

HCRC Flyer



December 2020



AMA Charter #341



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

Attention pilots, be on the lookout. Santa has been spotted trying to learn how to fly rc planes! If he can fly a RC plane like he flies his sled, we wont have anything to worry about BUT..... We all know that is very rarely the case. So seek your eyes to the skies, and be prepared to DUCK !!!!!

Have a Merry Christmas and see you on new years day!

Alan

Meeting Notes from Thursday, November, 2020

No Quorum Present. 11 Members including 4 Executive Members present

Executive Members present: Ron Paul, Mike Shaw, Santiago Mercado and Bill Ewers

Members present: Pat Malone, Mike Booth, Dennis Walker, John O'Grady, Dan Kapinos, Gordie Lauder and Bob Prosciak.

Fall Outdoor swap meet held on rain date. 10 Sellers and ~20 buyers. Lack of attendance probably due to rain date and pandemic issues. \$134 profit for the club.

Dan Kapinos spent considerable time and effort to repair the roller. It is now ready for use this spring.

New mower purchased due to wear/rust/age of one of the old mowers. \$4450 spent for commercial grade mower. Old mower to be sold off for whatever we can get.

2021 Dues Renewal letters to go out this month.

Sani-can closed and locked for the winter. Please use offsite bathrooms at local gas stations or restaurants.

New fire extinguishers needed. Looking for donors to provide ABC class fire extinguishers.

Ron Paul donated several tables to the club for use at future club events.

Flight tables have been moved under the sun shade. Please return them if you pull them out to use them this fall/winter/early spring.

Alan Crawford is stepping down as lead flight instructor. We are looking for a volunteer to lead the flight instruction program next year.

Nominations for club officers and voting will be conducted at the December meeting. All positions are open for nominations.

Club finances for the month of October were reported and approved.

Upcoming schedule is as follows:

No Events Scheduled

Safety Review:

No safety items discussed this week.

New Member Applications:

Anthony Brodin was voted into the club.



From the President's desk.....

Hello All,

Just a quick few words.....

I don't know why it amazes me how fast time flies when you're having fun, but somehow it still does. Another flying season has flown right by (pun intended).

This season was quite different with the Covid19 virus ruining most events. Not just our hobby or our club, but has interfered with every facet of daily life. Our club, as others did, cancelled all of our public events. The only events we kept were the two private BBQ picnics and the outdoor swap meet. It's unlikely we will be having our Christmas party at the East Mountain Country Club later in December either. I'm disappointed because this has been growing each year into a nice night out and I've looked forward to it each year that we have been there. We will most likely hold our annual New Year's Day Frozen Finger Fly-in on Jan 1 but as for the rest of next season, we will have to wait and see what lies ahead and how it will affect our planned events for 2021.

On a daily basis, there was a fair amount of activity at the field with small groups getting together to fly and maintain safe distances. Friday nights have become a favorite time to fly and enjoy some grilled food as well.

I can't thank the P&M (Project & Maintenance) team lead by Dan Kapinos enough for the efforts they put forth this past season maintaining the property and mowing. It's good when you have enough volunteers to make the workload easier. We had a fairly consistent rainfall throughout the season that kept the runway green along with the fertilizer program that's been in place. We have a brand new zero-turn mower now in addition to the existing Toro zero-turn mower. This should make our mowing program more reliable for the foreseeable future. Special thanks to Ron Paul & Dan Kapinos who did all the legwork on behalf of the club arranging the purchase of the new mower and obtaining the best deal possible. Thanks guys!

Also a reminder, the nominations and elections for officers and directors will be held at the December's business meeting on 12/3 at the VFW at 7:00. Bring your masks and come vote. We need a quorum of 15 members or more to accept a vote. Along with these positions your club needs a Director of Flight Training. Alan Crawford Sr. did a good job the last couple of years picking up where Ed Kopec and Andre Bouchard left off but must now step down himself. Please consider stepping up to help your club fill this important position. With some planning, coordination and communication this position can be fulfilled with a limited amount of time and effort and will help new flyers earn their wings and some day be able to hopefully pay it forward.

As I have mentioned previously, 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 fun, organized and profitable. Please volunteer to help whenever you can.

Finally, the club saw quite an influx of new members this past year. With that we will be preparing to place an order of club merchandise for next spring. Shirts and hats with HCRC club logos will be available for purchase. We are working to create a merchandise sheet to order from that will be located on our website after Jan 1st. If you're interested in ordering something contact Santiago Mercado at santme2000@hotmailmail.com after that date. Deadline for orders will be March 1, 2021.

That's it for now.

I'll see you out there.....in the spring sadly.....

Mike



DONATIONS

Our club has not enjoyed the additional income this season that it has come to rely on due primarily to having to cancel most of our revenue generating events this past year because of Covid. The main source of income for the club, as you know, is from membership dues, which has not seen an increase in many years and we want to continue that for as long as possible, and also from the generous donations both physical and monetary that we have already managed to receive throughout the season from some of our members.

HCRC has an anonymous donor who is willing to **match dollar for dollar** any donations that our treasurer receives between now and the end of the year up to \$1500.

So please consider sending a contribution to the club. Any amount will help 5, 10, \$20 or whatever you can spare. Please do it now while it's fresh on your mind. Thank you.

Make your check payable to HCRC and mail it to:

Ron Paul
367 Ware Street
Palmer, MA. 01069

Article Submitted By Ron Paul

Stop the Vibration!

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RC Prop Balancing Made Easy.

I have been often asked, “Do I need to balance my prop?” and the quick answer is always “Yes!” A properly balanced prop will give you more rpm from gas, glow and electric engines. A balanced prop will reduce the wear and tear on your aircraft by greatly reducing vibration, which leads to reducing premature failure to all the



components and thereby giving your aircraft a longer life. You need to do it on every prop, every single one. There are several types of balancers on the market today that will do a great job of getting different size props balanced. No matter which you use, the balancing procedure will be the same for all.

1: HOLE SIZING



The first step is to enlarge the shaft hole to a size that fits your engine. If you balance the prop first, then enlarge the hole, you

will have to come back and balance the prop again, so save some time by balancing afterward. The best way to do this is by using a good prop hand reamer because this will keep the hole concentric.

Next you have to have a prop balancer, and the best one out there is the Tru-Spin Prop Balancer from Du-Bro Products. Reasonably priced you need to assemble it properly following the instructions, and then make sure to set it up so the balancing mandrel is level.

2: FINDING THE HEAVY BLADE



The second step is to place the prop on the balancer in the horizontal position to find out which side has the heavy blade.



3: REMOVING MATERI Two methods are commonly used to balance the propeller. The first involves lightening the heavy blade until the propeller balances close to the horizontal position. Use a razor blade or sand paper to remove small

amounts of material while rechecking the balance. Don't forget to wipe off any dust or shavings before re-checking the balance.



4: ADDING MATERIAL

The second requires adding material, generally clear spray paint or thin CA glue with a little kicker to the lighter side of the blade until it balances in the horizontal position. You want to use a fast drying paint and wait until it is dry, because it will be a little lighter when dry. To speed up this drying process I use a blow dryer. Both ways will work well; I generally will remove material from fiberglass/nylon and carbon fiber blades, while using the addition method to the wood blades.



5: PRELIMINARY BALANCE

Once the heavy blade is identified and the prop balanced level or within five to 10 degrees in the horizontal plane you can move to the next step.

6: HUB BALANCING

Place the heavy blade down so the prop is sitting in a vertical position. Check to see which way the prop wants to drop towards horizontal, whichever way it drops, you will need to add some thick CA and kicker to the opposite side so that the prop can balance in the vertical position.



7: FINAL BALANCE

Now move the prop to any position and see if it stays there, if it does then you have a balanced prop. If not keep adjust the amount of CA on the hub by adding or sanding off (in case you over did it) until it does. You may also have to adjust the blade weight to fine-tune the balance.



8: MARKING THE BALANCED PROP

After the prop is balanced, put some type of mark on it so you know it is ready for flight. I use a felt-tip marker to write a "B" on the hub for balance.

Airplane of the month : **Santa Claus's Sleigh**



According to NORAD's fact sheet, the top speed of Santa's sleigh is "faster than starlight." NASA lists the speed of light as approximately 186,000 miles per second. On the other hand, the Air Force fact sheet on the C-130 notes its maximum speed is just 417 miles per hour. NORAD also said Santa's sleigh can carry about 60,000 tons while the maximum allowable payload of a C-130 is 44,000 pounds

Designer & Builder	K. Kringle & Elves, Inc.
Probable First Flight	Dec. 24, 343 C.E.
Home Base	North Pole
Length	75 cc (candy canes) / 150 lp (lollipops)
Width	40 cc / 80 lp
Height	55 cc / 110 lp
<i>Note: Length, width and height are without reindeer</i>	
Weight at takeoff	75,000 gd (gumdrops)
Passenger weight at takeoff	Santa Claus 260 pounds
Weight of gifts at takeoff	60,000 tons
Weight at landing	80,000 gd (ice & snow accumulation)
Passenger weight at landing	1,260 pounds
Propulsion	Nine (9) rp (reindeer power)
Armament	Antlers (purely defensive)
Fuel	Hay, oats and carrots (for reindeer)
Emissions	Classified
Climbing speed	One "T" (Twinkle of an eye)
Max speed	Faster than starlight

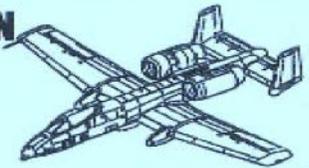
Upcoming Events:

December 3rd meeting: VFW in Florence, Election of officers and Directors 7pm (NO FOOD)

January 1st 2021 New Years Day Frozen Finger Fly-in (Tentative)

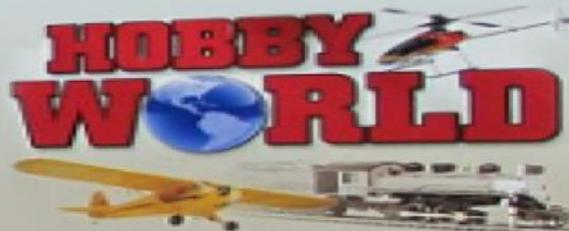
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