

# HCRC Flyer

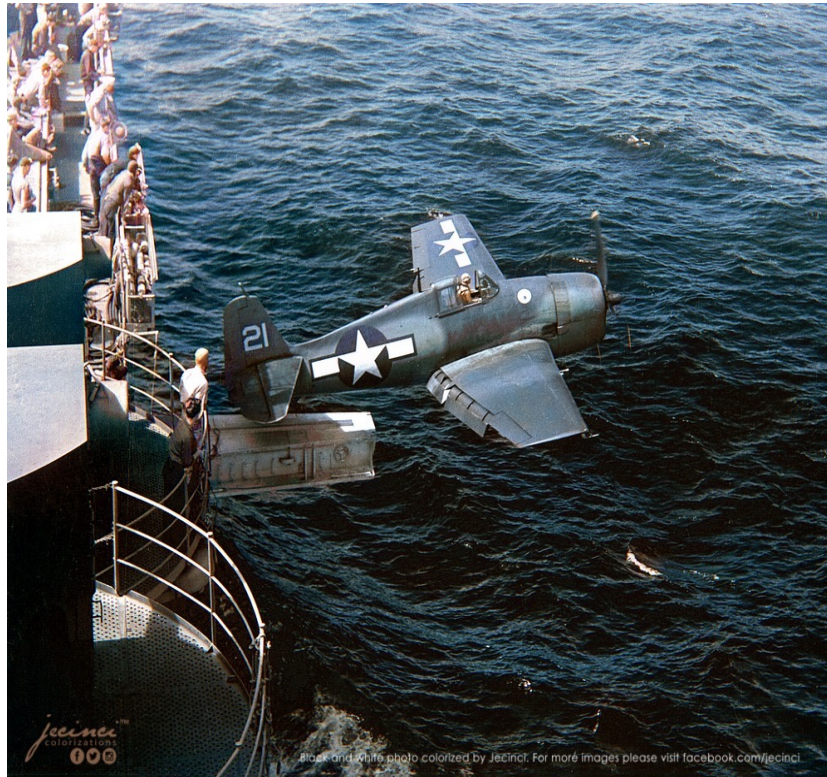


AMA Charter #341



*December 2019*

This is a photograph of a F6f\_3 Hellcat of Fighting Squadron 2 being shot from the hanger deck of the Fleet Carrier "USS Hornet" (Essex-class) during training in Chesapeake Bay, Feb, 12 1944



**ATTENTION  
!**

**We encourage any comments as well as content for monthly issues Please email**

**[alanhcrc@gmail.com](mailto:alanhcrc@gmail.com) for submissions.**

**Thank you.**

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](http://www.facebook.com/groups/148353592007739). Also check out the clubs website at [www.hampshirecountyrac.com](http://www.hampshirecountyrac.com)

Hampshire County Radio Controllers  
Business Meeting of November 7, 2019  
MINUTES

The meeting was brought to order (after pizza) at 7:15 PM by Pres. Mike who asked for the roll to be called. Sixteen members reported present including three of the club officers resulting in a quorum. Next, a motion was heard to waive the reading of the minutes. M/S/P Treas. Ron Paul was next with his financial report for the month of October with all items of expense and income detailed. M/S/P

Under Old Business: Mike reminded us of the “Christmas at East Mountain” Christmas party at the E. Mtn. Country Club, Saturday Night, Dec. 14<sup>th</sup> with the RSVP deadline of 11/25. Checks for \$35 per person should be mailed to him at 15 Overlea Dr., Springfield, MA 01119. Other items included: VP, Santiago is looking for more old photos of club events, members, etc to be converted to video and shown at meetings from time to time. Next, the secretary passed around a two page article from the Springfield Republican about former member Billy Janus and his interesting interview taken in a B-17 at the Barnes Airport. Billy is an EAA volunteer in the warmer months and pilots tourists and others into the interior of Alaska and its glaciers at other times.

The Oct.26<sup>th</sup> Field clean-Up was covered next with field equipment stored for the winter and equipment prepared for the coming season. Mike gave special mention and thanks to Dan Kapinos for the donation of a box of tools to the club and the creation of a fire pit to be ready for the New Years day club fly-in.

Under New Business: Alan Crawford thanked the club for the thoughtful gift and well wishes received after his recent hand surgery. Next, Tom Tenerowicz encouraged members to spread the word that he is going to hold small group model building sessions to teach basic skills and techniques to create a fixed wing model from plans with the end result a covered and finished flyable plane. Anyone interested should contact Tom at: [tjt167@comcast.net](mailto:tjt167@comcast.net) or by phone – (413)732-9713.

Nomination of elected HCRC Officers and Directors for 2020 were opened tonight and resulted in the following: Nominated for Officers : Pres.- Mike Shaw, Vice Pres.- Santiago Mercado, Treas.- Ron Paul . Note: the Secretary position will be vacant as of 12/31/19

Nominated for Director (3 year term): Ed Kopec, Mark Wasielewski, Pat Malone & Gordie Lauder. Nominations were closed and will be reopened at the December meeting. Election of all Officers and Directors will take place after nominations are closed at that meeting.

Meeting adjourned at 8PM.

Respectfully submitted,  
Gordie Lauder, Secretary

### **Thank you all**

Our Treasurer, Ron Paul, reports that our Annual Dues collections are at a all-time high for late November, As you know, our budgeting for the coming year depends on your early returns and is certainly appreciated.

-Gordon Lauder

Secretary



EAST MOUNTAIN COUNTRY CLUB  
1458 East Mountain Road  
Westfield, MA 01085

## Christmas at East Mountain

**Want to have a Christmas Party, but don't  
have enough people to book a facility?**

**Whether you have 5 people or 75, we have the  
solution to your problem.**

We have reserved the following night exclusively for small groups of up to 75 people. We provide the food and entertainment, you provide the fun!

Saturday Night, December 14, 2019

Times: Social Hour 6-7 pm  
Deluxe Grand Buffet 7 to 8 pm  
Dancing 8 pm to 11 pm

Food: Deluxe Buffet. Includes incredible Beef, Turkey, Pasta and Seafood. Also includes Vegetable, Salad and Potato, Warm Rolls, Dessert, Coffee or Tea. Hot and Cold Hors D'oeuvres served during the social hour.



**Musical entertainment provided by  
DJ Stephan!  
[www.stephandj.com](http://www.stephandj.com) or find him on Facebook  
Dancing & Fun!!!**

Message from Mike Shaw:

We will be having our club Christmas Party at East Mountain Country Club in Westfield on 12/14. As you know, we have had our party there the last few years and have had a great time. Good food, DJ music and a cash bar. The RSVP deadline is 11/25. You can mail your check to me at Mike Shaw, 15 Overlea Drive, Springfield, MA 01119 or see me at the club business meeting on Nov. 7<sup>th</sup>. Hope to see you there, Mike.

Price: \$35.00 per person

(For your convenience, tax and gratuity are included.)

## Upcoming Events:

December 5<sup>th</sup> Club meeting at VFW 7pm (food will be provided come early and leave full)

December 14<sup>th</sup>: Club Christmas party at East Mountain Country Club ( Please RSVP no later than 12/5)

January 1<sup>st</sup>: New Years day Fly in

## Airplane of the month : Messerschmitt Bf 110G-4 Night fighter



The Messerschmitt Bf 110, often known unofficially as the Me 110,<sup>[2]</sup> is a twin-engine *Zerstörer* (Destroyer, heavy fighter) and fighter-bomber (*Jagdbomber* or *Jabo*) developed in Nazi Germany in the 1930s and used by the Luftwaffe during World War II. Hermann Göring was a proponent of the Bf 110The Bf 110 served with considerable success in the early campaigns in Poland, Norway and France. The primary weakness of the Bf 110 was its lack of maneuverability, although this could be mitigated with the correct tactics. This weakness was exploited when flying as close escort to German bombers during the Battle of Britain. However, research shows that during the Battle of Britain, the Bf 110 had a better victory-to-loss ratio than any other fighter in that battle.<sup>[3]</sup>When British bombers began targeting German territory with nightly raids, some Bf 110-equipped units were converted to night fighters, a role to which the aircraft was well suited. After the Battle of Britain the Bf 110 enjoyed a successful period as an air superiority fighter and strike aircraft in other theatres and defended Germany from strategic air attack by day against the USAAF's 8th Air Force, until an American change in fighter tactics rendered them increasingly vulnerable to developing American air supremacy over the Reich as 1944 began.

During the Balkans and North African campaigns and on the Eastern Front, it rendered valuable ground support to the German Army as a potent fighter-bomber. Later in the war, it was developed into a formidable radar-equipped night fighter, becoming the main night-fighting aircraft of the Luftwaffe. Most of the German night fighter aces flew the Bf 110 at some point during their combat careers and the top night fighter ace, Major Heinz-Wolfgang Schnaufer, flew it exclusively and claimed 121 victories in 164 sorties.<sup>[4]</sup>

\*\*\*\*\***ATTENTION**\*\*\*\*\*

For all the winter flyers the Porta Potty will be closed at the end of October but will be reopened in the Spring.

Article submitted by Ron Paul

## [Mastering the Figure M](#)

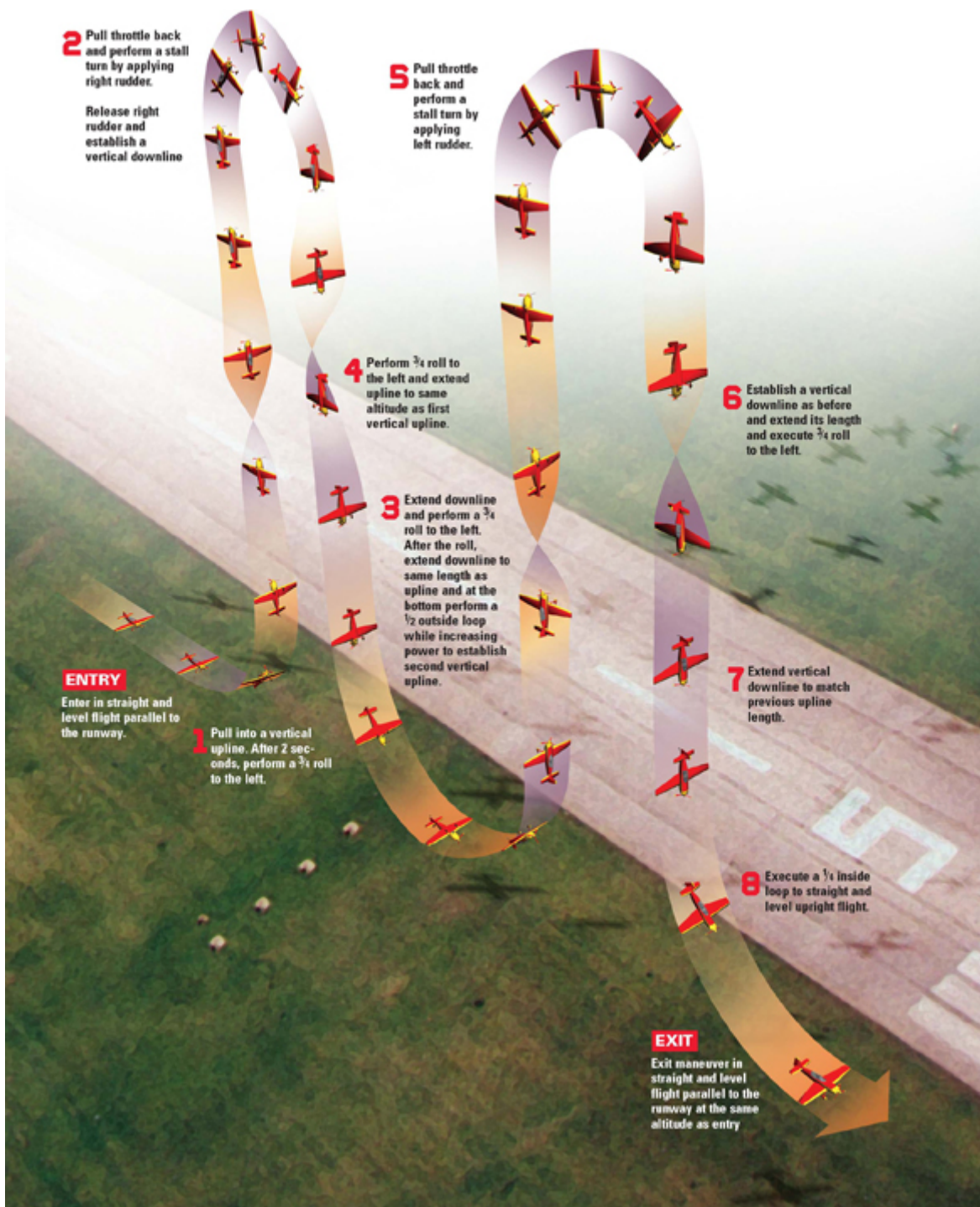
[John Glezellis](#)

[Flight Techniques](#), [Great Planes](#), [How-tos](#), [Precision Aerobatics](#)

[1 Comment](#)



If you want to become the best aerobatic pilot possible, you need to master key maneuvers by taking small steps. First, make sure you're proficient in performing maneuvers like inverted flight, vertical and horizontal rolls, inside and outside loops and the stall turn. You can then perform these moves in sequence to create a show-stopping routine. Let's talk about a precision stunt called the "figure M," which incorporates two stall turns with a little twist.



Before you attempt your first “figure M,” it’s important that you’re able to perform vertical rolls, the stall turn and an outside loop. This maneuver combines elements of all three of these maneuvers, and pilot proficiency is a must for success.

For the most part, precision aerobatic airplanes, which are often referred to as “pattern” or “F3A-style” airplanes, are used to perform a maneuver like the figure M. We have all heard the expression that you need the

right tool for the right job. Similarly, not only do you need an aerobatic model to perform this maneuver, but you also need the proper mechanical and programming setup for your aircraft.

To simplify this, I always recommend the use of a flight mode (all dual or triple rates for all control surfaces are on one switch). In the low rate condition of this flight mode, start with low rate aileron and elevator values of about 20 degrees of deflection on the aileron control surface with 35% expo and 12 degrees of elevator deflection with 35% exponential. You should then use maximum deflection on the rudder with about 65% expo.

## **AN OVERVIEW**

We'll perform this maneuver with 3/4 rolls in the same direction to the left on all vertical segments. When performing any precision maneuver, flying smoothly is essential, and all roll rates should be the same throughout this stunt.

As a side note, the figure M is a "centered" maneuver and the model should be inverted and 50% complete with a 1/2 outside loop right when the model approaches the pilot's center. Now, let's break this maneuver into four steps:

1. Establish a flight path that's parallel to the runway and add full power. Then, before the model comes to the aerobatic center (where you're standing), pull to a vertical up-line. Show a brief line segment (about two seconds long) and perform a 3/4 roll to the left. Then, show another line segment that's equal to the first line segment. Pull the throttle back and perform a stall turn by applying full-rudder deflection. Release rudder input after the model pivots 180 degrees to establish a vertical down-line.
2. Perform another line segment that is equal in length to the previous two and then perform a 3/4 roll to the left. After the roll, show another line segment of equal length and perform a 1/2 outside loop while increasing power to establish a vertical up line. As I mentioned earlier, the model should be inverted and the maneuver 50% complete as the airplane is directly in front of you.
3. After the 1/2 loop has been performed and the model is tracking on a vertical up line, show another line segment of equal length. Then, perform another 3/4 roll to the left. After the roll, show another line segment of equal length and gradually pull the throttle back to perform another stall turn. Right before the model stops traveling up, apply full rudder deflection and let the model pivot 180 degrees to another vertical down line. Usually, the model will pivot more easily in one direction (mostly into the wind). Pivot the model so it will perform a stall turn and not "flop" over the top. In competition aerobatics, if a stall turn isn't done throughout this maneuver and the model "flops" over the top, a final score of a zero is given to the pilot!
4. After the vertical down line is established, perform another line segment of equal length, another 3/4 roll to the left, the final line segment that is still equal in length to the previous line segments. Lastly, perform a 1/4 loop to a horizontal upright exit while increasing power so that the model remains at a constant flight speed. When complete, make a 180-degree turn and give this maneuver another try! Remember, practice makes perfect, especially after complex maneuvers like this one.

In closing, you've now learned the fundamentals in performing the figure M with 3/4 rolls. Aside from knowing how to perform a given aerobatic move, spend the time to properly set up your aircraft to ensure success. For example, if your airplane is a bit sensitive when pushing on the 1/2 outside loop, try decreasing the elevator throw on that dual or triple-rate setting and/or try adding a touch more exponential. As time goes on, you'll learn that behind every great aerobatic pilot is a well-trimmed and set-up aircraft. Until next time, patience is a virtue. Safe flying and always remember to have fun!

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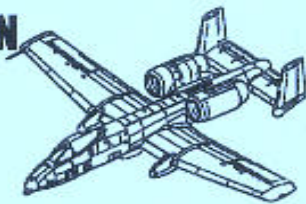
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*Sunday: 12-4pm*

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