

HCRC Flyer



AMA Charter #341



March 2020



This photo was taken at JoeNall 2019 at the Triple Tree Aerodrome in Woodruff South Carolina. For those who don't know what JoeNall is, it is one of the biggest RC plane meets in the country. Pilots gather from all across the states and even sometimes other country's, to gather together for a week of flying, live demos and vendor shopping. If you have not gone I would HIGHLY recommend it. P.S if you look REAL hard you can see my plane all the way in the back hidden among the rest of giant birds. – Editor

Bill Ewers
Hampshire County Radio Controllers

Meeting Notes from Thursday, February 6th, 2020

Club finances for the month of January and 2019 were reported and approved.

2 New Events are being added to the schedule. Complete list of events is as follows:

5/23/20 - Heli-Fest Fly-in

6/6/20 - Open House

7/11/20 - Summer BBQ

8/22/20 & 8/23/20 - Wings Over Hadley Fly-In

9/12/20 - Fall Outdoor Tailgate Swap Meet

9/26/20 - Fall BBQ

10/4/20 - Great New England Electric Festival

Winter Indoor Flying - Next event is at Most Holy Redeemer Church in Hadley on 2/29/20 from 8 AM to 12 PM. Spring clean up to be scheduled for April. All clubmembers are invited to participate.

PVRCC, based in Westfield, MA, has recently lost their AMA sanctioned field. This field was not secure and non-clubmembers were using it to fly in non-AMA sanctioned manners. It is critical that our field remain secure and all operations are in accordance with AMA guidelines/regulations. Our Executive Board will reach out to theirs and offer our open house as an opportunity for their membership to visit our field and possibly join our club. Our club rules will be a part of any official letter. The Executive Board is to review signage at our field to ensure that the club rules are properly posted and legible for all visitors and clubmembers.

2 new trainer planes have been donated to the club by Alan Crawford and are to be stored at the field for instruction of new members. There is 1 glow powered plane and 1 electric powered plane. Instructor Pilot volunteers are requested for this summer. Liam Ewers has volunteered and additional volunteers are still required.

Paul Voss made a special presentation regarding proposed changes in FAA regulations that will have a large impact on club operations if they are passed in their current format. All club members are asked to comment on the proposed regulations and prevent this proposal from becoming law without considerable revision.



Hampshire County Radio Controllers
Invite you to Attend our
www.hampshirecountyrc.org

HELI-FEST 2020

A Non-Competitive Event

May 23, 2020

26 Honey Pot Road, Hadley, Massachusetts

Registration 8AM - 9AM
Flying 9AM to Dusk

AMA Sanctioned - Current AMA Required
1500'+ Grass Area

Food Available for Purchase

Please bring one item of nonperishable human or pet food/toy to donate to local charities

All Clubs, Members and Guests Welcome
Landing Fee \$15 per Pilot

For More Information Visit

Our Club Web Site at www.hampshirecountyrc.org

or Our Club Facebook Page at www.facebook.com/groups/148353592007739/ or

Contact: Mike Shaw CD - mshaw.spfld@gmail.com or

Mike Lewandowski Co-CD - mike@completeclimate.com (860) 978-5085



AS ALWAYS SPECTATORS ARE WELCOME.



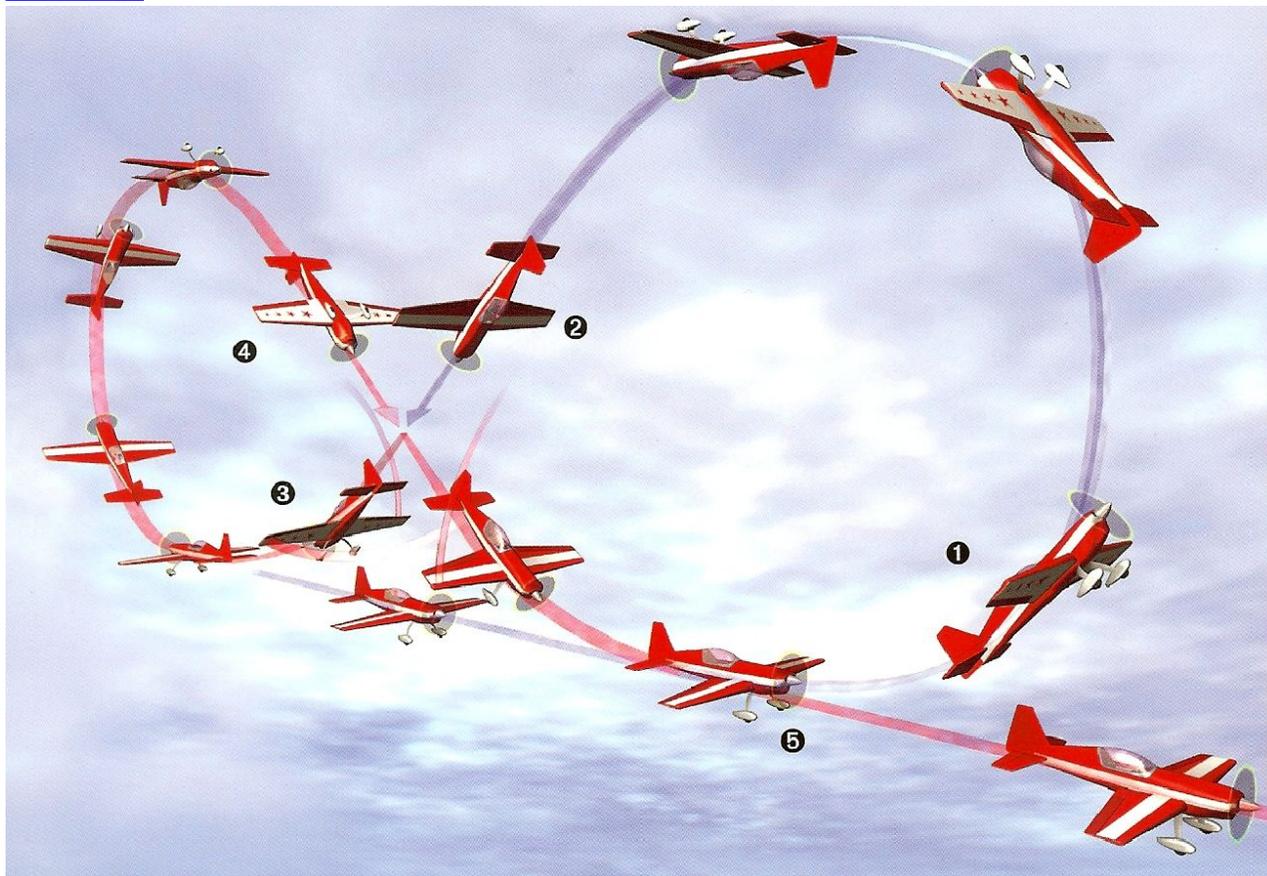
Article Submitted By Ron Paul

“Mastering the Cuban 8”

[Model Airplane News](#)

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This precision aerobatic maneuver looks like a figure-S lying on its side. It consists of a $\frac{3}{4}$ loop with a $\frac{1}{2}$, roll as the plane flies inverted downward at a 45-degree angle, followed by another $\frac{3}{4}$ loop and another $\frac{1}{2}$ roll during the second descending angle. It is especially impressive when performed close to the ground.

STEPS TO SUCCESS

Step 1. Start the maneuver by flying at full power, straight and level, with the wind or downwind. Apply up-elevator as if you're going to do a loop.

Step 2. Continue the loop until the plane is inverted and heading downward at a 45-degree angle. As the plane goes over the top of the loop, release elevator and reduce power; if you don't, it will pull the plane off to one side during the roll. Be sure to keep the wings level during the loop.

Step 3. Apply aileron and roll upright. After doing the roll, let the plane continue downward until it is at the same altitude as when you started the maneuver.

Step 4. Add throttle and up-elevator to start the second half of the maneuver and perform another loop and $\frac{1}{2}$, roll and finish the maneuver in the same way as you did the first half.

Step 5. When you exit, you should be flying in the same direction and at the same altitude as when you started.

PRO TIPS

- As you become more proficient, make the loops larger and pause for a second before the roll. Try to place each roll at the same altitude so the maneuver looks symmetrical .
- Try a reverse Cuban-S and do the roll first. Start at a safe altitude, and apply up-elevator to make the plane climb at a 45-degree angle. Roll to inverted, decrease throttle to idle and pull up-elevator until the plane completes the first part of the loop. Recover, then increase power and do the other half of the maneuver in the same way you did the first.

Upcoming Events:

March 5th 2020- Club meeting at VFW 7pm (Chicken Stew from Chef Ron)

March 22nd 2020 Wallingford swap meet 1074 S. Colony road , Wallingford CT (Zandri's Stillwood Inn)

8:30am - 12:00

April 2nd 2020 - Club meeting at the VFW 7pm (food TBA)

Airplane of the month : Messerschmitt M23

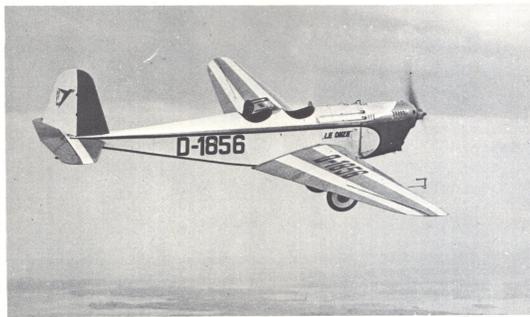


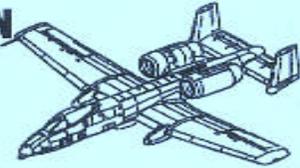
Photo: BFW via Oskar Remler

The **Messerschmitt M 23** was a sports and training [aircraft](#) that was designed by the German aircraft designer [Willy Messerschmitt](#) in 1928 and manufactured by the [Bavarian Aircraft Works](#). The M 23 was created as an enlarged version of the [M 19](#) . Originally designed as a competition aircraft, the aircraft quickly became widespread and achieved a number of remarkable achievements, such as the victory in the [European tour in 1929](#) and [1930](#) . No aircraft survived the Second World War. The M 23 was built in three versions with a variety of engines:

- The **M 23a** was primarily used for test purposes; only a small number was sold. The first two machines were underpowered with two-cylinder boxer engines ABC Scorpion with 38 hp. The third machine (D-1571) was equipped with the five-cylinder radial engine [Armstrong Siddeley Genet](#) , the 80 HP of which provided sufficient power. Theo Croneiss 1929 won the "East Prussia flight". This was followed by six machines with other engines such as the nine-cylinder [Salmson 9 AD](#) with 45 hp.
- More than 70 machines of the **M 23b** , which took off for the first time at the end of March 1929, were sold by the end of 1931. Equipped with more powerful engines such as the five-cylinder radial engine [Siemens & Halske Sh 13](#) with 81 HP, it was recognizable by the rounded fuselage and wing ends. In addition to aerodynamic improvements, the structure was also strengthened for the more powerful engines. [Fritz Morzik](#) won the [1929 European flight](#) with an M 23b (D-1673) . ^[1]
- Eleven aircraft were built from the **M 23c** , specially developed for the [1930 European flight](#) . In contrast to the previous versions, they had a cockpit with a glass pulpit and a new fuselage made of light metal at the front, and were powered by a Siemens & Halske Sh 13 radial engine with 81 hp or an [Argus As 8](#) with 100 hp. With the D-1883 Fritz Morzik again won the European tour.

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