HCRC Flyer

AMA Charter #341

June 2020

Well…..Spring is here. It may not seem it but it is. The field is open and you may commence flying, just be wary of social distancing. Just a reminder, an email did go out with the **NEW GATE COMBINATION** so, be aware of that. Dust off those birds and get ready to take to the sky.

From the President's desk.....

Hello All,
Just a quick few words.....

Here it is June already. The year is flying by as it always seems to do. The weather is just starting to warm up. The grass is in full grow mode. And some members have been taking advantage of all that and getting some flights in. Even in the middle of this pandemic wearing masks and keeping their distances from one another for a few hours of flying here and there can still be enjoyed rather safely, in my opinion.

The club's picnic area has been improved this spring. We purchased and assembled a new larger 20' x 18' canopy pavilion. It holds all four of our picnic tables purchased new just last year and fits them all comfortably underneath. A 24' square base was prepared for all this to sit on with a wooden perimeter and stone dust base. The loam it displaced was taken off the property to comply with the EPA mandate of not adding material to the flood plain. I must say, it came out pretty nice. This also is a big improvement for the P&M mowing team to not have to move the tables all the time to mow under them. Plus the legs of the tables are away from the moisture that accelerates their rot. Next time you're at the field be sure to enjoy this area.

And speaking of the P&M (projects and maintenance) team that is charged with mowing the club property among other things, we have several volunteers that have been helping each week to mow on a rotating schedule. Obviously, the more members we have the longer it is in between being "called up" to mow again (that "more hands" thing...). We can always use more people. If you can spare some time to help out, it would be a big help to the club but more importantly to your fellow members. The riding lawn mowers are pretty easy to use and instruction is provided. So please consider helping. You can contact Dan Kapinos at danielk53164@gmail.com to sign up.

One last thing, we had put out a request to the membership that may have a cherry picker or access to one. The club needs to safely cut down a few tree branches around the perimeter of the property that are a little too far up to safely get with a ladder. It is only needed for a few hours. If you know of one that we can use please let me know. My contact info is on the last page of this newsletter. Thanks.

That's it for now. Stay safe my friends and.....*I'll see you out there!*

Mike

Hello All,

Due to the ongoing pandemic and the need to cancel business meetings, I implemented a special override process that had the following new and returning applicants voted in to the club by your elected executives and Board of Directors. This process will continue until the pandemic ceases to limit our club's ability to function normally.
The following are our new members in alphabetical order:

1. David Gage, Agawam, MA.
2. Karsten Joensen, Northampton, MA.
3. Liv Joensen, Northampton, MA.
4. Dave Landon, Enfield, CT. (Returning member)
5. Richard Nadeau (Rick), Southampton, MA.
6. Randolph Scott, West Springfield, MA. (Returning member)
7. Warren Sweatt, Russell, MA.

Please be sure to say hello and welcome them in to the club when you see them out at the field.

Thank you,
Michael Shaw
President HCRC

Article Submitted By Ron Paul

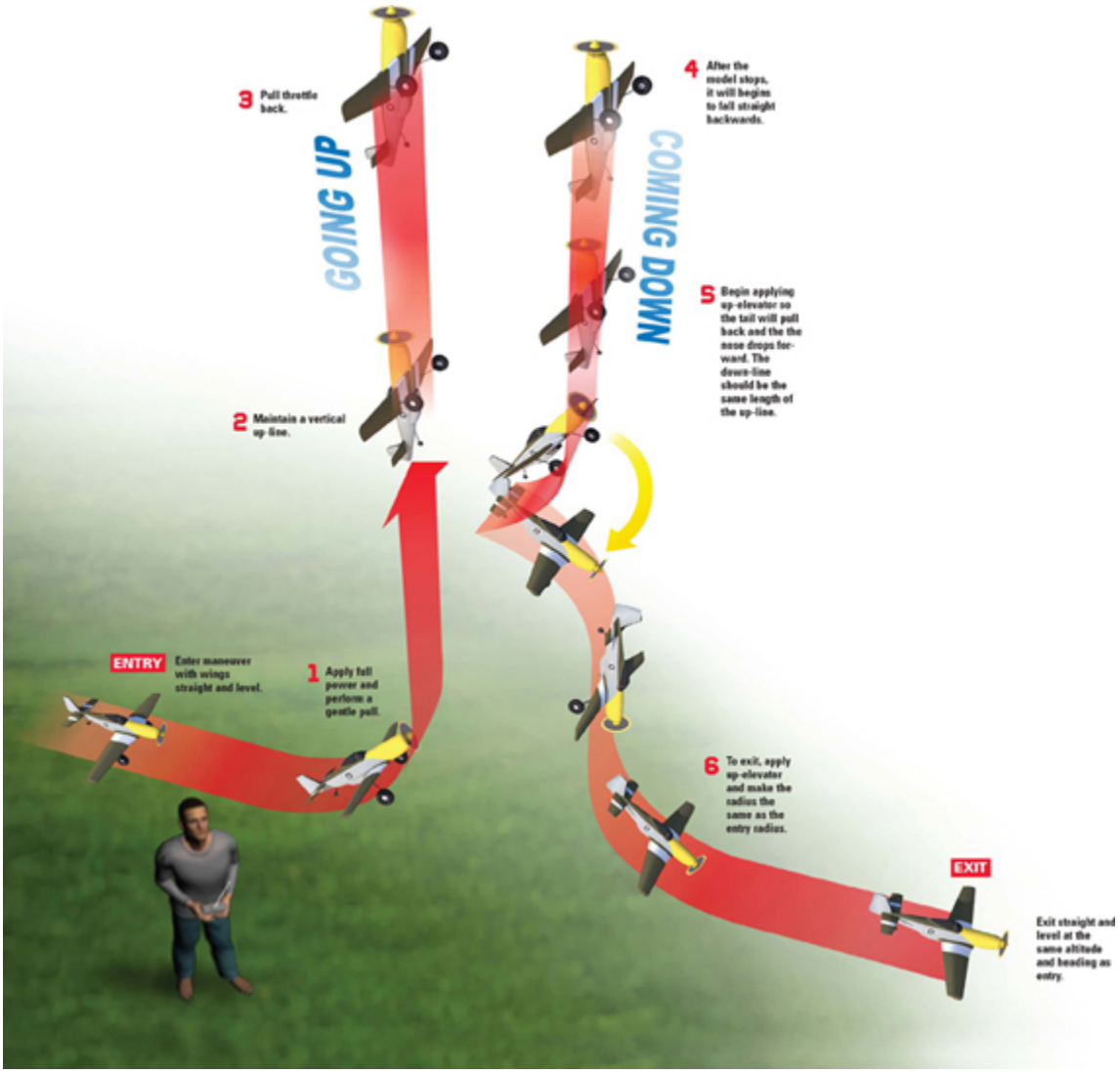
Aerobatics Explained — Master the Tailslide

Model Airplane News
Don't Miss, Featured News, Flight Techniques
Comments

A typical tailslide begins from upright level flight parallel to the runway. The pilot then applies throttle and performs a 1/4 loop to enter a vertical up-line. After the vertical line is established, the pilot gradually pulls the throttle back to idle. The aircraft will slow down and eventually will come to a stop. At that point, the pilot will either apply either full up-elevator to perform a “wheels down” tailslide, or push full down-elevator to perform a “wheels up” tailslide.

To perform the “wheels down” tail-slide, simply apply full up-elevator when the model begins to slide back. This will make the model fall with the wheels pointing towards the ground. If you want to perform the “wheels up” tailslide, apply full down-elevator when the airplane begins sliding back; this allows the airplane to fall over with its wheels pointing toward the sky. In competition aerobatics, the distance that the airplane must fall backwards must only be a visible amount. Also, when the aircraft slides backwards, it will often “pendulum” past the vertical after falling through. This “pendulum” effect is completely normal and should not be considered a downgrade.

While this may seem like a fairly simple maneuver to execute, it takes a lot of practice to perform consistently.



Also, different factors exist that will make this maneuver more challenging to perform. For example, if wind is present, it becomes more difficult for the model to slide backwards while holding the vertical up-line. The model may want to angle itself into the wind. If you find that after performing this maneuver a few times, you're having difficulty getting the aircraft to slide back, you may need to move the center of gravity back (make the model more "tail heavy"). However, always remember to add tail weight in moderation, as an extremely tail-heavy model can become very unstable in conventional flight.

DOWN TO BUSINESS

The tailslide shown here is a wheels-down version and is being performed parallel to the runway, from left to right.

1. While flying parallel to the runway and making sure that your wings are level, increase the throttle to full power. If your airplane does not have a great power-to-weight ratio, pull into the º loop gently to establish the vertical up-line.
2. The length of the vertical up-line is entirely up to the pilot. However, keep in mind that larger maneuvers often look better than smaller ones. Also, the length of up-line varies depending on your aircraft's size. Regardless, keep in mind that you may need to apply various rudder corrections to keep the model tracking on a perfectly vertical up-line.
3. Begin pulling the throttle back until the airplane comes to a stop. If the airplane is on a perfectly vertical up-line, the aircraft will begin to fall backwards. With the "wheels-down" tailslide, you apply full up-elevator to guide the model's tail back and away from the vertical down-line. After the aircraft rotates its nose will fall forward. When it nears the vertical down-line, release all elevator input.
4. The length of the vertical down-line should to be the same length as the vertical up-line.

5. To exit the maneuver, begin the final º inside loop by applying up-elevator and make sure that its radius is the same as the entry radius. As the model nears horizontal upright flight, increase power to keep the airspeed constant.

Even though the fundamentals of performing the tailslide are fairly easy, depending on the wind conditions, this maneuver can be challenging. Don't become discouraged if you cannot perform this maneuver during your first few attempts. Always practice, and if you still find difficult to perform, gradually add some tail weight and take a closer look at your aircraft's control setup. Until next time, safe flying and always remember to have fun!

Upcoming Events:

June 4th HCRC Business meeting **CANCELLED DO NOT SHOW UP**

HCRC Open House (06/06/2020)CANCELLED

July Business meeting (TBA)

Airplane of the month : Solar Impulse II

While a pilot looking to achieve an aviation first may have had ample opportunities in the early 1900s, a pioneer's ambition has become a lot more difficult after a century of powered flight. However, with global warming being a controversial topic in this new millennium, a Swiss team is forging the way on a journey around the world in an airplane powered strictly by solar energy. The Solar Impulse 2 has a wingspan of 236 feet with 17,000 solar cells on top providing power to four electric motors and recharging lithium-ion batteries to allow the airplane to continue flying once the sun goes down. The first version of the airplane has already conducted test flights on three continents, including a flight across the United States.

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