

HCRC Flyer



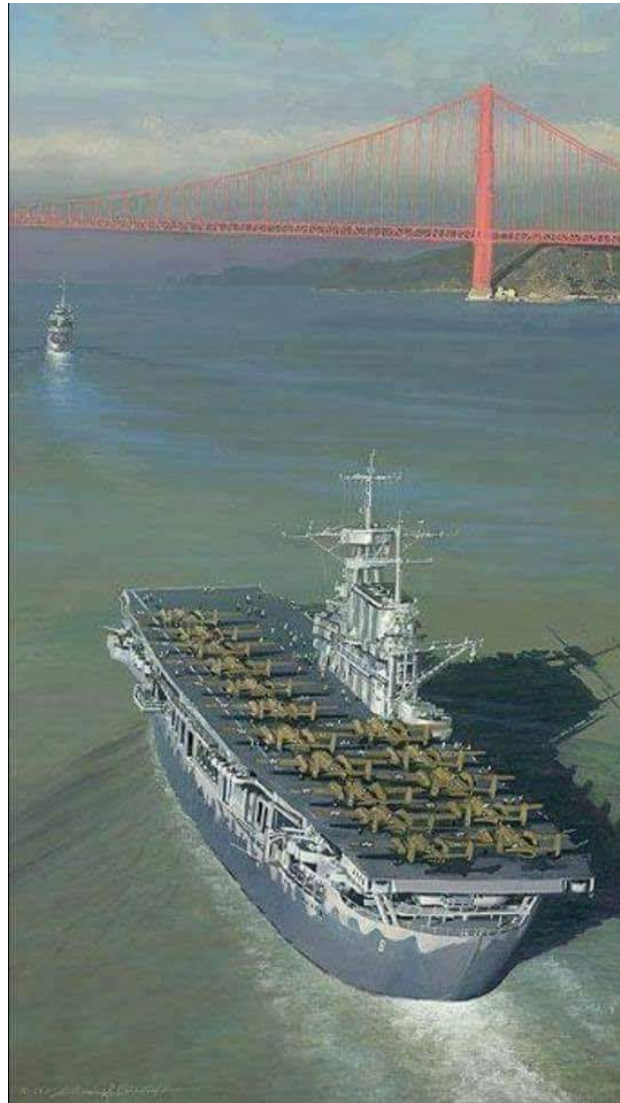
April 2019



AMA Chapter #341



*Figure 1 Right
:B25 Bombers on
the deck of the
USS Hornet
heading into the
Pacific for a
surprise air raid
over Tokyo 1942
Sixteen of the
raiders were led
on this historic
mission by Lt.
Colonel James H.
Doolittle who was
later awarded the
Congressional
Medal of Honor.*



ATTENTION!

**We encourage
any comments
as well as
content for
monthly issues
Please email
alanhcrc@gmail.com
for
submissions.**

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.hampshirecountycrc.com

Hampshire County radio Controllers
Business Meeting of March 7,2019
MINUTES (Summary)

The meeting was brought to order tonight at the VFW (after a short time-out for Pizza) by Pres. Mike at 7:15 pm. Roll was called with fifteen members reporting present (a quorum) and no guests in attendance. Next, Treas. Ron gave his usual monthly report of income/expenses for the prior month without additional comments. M/S/P A motion from the floor was heard for waiving the reading of the minutes and seconded. M/S/P Under Old Business, Mike reported on his call to a local landscaping business for cost estimates of various treatments to improve and protect the runway turf at the flying site. He plans to have a meeting with the business rep. on the day of the field clean-up. He then talked about his trip to the AMA Expo in New Jersey along with many club members. He met our AMA District 1 VP, Andy Argenio who commented on his positive impressions of our club (on prior visits) and other topics such as the TAG program and project reimbursements for improvements to flying sites. Mike also said that work was in progress on a new signage for our entrance gate. He answered questions on the electrification project, the UMass group who were going to ask for training on multirotor aircraft and the fun, indoor flying at the Holy Redeemer Church. Under New Business the FAA rules on model aircraft numbering were repeated and included the rule that all model aircraft will have an FAA number placed anywhere on the outside of the model. Mike discussed the need for someone to be responsible for the upkeep and preparation for flight of any of the club training planes stored at the field. He received many suggestions for this request including: instructors to take the planes home and have them ready for any training appointments. Also, another member offered to repair and keep them at his home and bring them in when needed. More will be decided on this and other training issues as we get nearer the flying season, he said. Santiago gave positive impressions of the indoor flying at the Windsor Dome (CT) sponsored by NCRCC in Ellington. (If interested contact Santiago Mercado.) Next, Ed Kopec gave details on the event scheduled for June 8 (Saturday 11-6pm) at the Municipal Airport , Westover ARB : “Run the Runway and Festival” is a car show, 5K road race around the airport and Classic Warbirds (static and flying), helicopter rides along with a military display. Other new business during the meeting was the running of a large video screen with past club events and a free raffle of various r/c related items donated by members. Before adjournment the secretary read the application for membership of John Patrick O’Grady from W. Hatfield, who will be attending our meeting on April 4th.

Meeting adjourned at 8:00 pm

Respectfully submitted,
Gordie Lauder, Secretary

Upcoming Events:

April 4th Club Meeting at VFW 7pm

April 13th Field Clean Up

April 14th Field Clean Up Rain date

May 4th Giant Western Mass Flea Market sponsored

by FCRCC @ Franklin County Tech High School (9am to 1pm)

Message from the President

From the top.....

The new flying season is finally upon us. The weather is just starting to thaw out and I'm sure everyone is excited to get outside after another New England winter and fly the planes that we've been busy working on.

It will be an exciting year at the field with the setup of our new pavilion and progress with the power installation just to name a few projects that are planned. Our field cleanup work party day will be held on April 13th this year (rain date 4/14) which has marked the official kickoff for our flying season in the past. Please be sure to come out and help if your schedule allows. I would make the same request of attending our monthly business meetings. The last indoor meeting is this month on April 4th in Florence before we move back outside to the field for the summer months. The club has been providing food and raffle prizes and we look forward to seeing you there to help us with shaping the future of our club. We also have a full slate of club events scheduled for this year. Two BBQ's, a Family Day, our 2-day Wings Over Hadley Fly-In and a couple of Christmas parties too. Please visit our web site for more details. All these events have rain dates associated with them. So please be sure to check the resources listed below and your email before coming to the field to check for a "rain delay".

We have also been busy improving our internal club communications. Our web site www.hampshirecountync.org has been improved with much thanks going to Mark Wasielewski's efforts. We have a pretty active Facebook page also <https://www.facebook.com/groups/148353592007739> that has lots of content with many pictures and videos being posted. A lot of members have been posting real-time content of flying conditions and who's at the field currently flying. If you do not have a Facebook account I recommend you create one. It's a great way to stay plugged in to current club activities, RC related news and flying videos (RC and full scale) and it's free.

Lastly, I would like to thank our friends over at The Holy Redeemer Church in South Hadley for hosting our indoor flying events this past winter. Several club members took advantage and had fun flying inside when the weather wasn't all that nice outside. It was a beneficial partnership for both parties as HCRC was able to donate a fair amount of non-perishable food items to their food pantry.

I'm looking forward to getting out there and flying with all of you this year and as usual praying for friendly flying weather. See you at the field!!

Mike Shaw
President

Airplane of the month (February): CURTISS SC-1 SeaHawk



The aircraft is a Curtiss SC-1 Seahawk, seldom seen in action with such clarity. Look closely at the picture: The floatplane fighter is barely lifting off the catapult yet remains crisply in focus. The photographer, the father of Flight Journal reader David Kovacic, did a superb job of tracking a fast, suddenly moving subject.

The ship was the cruiser USS Macon (CA-132) conducting Atlantic Fleet training exercises in April 1947. The 13,000-ton warship was still new; she had been commissioned two weeks before V-J Day in 1945. Her aviation department typically operated two floatplanes.

The Seahawk was designed as a hybrid: a cruiser and battleship-launched naval gunfire spotter capable of moderate fighter performance. With two .50 calibers and a 270-knot top speed from its 1,300hp Wright R1820, it was capable of defending itself against enemy aircraft.

First flown in early 1944, the Seahawk entered fleet service late that year. Including seven prototypes and preproduction aircraft, 577 SC-1s were delivered, in contrast to the older Vought OS2U Kingfisher, with some 1,500 produced.

Seahawks were delivered on wheels for ease of operation ashore, with floats attached before embarking in ships. Though SCs went to sea in October 1944, their combat debut occurred off Borneo in June 1945. Underwing racks accepted a pair of 250-pound bombs or 325-pound depth charges, and a wing-mounted surface-search radar was optional.

Only the single-seat “dash one” model was produced, although a developmental SC-2 was considered with a second cockpit.

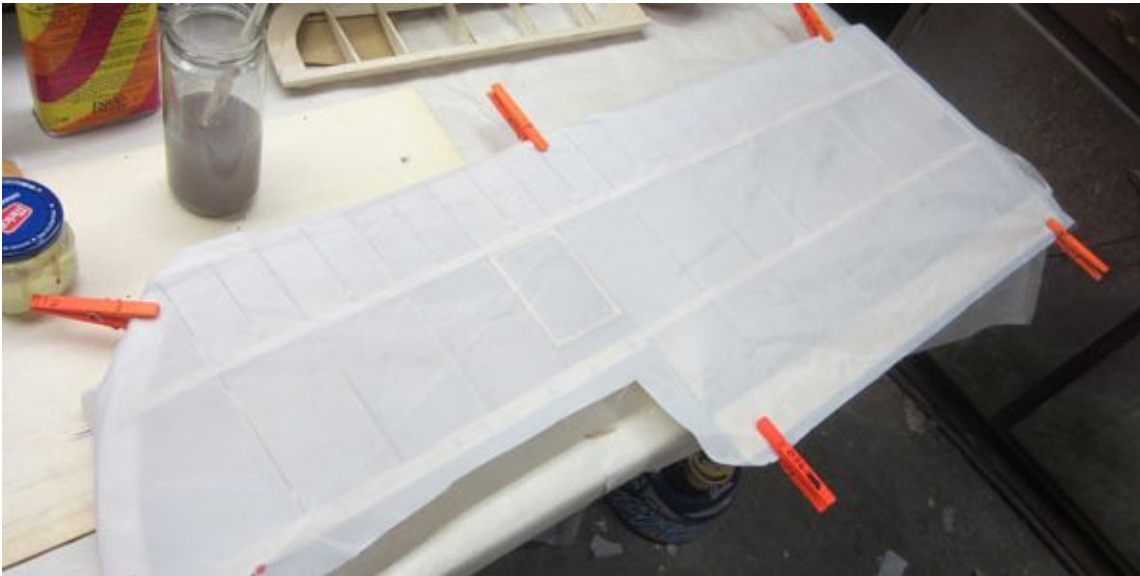
Seahawk production ended in October 1946, with ever-declining numbers in service thereafter. The last known examples were retired in 1949. By then, helicopters were increasingly common in the fleet, capable of performing reconnaissance, spotting, and especially rescue missions. Recovery was via a towed sled that the pilot “taxied” up on and the aircraft’s center float was snagged. The sled was then reeled closer to the ship, where the bird was craned back onboard. The Curtiss SC-1 Seahawk was America’s only floatplane with fighter performance, although it apparently never engaged in aerial combat

Article for your enjoyment submitted by Ron Paul

Covering Wings in Fabric

Model Airplane News

Featured News, Hobby King, Workshop Build-Alongs



I really enjoy the wing covering process as it impresses me just how much the fabric strengthens and stiffens the wing panels. Just like the fuselage, the first step is to sand the structure smooth and clean up any dust with a tack cloth. Make sure your work surface also is clean and get all your supplies ready. These include the Stits Lite fabric cut oversize for the wing panel, the Poly Tak adhesive, MEK solvent (Be sure to use Hand cream for protection from the chemicals), quality brushes and lots of #11 X-Acro blades for your hobby knife.



Sand all the wing ribs, spars, attachment plates, wing tips etc., smooth and then clean up any dust.



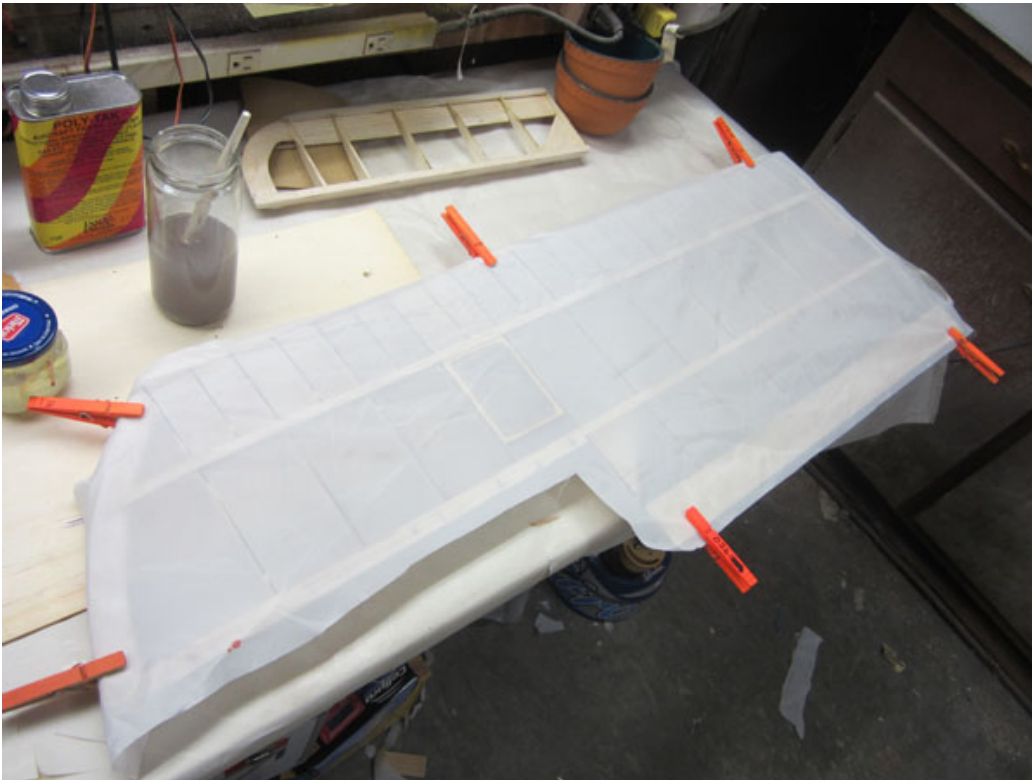
All of the Stits Lite and Poly Tone paint and sealers part of the Poly Fiber system used for full-size aircraft and are formulated to work together for both a mechanical as well as a chemical bond.



The big secret for a good looking covering job is to make straight and precise seams and overlaps. To do this you need to replace your X-Acto blade often as they dull quickly while cutting through the fabric.



Start by applying a coat of Poly Tak adhesive all around the outer edges of the wing panel and let dry. Now cut the fabric to the rough size for the part. I make it about an inch oversize all the way around. Be sure to have a clean work surface. I use drafting vellum as I have a large supply of it.



Center the fabric over the wing panel and then use cloth pins to clamp it in place. This prevents the fabric from moving and exposing an edge while working the cloth into place.

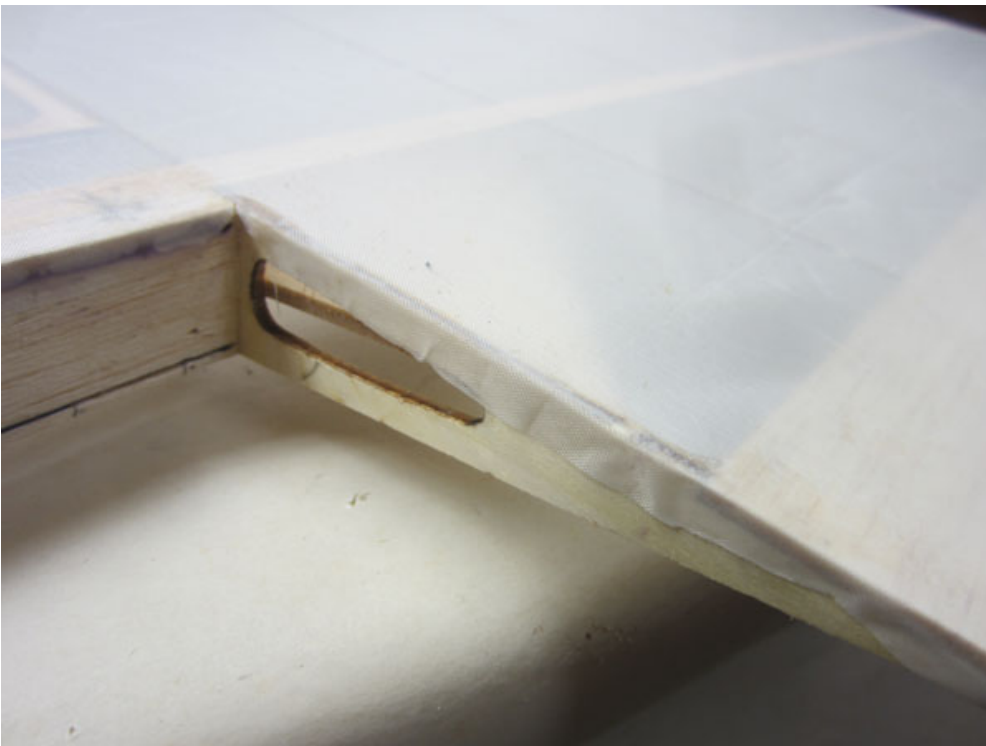


To seal the fabric into place, remove a cloth pin, fold the fabric over and apply another coat of glue to the edge. Then quickly pull the fabric into place and work it into the wet adhesive while pulling it tight to remove any wrinkles. Rub it down with your fingers until the glue has dried. Here you see the wing tip. You should work about 6 inches at a time and then when the fabric is bonded and smoothed into place, move to the opposite end

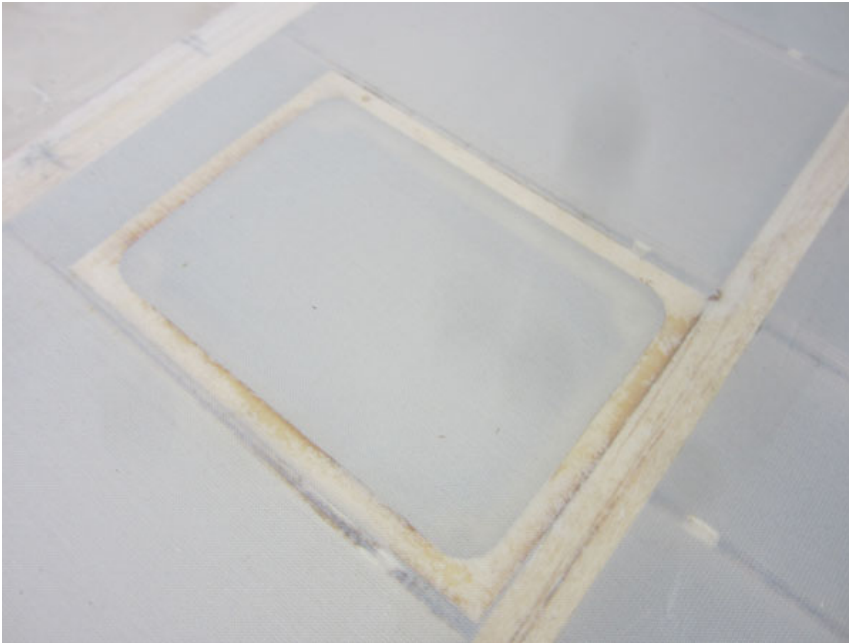
of the panel and repeat the process. Then glue down the fabric along the edges a section at a time, all the while pulling the fabric free of wrinkles. Work your way all around the wing panel until all the edges are glued down.



Here you see the wing panel with all the edges bonded down. For a neat appearance I apply another coat of glue to underside of the fabric along the edges and then trim the excess away. I then press the fabric down while the glue is still wet to seal it down. Straight neat edges give the model a professional neat appearance.



Here is a close up of the edge along the aileron cutout area. Before covering the underside of the panel, I use the covering iron set at 225 Degrees F. to seal and press the edges down completely. Then the whole process is repeated for the second side.

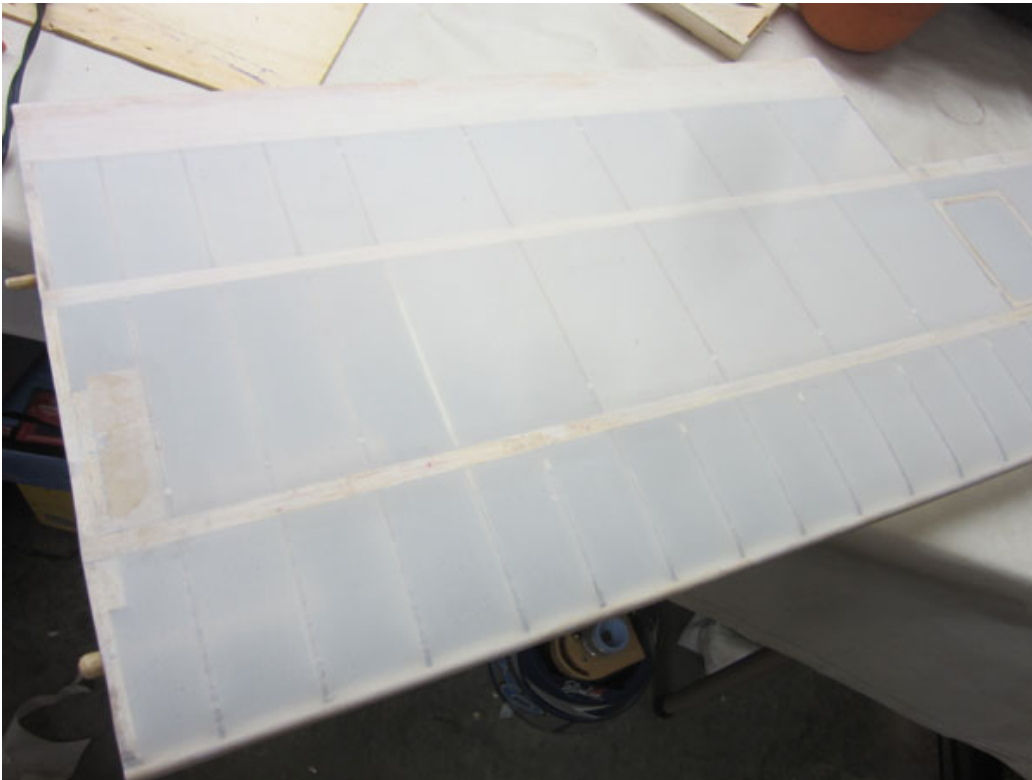


Here is the hatch opening for the aileron servo. It too must be sealed down tightly before cutting the area open. A trick here is to brush MEK through the fabric (after it has been shrunk tight), to reactivate the adhesive around the opening. Then use your fingers



to smooth the fabric down into place until the glue dries again.

Here is the underside of the wing tip. Note there are no wrinkles and the fabric has been sealed down and smoothed into place along the outer edge. No heat has been applied yet.



Here's the completed wing panel. Note there are no wrinkles. You have to remove all the wrinkles before shrinking the fabric tight with your covering iron. If you try to remove wrinkles with heat, the fabric will loosen after it has been painted and finished.

That's it. Now repeat the process for the rest of your wing panels and it will be time to add rib stitching and tapes and then sealing the fabric making it ready for paint and finish.

ACADEMY OF MODEL AERONAUTICS NATIONAL MODEL AIRCRAFT SAFETY CODE

Effective January 1, 2018

A model aircraft is a non-human-carrying device capable of sustained flight within visual line of sight of the pilot or spotter(s). It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. All model flights must be conducted in accordance with this safety code and related AMA guidelines, any additional rules specific to the flying site, as well as all applicable laws and regulations.

As an AMA member I agree:

- I will not fly a model aircraft in a careless or reckless manner.
- I will not interfere with and will yield the right of way to all human-carrying aircraft using AMA's See and Avoid Guidance and a spotter when appropriate.
- I will not operate any model aircraft while I am under the influence of alcohol or any drug that could adversely affect my ability to safely control the model.
- I will avoid flying directly over unprotected people, moving vehicles, and occupied structures.
- I will fly Free Flight (FF) and Control Line (CL) models in compliance with AMA's safety programming.
- I will maintain visual contact of an RC model aircraft without enhancement other than corrective lenses prescribed to me. When using an advanced flight system, such as an autopilot, or flying First-Person View (FPV), I will comply with AMA's Advanced Flight System programming.
- I will only fly models weighing more than 55 pounds, including fuel, if certified through AMA's Large Model Airplane Program.
- I will only fly a turbine-powered model aircraft in compliance with AMA's Gas Turbine Program.
- I will not fly a powered model outdoors closer than 25 feet to any individual, except for myself or my helper(s) located at the flightline, unless I am taking off and landing, or as otherwise provided in AMA's Competition Regulation.
- I will use an established safety line to separate all model aircraft operations from spectators and bystanders.



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