

HCRC Flyer



AMA Charter #341



October 2020



*****ATTENTION*****

Oct Business Meeting:

The upcoming October business meeting that is usually our first indoor meeting of the season will NOT be held on 10/1 at the VFW but instead will be held on Saturday 10/3 at 2:00 at the flying field (rain or shine). The VFW is not hosting any external clubs (outside their own) for the foreseeable future. We are hopeful we will find a venue prior to the November meeting. If anyone knows of a place that has a decent size meeting room to keep 15-20 people fairly well [separated](#) please respond with suggestions. Thanks.

Bill Ewers

Secretary

Hampshire County Radio Controllers

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Meeting Notes from Thursday, September 3rd, 2020

No Quorum Present. 10 Members including 3 Executive Members present

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

Members present: Liam Ewers, Alan Crawford, Alan Crawford, Angel Ruiz, Tracy Page, Mike Booth, Bob Prosciak, and Dennis Walker.

Trash left at the field has been better but we still need to be vigilant. Please remove everything that you bring in. No trash of any size or type is to be left behind including cigarette butts.

Thanks to the ground crew for keeping the lawn mowed and ready for flight.

Ron Paul is retiring from the Treasurer's position. Please consider running for this post. We will be looking for people with interest at the next few meetings.

We also need volunteers for instructor pilots. Please see Alan if you are interested.

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

Upcoming schedule is as follows:

9/26/20 - Fall BBQ Lunch at 12 - Pulled Pork Sandwiches. Show up early and stay late to fly.

Cancelled - 10/4/20 - Great New England Electric Festival - Cancelled

10/17/20 - Fall Outdoor Tailgate Swap Meet

Friday evenings are a popular night to fly and eat hot dogs at the field. Please consider attending especially if you need flight training.

Santiago and Alan have been posting on facebook when they are flying or training on RealFlight. Consider joining them for simulator training.

4 events have been held this year and 4 events have been cancelled. We will hold or cancel future events as seems appropriate at the time of the event.

Safety Review:

1. No idling planes through pit area - only between the pilot stations and flightline.
2. Be loud prior to going on the field.
3. Limit time on the field to only that absolutely necessary.

2020 Black Dirt Squadron Aerotow

178 Indiana Road, Goshen, NY

October 9, 10, 11, 2020

- 750 foot manicured smooth flat grass runways
- Booming thermals from surrounding black dirt fields
- Out building to store assembled tow planes and gliders
- E-Sailplanes welcome but no winch or high-start flying
- Primitive camping at the field starting Thursday night
- \$20 donation per day, \$50 for all three days
- Best value hotels are located in Middletown, NY
- Current AMA or MAAC required to fly
- Informal R/C swap shop...bring your unwanted treasures!
- Common sense Covid-19 safety practices observed.
- Due to Covid-19, please bring your own food and drinks.



Photos courtesy of Jeff Duhaime

Article Submitted By Ron Paul

Add Flaps to your Foam Warbird

[Model Airplane News](#)

[Bob Smith Industries](#), [Featured News](#), [How-tos](#), [Robart](#)

[2 Comments](#)

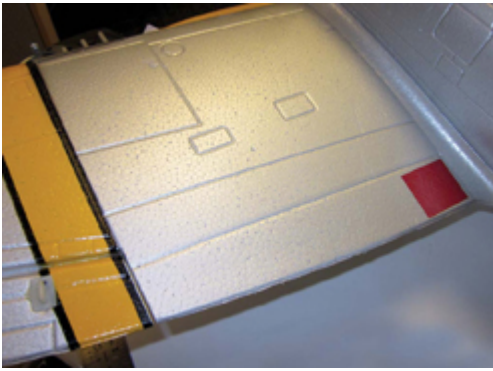


Kick your foam warbird up a notch by adding flaps! The techniques shown here upgrade a P-47 Thunderbolt that has optional functional flaps (an upgrade available on many small electrics). The flap outlines are already molded into the wing so it's easy to figure out where the flaps belong. Here's how to install them:

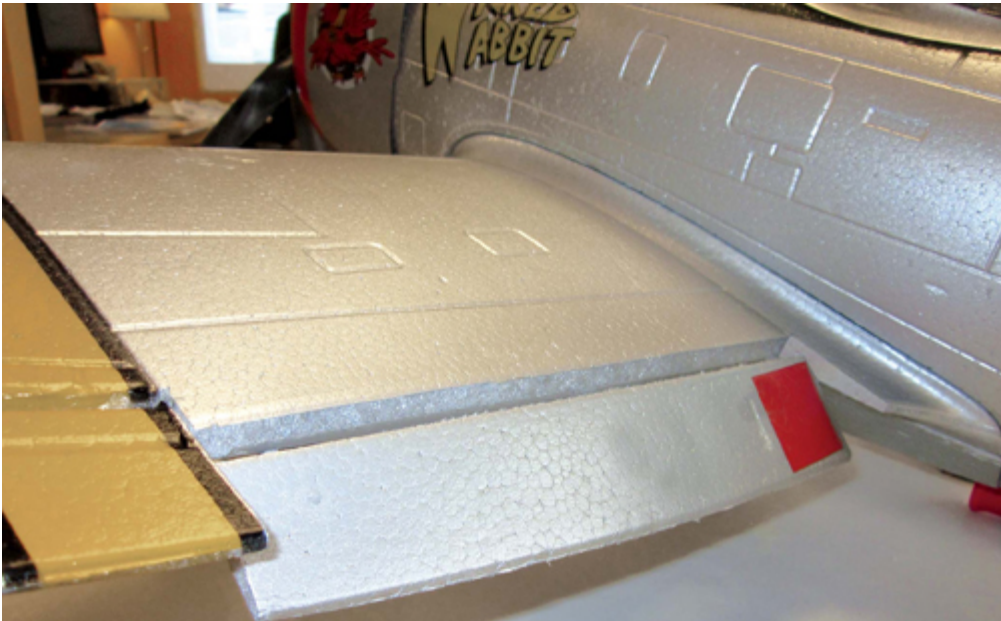
YOU'LL NEED:

The first thing to do is to collect the required gear and materials.

- **Two micro servos**
- **\$5 worth of hardware to make the pushrod linkages, clevises and control horns**
- **Razor saw**
- **Sandpaper**
- **Foam-safe silver paint**
- **Foam doubled-sided tape (I use installation tape from the local hardware store)**
- **Y-harness (to connect your dual flap servos to the receiver)**



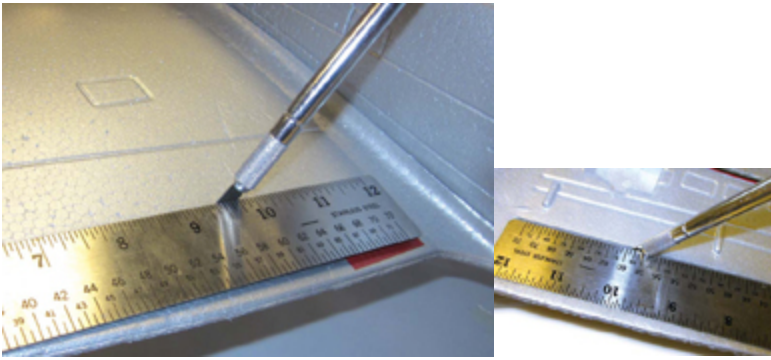
BEFORE



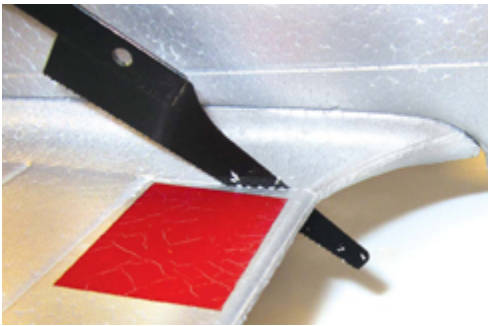
AFTER Installing functional flaps are easier than you think and they'll give you improved flight performance.



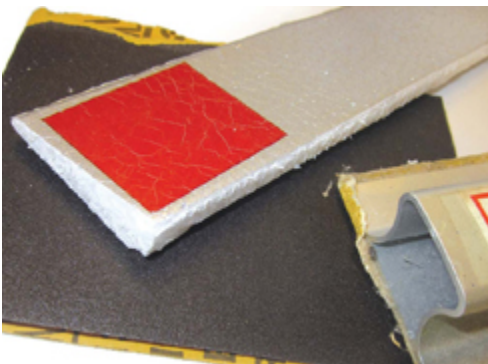
Below: You don't need much to install working flaps—just basic hardware and tools!



1 Start by using a straightedge and lightly cut into the flap hinge line on top of the wing. Make a second cut along the hinge line under the wing. Don't try to cut the flap in one pass. Two shallow cuts that meet in the middle produce a clearer job.



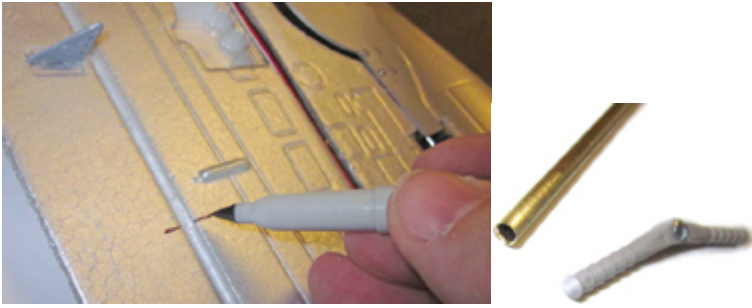
2 To cut the root end of the flap free of the wing, use a fine-tooth razor saw or hacksaw blade. Make the cut vertical and square to the end of the flap.



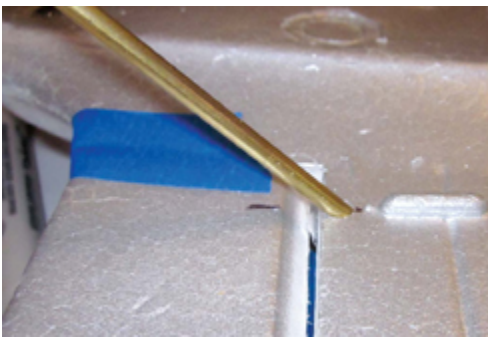
3 Use fine sandpaper and sand the cut edges and end of the flap so it is smooth and straight. Remove any "fuzz" left so when it is painted it will look clean and smooth.



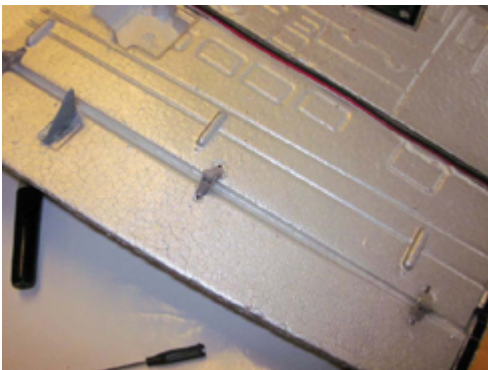
4 Cut the base off a suitable control horn and then cut a slot into the bottom of the flap. Slide the horn in place and use foam-safe CA to glue it into place. I used Bob Smith Industries CA and glue accelerator. Use it sparingly—just a mist is enough.



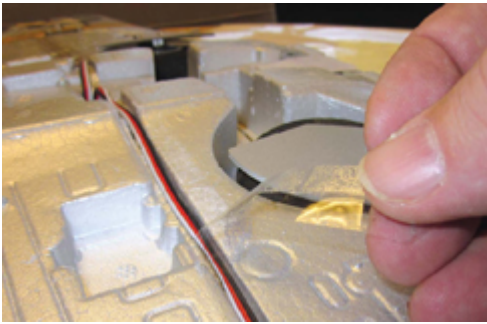
5 Use a fine-tip pen and mark the locations of three hinges. To install the Robart Hinge Points, use a sharpened length of brass tubing to cut/drill the hinge pockets in the foam.



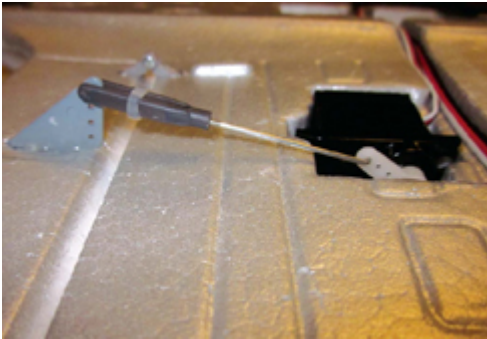
6 Twist and push gently with the tube about 45 degrees to the wing. Place your finger on the opposite side of the wing so you can feel the tube getting close to the outer surface. Try not to push all the way through or you'll have to use some filler to fill the opening.



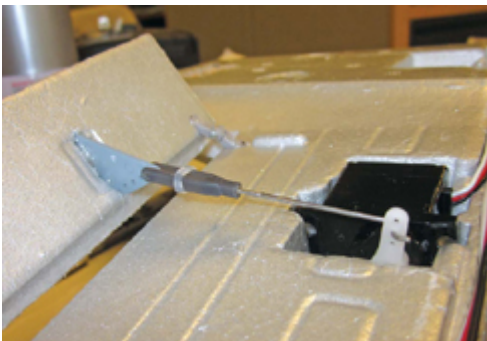
7 In this photo, the three Robart Hinge Point hinges have been glued into place. With the hingepins below the wing (offset hinging), the flap moves down and back from the wing. I used 15-minute epoxy so there is time to align the hinge pins. This allows the flap to move without binding.



8 The wing comes with clear tape that covers the aileron servo leads. Remove some of the tape so you can place the flap servo lead in the same channel.



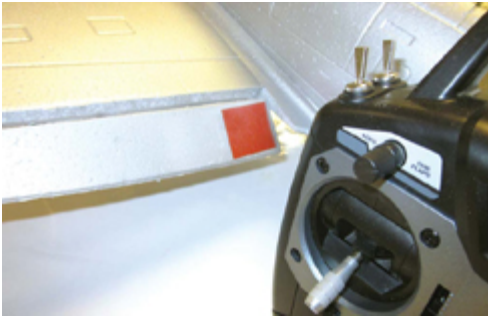
9 To install the servo, clean the servo pocket in the wing with some rubbing alcohol and use a piece of doubled-sided foam tape. For the pushrod and clevis linkage, keep it simple and use a Z-bend to attach it to the servo arm. This photo shows the servo with flap in the up position.



10 Here is the flap in the down position. You'll have to experiment a little to get the position of the servo arm and the hole/linkage placement right for the radio you are using. A programmable radio comes in handy here so you can precisely adjust the travel and endpoints for your flap servos.



11 After the installation is done, lightly spray silver foam-safe paint to cover the tape and the exposed foam edges of the flaps. A little paint on the servo won't hurt anything and will help it blend in.



12 Here's the finished wing with the flap in the down position. As you can see with the radio's flap control knob, it is dialed in for full down. A twist of the knob brings the flap in the up position for normal flying. This modification takes just a couple hours and it is easy to do on any type of foam warbird you might have in your RC hangar. Give it a try—you'll love how much better your airplane performs!

Airplane of the month : **Northrop Tacit Blue Airplane**

Instead of a rounded shape like most commercial airlines today, the Northrop Tacit Blue had a



more rectangular shape, and only one of them was ever built. It was developed by the U.S. Air Force in 1982 and at the time, it was considered some of the best technology on the planet. The Air Force wanted a low observable surveillance aircraft that likely wouldn't be intercepted by radar and, therefore, could be successful near the front lines of battle with a high likelihood that it would survive.

The Tacit Blue had several nicknames, including the Alien School Bus and the Whale, and it had a gross weight of 30,000 lbs. Its maximum flying speed reached 290 MPH and it was over 50 feet long. It is currently housed at the National Museum of the U.S. Air Force near Dayton, Ohio.

Upcoming Events:

October meeting **10/3 AT THE FIELD 2PM**

Electric Fly in 10/4 **"CANCELLED"**

Outdoor Tailgate swap meet 10/17 **"HAPPINING"**

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