The control surface’s linkage connection depends on the type and size model you’re flying. If you want to achieve maximum surface deflection, connect the clevis to the control horn using the hole closest to the surface. For large-scale and 3D airplanes, connect the linkage to the outermost hole (farthest from the surface) for maximum leverage; this also helps to prevent flutter. This photo (below left) shows threaded rods for control horns with plastic connectors to which the clevises attach. Note that they are at the end of the rod rather than close to the surface. It is usually best to have a straight line from the pushrod linkage’s fuselage exit to the hole in the surface’s control arm/horn. Sometimes a slight bend in the rod (top right) after it exits the fuselage is needed to relieve servo and linkage binding.

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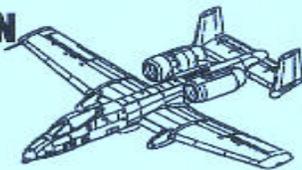
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