

HCRC Flyer



March 2019



AMA Chapter #341



*Figure 1
Right :A
formation of
Supermarine
Spitfires "Mk
XIIIs" of 41st
Squadron*



ATTENTION!

**We encourage
any comments
as well as
content for
monthly issues
Please email
alanhrc@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. Also check out the clubs website at www.hampshirecountyrc.com

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

After a short break for pizza, the meeting was brought to order by Pres. Mike at 7:15pm with a request for the attendance to be taken. Eighteen members reported present including the four club officers. A guest, Ted Toothaker was introduced from Ashfield. He is a member of the FCRC club located in Turners Falls and will be joining HCRC this evening. He is known by several of our members and will be a welcome addition.

A motion to waive the reading of the minutes was made and approved with the Treasurer's report by Ron Paul up next. He gave a lengthy report for both the prior month and the annual report of expense and income for the year 2018. He also detailed the results of the most recent Calendar Raffle with total sales of 94 tickets. M/S/P Under Old Business, Mike announced the 50/50 raffle winner and also that a raffle of r/c planes including a roll of Mono-Coat (donated by Santiago M.) would be next. Other items of old business included: annual dues for 2019 now due and the AMA Expo in Secaucus, N.J. on 2/22&24. Under New Business, at the recent Board Meeting, the members decided on events and dates for 2019 as follows: **Field Clean-Up on Saturday- April 13th (Rain date-14th)**, Family Day & Open House on Saturday-June 1st (Rain Date-2nd), Barbecue & Food Drive on Saturday-July 13th (Rain date-14th),

Wings Over Hadley Fly-In on Saturday & Sunday, August 24&25, Fall Family Picnic & Barbecue on Saturday-September 28th(Rain date-29th), Christmas Party at E. Mountain CC – the date to be determined. Copies of the schedule were given out tonight and will be posted on all club sites. Other items discussed included: no change in the gate access code for this season unless otherwise notified, the digital newsletter has a new section for members to sell, swap or donate r/c items. **Also, contact Alan Crawford (Newsletter Editor) and use his new email address for anything to do with the newsletter – AlanHCRC@gmail.com**

Mike asked for volunteers for the Events Planning Committee and a number of members offered to help out with the all-important planning for this season. He then estimated March 16th as the date for erecting the new steel pavilion unless the weather does not cooperate or the ground is too wet. He gave thanks to Dave Matlasz for arranging the donation of several more items of field equipment from the SPARKS club to be moved in better weather. Another improvement, to be made soon, is the addition of signage to the entrance gate to better inform the public about our club and its operation/events etc.

New member vote – As introduced earlier in the meeting, Ted Toothaker was voted a member of HCRC, unanimously and welcomed by all.

Meeting adjourned at 8:15

Respectfully submitted,

Gordie Lauder, Secretary

Upcoming Events:

March 7th : Club meeting @ VFW Florence MA 7pm

May 4th : 8th Annual giant western mass RC flea market (9am-1pm) Franklin County Technical High School (82 industrial BLVD, Turners Falls, MA)

Classifieds

For Sale/Trade:

- E-Flite Carbon-Z "Splendor" electric, foam construction, 57" WS. In good shape. Pics supplied upon request. Asking \$100.00. Contact Mike Shaw at mshaw.spfld@gmail.com

Wanted/Looking for:

- Cowl for a Hanger 9 p51-150 size call Alan (413)351-5715
- Gas Edger for Flight line contact President Mike Shaw at (413)330-1827



*Airplane of the month (February): Curtiss P-36 Hawk
AKA The "XF14C"*

The **Curtiss P-36 Hawk**, also known as the **Curtiss Hawk Model 75**, is an American-designed and built [fighter aircraft](#) of the 1930s and 40s. A contemporary of both the [Hawker Hurricane](#) and [Messerschmitt Bf 109](#), it was one of the first of a new generation of combat aircraft—a sleek monoplane design making extensive use of metal in its construction and powered by a powerful [radial engine](#).

Perhaps best known as the predecessor of the [Curtiss P-40 Warhawk](#), the P-36 saw little combat with the [United States Army Air Forces](#) during [World War II](#). It was nevertheless the fighter used most extensively and successfully by the French *Armée de l'air* during the [Battle of France](#). The P-36 was also ordered by the governments of the Netherlands and Norway, but did not arrive in time to see action before both were occupied by Nazi Germany. The type was also manufactured under license in China, for the [Republic of China Air Force](#), as well as in [British India](#), for the [Royal Air Force](#) (RAF) and [Royal Indian Air Force](#) (RIAF).

[Axis](#) and [co-belligerent](#) air forces also made significant use of captured P-36s. Following the fall of France and Norway in 1940, several dozen P-36s were seized by Germany and transferred to Finland; these aircraft saw extensive action with the *Ilmavoimat* (Finnish Air Force) against the [Soviet Air Forces](#). The P-36 was also used by [Vichy French](#) air forces in several minor conflicts; in one of these, the [Franco-Thai War](#) of 1940–41, P-36s were used by both sides.

From mid-1940, some P-36s en route for France and the Netherlands were diverted to Allied air forces in other parts of the world. The Hawks ordered by the Netherlands were diverted to the [Dutch East Indies](#) and later saw action against Japanese forces. French orders were taken up by [British Commonwealth](#) air forces, and saw combat with both the [South African Air Force](#) (SAAF) against Italian forces in East Africa, and with the RAF over Burma. Within the Commonwealth, the type was usually referred to as the **Curtiss Mohawk**.

With around 1,000 aircraft built by Curtiss itself, the P-36 was a major commercial success for the company. It also became the basis not only of the [P-40](#), but two other, unsuccessful prototypes: the **YP-37** and the **XP-42**.

Article for your enjoyment submitted by Ron Paul

Scale Masking and Painting



Written by Rob Caso

Masking and Painting

As seen in the Summer 2018 issue of Park Pilot

I did a lot of masking and painting on my Hansa-Brandenburg W.12 that I recently completed. People at the AMA Expo East, held February 23-25 in Secaucus, New Jersey, asked me how I did some of it. Much has been written on the subject elsewhere, so I will focus on some of the more idiosyncratic procedures that I follow and the equipment that I use.

I primarily use Badger 200 single-action and Badger Renegade Velocity R1V dual-action airbrushes from the Badger Air-Brush Co. (badgerairbrush.com) for detail painting. To touch up larger areas, I like the Anest Iwata LPH80 Miniature center post spray gun (anestiwata.com) or, believe it or not, spray cans. Most of my models are electric powered, so as long as the paint holds up against water, I use spray cans for the base coat.

For spraying with an airbrush or touch-up gun, you must use a compressor that has a tank and a good regulator. Even expensive compressors usually come fitted with

an imprecise regulator. It is critical to properly control the pressure, sometimes down to 4 or 5 pounds. Spend the money on a Bedford Precision Parts Corp. (bedfordprecision.com) pressure regulator. A compressor without a tank will generate pulses of air, which is exactly what you don't need. The tank acts as a buffer against this and provides the regulator with a constant supply of air that is then further dialed up or down.



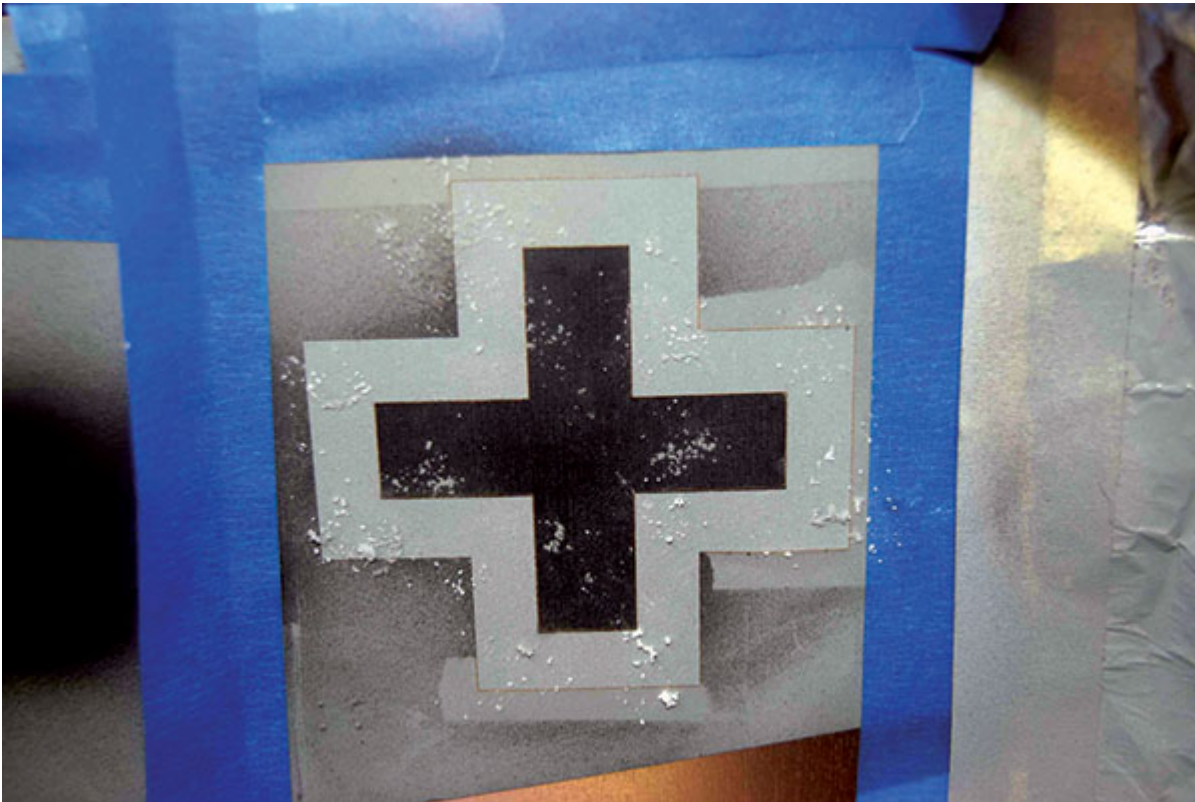
My airbrush setup shows the regulator and compressor, which has a small tank.

I mentioned paint. I prefer Model Master enamel (testors.com), Klass Kote epoxy (klasskote.com), or the kind in a spray can. Although I am not afraid to experiment for the money shot, I only use what I have experience with. Latex and water-based paints are too finicky for me and have generated inconsistent results in the past. Many modelers have used this media on some great aircraft, but I don't have much experience with it, and nothing sticks like epoxy.

Masking could be a book in itself, but the golden rule is to never put more masks on a model than are absolutely necessary. Rule number two is that if you feel you

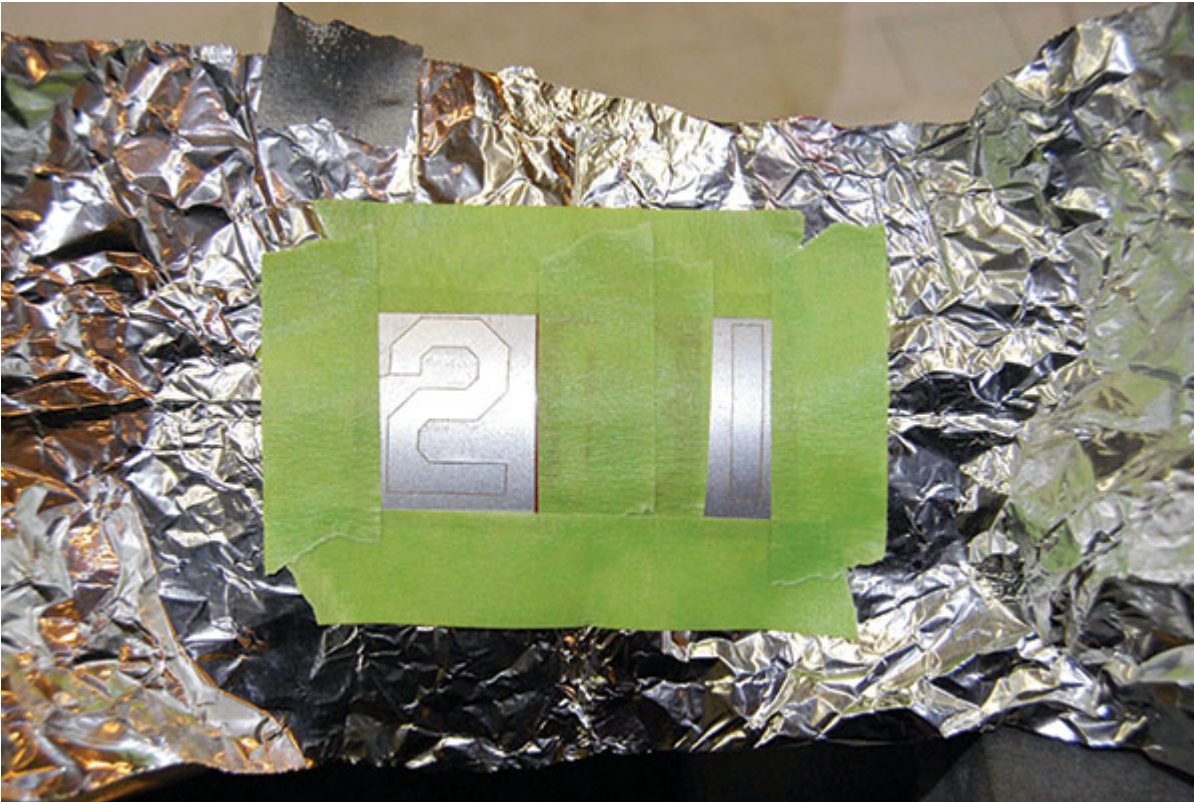
must apply more masks than are necessary, rule number one applies. If you shoot paint at relatively low pressure, you won't have to mask much.

Rule number three is to use a mask that is the least invasive (or tacky), but will still lie down flat. Keep in mind that gloss surfaces will grip a mask much more aggressively than will a matte surface.



To show chipped markings on the Hansa-Brandenburg W.12, I used table salt as part of the mask.

For masking, I like to use frisket, Tamiya tape (tamiyausa.com), clear matte shelf paper, aluminum foil, and automotive (green) tape. Frisket comes in different tacks and thicknesses. Get to know what you like. Avoid plain masking tape at all costs, but if you have to use it, make sure that the least amount of it is touching the model. When I use masking tape, I attach it only to my other "approved" masks.



This is a close-up of a typical mask setup. The tape holds the foil only to the shelf paper mask, not to the model.

Rule number four is to never leave a mask on a model longer than you must. Masks will tend to bond to a surface if left on overnight. Don't do it. Masks will generally be inclined to pull the base coat off of a covered surface more readily than a solid one.

Covered areas should be primed with nitrate dope. Wood or fiberglassed areas should be primed with an auto body primer such as Dupli-Color (duplicolor.com). Are you spraying red or yellow? Never use a gray primer or have any showing. Do you want a perfect finish? Spray the model with silver first, which is the most unforgiving finish of all.



A finished prewar SBD Dauntless.

I have a couple of tricks. Sometimes, no matter how hard you try, a mask will not lie down flat or will sometimes fail to adhere in certain areas. The former can be helped by laying on a piece of masking tape, and the latter by dialing down the spray pressure. If you shoot at 90° and at ultralow pressure, the force of the air will hold the mask down and give you a clean edge. Don't be afraid to hold the mask down with your hand as you go by with the airbrush.

Mix (reduce) your paint so that it will just go through the sprayer and no more. You will avoid a lot of bleed beneath masks by doing this, and the paint will melt better into the next pass.



Everything but the emblem under the canopy was painted on this Focke-Wulf Fw 190 D-9 Red 13.

Do you want to do some weathering, but you're afraid of messing up your great base coat? Tint some clear paint with the weathering color instead of the other way around. An errant pass will never be noticed, and the weathering effect will be built up more realistically. Practice first on a white card.

My last tip is that if you can smell solvent on a painted surface, the paint is still wet. I hope this answers a few questions.

UPDATES

BUILDING SKILL MENTORS NEEDED

Your club is looking for volunteers to lead a "Building Skills" presentation at the end of a business meeting this year, indoor or out. If you would like to lead a demonstration on a certain aspect of RC plane building please contact the club's Secretary using his contact info at the end of this newsletter and arrange a time and topic. Please help be a mentor to the younger members of the club that would like to improve their building skills.

March 2019



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