

HCRC Flyer



AMA Charter #341



January 2021



What a fantastic day, as well as a fantastic turn out at the New Year's Day fly in! Plenty of pilots and it was nottoo cold.

Hampshire County Radio Controllers

HCRC Meeting Notes from Thursday, December 3rd, 2020

No Quorum Present. 14 Members including 4 Executive Members present

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

Members present: Liam Ewers, Peter Cincotta, Dave Sherman, Mike Booth, Dennis Walker, John O'Grady, Pat Malone, Dan Kapinos, Gordie Lauder and Bob Prosciak.

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

2021 Renewals have been mailed and should be the club is looking to receive renewals as soon as possible. Please keep in mind that we have not been able to hold several money making club events this year.

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

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. Alan will be available for guidance.

Mike Shaw is preparing an order for club merchandise - hats and shirts. There will be an order sheet on the website for January 1st and the all orders are due to Santiago by March 1st.

We will be paying the fertilizer bill by December 31st as this will save us almost \$70 and bring the bill for 4 regular applications with 1 grub, 1 crabgrass and 1 insect control down to \$893.

We have an anonymous donor who will match any donations up to \$1500 before the end of the year. Please consider donating as this will help the club's financial position.

Nominations for club officers and voting will be conducted at the next meeting with a quorum present. All positions are open for nominations.

The 2020 Broken Prop Award goes to Alan Crawford Sr. Alan has served as the lead flight instructor and installed several LED lights at the field along with various other contributions. Please congratulate Alan on winning this award!

Upcoming schedule is as follows:

No Events Scheduled

Safety Review:

No safety items discussed this week.

New Member Applications:

No new member applications this month.

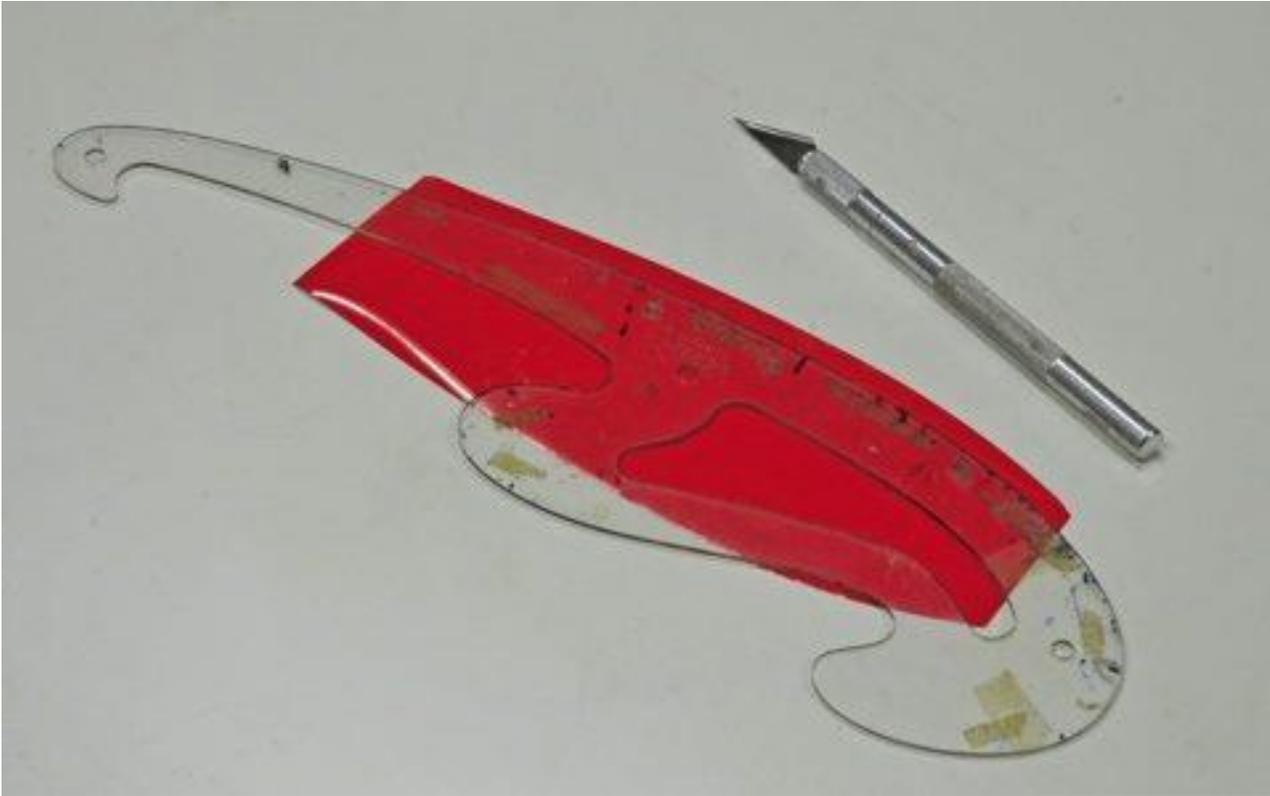
Article Submitted By Ron Paul

Covering Wingtips made Easy

[Model Airplane News](#)

[Assembly Tips](#), [Featured News](#), [How-tos](#)

[1 Comment](#)



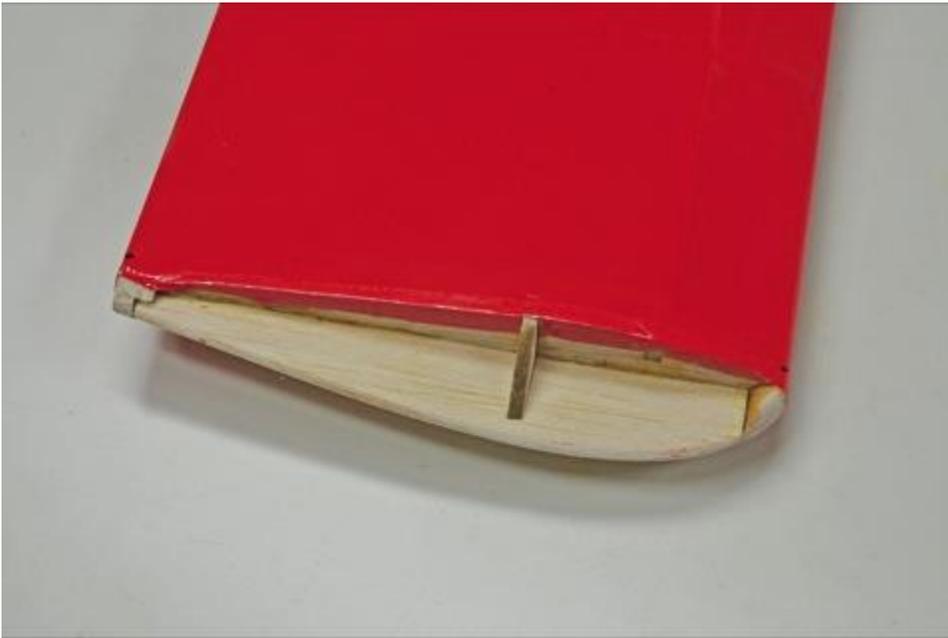


Covering a wing panel with film covering is fairly simple and easy to do, even for those with little skill; that is, until you get to the wingtip. Of course, all wingtips are different shapes, and not all fall in the category of difficult to cover. Some have a gentle taper to a rounded tip with very few compound curves, making covering a simple process. Others can be more difficult. The wingtip I describe here is one of those that can't be covered along with the wing. The better way is to cover it separately. Although you will end up with a seam on the final wing rib, you will find it a more reasonable approach to success.

I went through this covering process with UltraCote film covering several times and noticed that it makes a difference how the film covering is cut from the roll. I found it best to leave extra material when covering the length of the wing, and then use the piece trimmed off at the end to cover the tip. Using a piece of film cut parallel to the edge of the roll will cause it to sag severely in the shrinking process. The secret for success is to make sure the piece you cut is perpendicular to the roll edge. Oh, yes, this tip will also work with MonoKote.

So, heat up your covering iron and trim iron, grab a sharp knife and follow along in the photos my process for covering that pesky wingtip.

Tools required for covering and covering the wingtip. (DSC9749) Typical problem wingtip, with the covering problem occurring between the gusset and the leading edge. Cover the wing panel and trim off at the last rib, leaving a generous overlap ironed down against the rib. The rib thickness is not enough surface area to retain the film when shrinking. Note: Black marks indicate the amount of overlap covering fore and aft.



On the piece of covering to be applied, develop a contour to fit the rib for an even overlap seam, generally to the shape of the rib contour. The overlap should be approximately 1/4 inch.



Using the trim iron, tack the covering at one end to the rib just inside the black mark. Later, you can remove the black mark with alcohol. Grabbing the loose end, pull it across the top of the rib for an even-width seam, and iron in place. You are now ready to tack and iron down the opposite side.



Before you start to tack down the covering, place the wing on the workbench with the wingtip extending over the edge. Use a sandbag to hold it down, so you'll have two hands to work with. Starting near the front, pull the covering straight down and tack it in place. Work along in small increments toward the trailing edge. Now, move to where you started, and do the same thing going forward. Try and get the covering as tight as you can. Lift and retack, if necessary, as you go along. The covering should lay flat and tight without gathering and bunching up.



Trim off the excess covering, and seal it in place with the covering iron. Using the trim iron, shrink the covering staying away from the seams on both sides. Gently glide the iron over the surface until the covering is wrinkle-free. You will have to do this four times, on each side of each tip, to complete the wing.



What a beautiful wingtip, and not a wrinkle to be seen. A covering job you can be proud of!

Upcoming Events:

January 7th HCRC Business meeting (7pm Florence VFW)

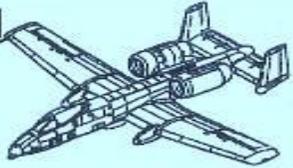
Airplane of the month : Fisher P-75 Eagle

General Motors/Fisher P-75 Eagle was a [fighter aircraft](#) designed by the [Fisher Body](#) Division of [General Motors](#). Development started in September 1942 in response to [United States Army Air Forces](#) requirement for a fighter possessing an extremely high rate of climb, using the most powerful [liquid-cooled engine](#) then available, the [Allison V-3420](#). The program was cancelled after only a small number of prototypes and production aircraft had been completed, as it was no longer required in its original role, could not be quickly deployed, and possessed no significant advantages over aircraft already in production.^[1]



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