

HCRC Flyer



September 2020



AMA Charter #341





From the President's desk.....

Hello All,
Just a quick few words.....

It's almost September as I write this. The spring and summer flying months are behind us. The Fall, and arguably, some of the best flying weather is still ahead of us. The Plague has put a bit of a damper on our club events this season as well as a lot of other events, RC or otherwise.

We had to cancel most of the club events this season out of an "abundance of caution". We were able to have our Summer BBQ with a fairly smallish showing of club members (although we demolished 4 LBs of chicken!) and most importantly no outside visitors from the public were present.

Our Helicopter Meet, Open House and Wings Over Hadley Fly-In didn't fare as well this season I'm afraid. The Events Committee is meeting soon to discuss the fate of the remaining events on the calendar. The Fall BBQ 9/26, All Electric Fly-In 10/4 & Outdoor Tailgate Swap Meet 10/17. Keep an eye for announcements in your email, the club web site and the our Facebook page.

On the bright side, some flying has been accomplished by those who have ventured out to the field and maintained their distance from others and their equipment. Friday nights have been pretty good as the new training and grilling night. And for those that this has been too large a group for their liking some have been going up to fly during the week on days or nights when there has been one, two or no other members there to still get in a few flights.

Lastly, I must commend the P&M team lead by Dan Kapinos. Everyone involved has been doing a great job of mowing when their turn comes up making the load easier on everyone. This also includes Ron Paul's time & effort to keep the mowing equipment in running order. This has been no easy task and has been quite the challenge for him and his helpers but every time I have come to the flying field this year the place has looked outstanding! Let's keep it up.

That's it for now. Stay safe my friends and.....*I'll see you out there!*

Mike

Bill Ewers
Secretary
Hampshire County Radio Controllers
20 Beacon Street
Florence, MA 01062
(413) 695-3503
billewers@hotmail.com

Meeting Notes from Thursday, August 6th, 2020

No Quorum Present. 10 Members including 3 Executive Members present

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

General Membership present: Liam Ewers, Rick Nadeau, Dan Kopinas, Bob Prosciak, Tom Tenerowitz, Dave Wartel and Dennis Walker

Trash left at the field continues to be a problem. Please remove everything that you bring in. No trash of any size or type is to be left behind including cigarette butts.

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

Upcoming schedule is as follows:

9/26/20 - Fall BBQ 10Am – 3pm (9/27 rain date)

10/4/20 - Great New England Electric Festival

10/17/20 - Fall Outdoor Tailgate Swap Meet

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

4 events have been held this year and 3 events have been cancelled. The Summer BBQ was an enjoyable day at the field. We will hold or cancel future events as seems appropriate at the time of the event. There is a District 1 fun fly on September 26th at NCRCC in Ellington, CT.

Safety Review:

1. Be loud prior to going on the field.
2. Limit time on the field to only that absolutely necessary.
3. Be loud when calling out takeoffs, landings and emergencies.

The Field Roller is broken and arrangements for repairs are being made.

The large shed has had an ongoing issue with a roof leak. Roofing tar was applied and we have enough for another application this fall.

New member applications from Steve Smulligan, Peter L'Heureux, Kyle McWherter, Mike Booth and Emily Booth were voted on and into the club.

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

. Stop the Vibration!

Model Airplane News
Featured News, How-tos
6 Comments



RC Prop Balancing Made Easy.

I have been often asked, “Do I need to balance my prop?” and the quick answer is always “Yes!” A properly balanced prop will give you more rpm from gas, glow and electric engines. A balanced prop will reduce the wear and tear on your aircraft by greatly reducing vibration, which leads to reducing premature failure to all the components and thereby giving your aircraft a longer life. You need to do it on every prop, every single one.

There are several types of balancers on the market today that will do a great job of getting different size props balanced. No matter which you use, the balancing procedure will be the same for all.

1: HOLE SIZING



The first step is to enlarge the shaft hole to a size that fits your engine. If you balance the prop first, then enlarge the hole, you will have to come back and balance the prop again, so save some time by balancing afterward. The best way to do this is by using a good prop hand reamer because this will keep the hole concentric.

Next you have to have a prop balancer, and the best one out there is the Tru-Spin Prop Balancer from Du-Bro Products. Reasonably priced you need to assemble it properly following the instructions, and then make sure to set it up so the balancing mandrel is level.

2: FINDING THE HEAVY BLADE



The second step is to place the prop on the balancer in the horizontal position to find out which side has the heavy blade.

3: REMOVING MATERIAL



Two methods are commonly used to balance the propeller. The first involves lightening the heavy blade until the propeller balances close to the horizontal position. Use a razor blade or sand paper to remove small amounts of material while rechecking the balance. Don't forget to wipe off any dust or shavings before re-checking the balance.

4: ADDING MATERIAL



The second requires adding material, generally clear spray paint or thin CA glue with a little kicker to the lighter side of the blade until it balances in the horizontal position. You want to use a fast drying paint and wait until it is dry, because it will be a little lighter when dry. To speed up this drying process I use a blow dryer. Both ways will work well; I generally will remove material from fiberglass/nylon and carbon fiber blades, while using the addition method to the wood blades.

5: PRELIMINARY BALANCE



Once the heavy blade is identified and the prop balanced level or within five to 10 degrees in the horizontal plane you can move to the next step.

6: HUB BALANCING



Place the heavy blade down so the prop is sitting in a vertical position. Check to see which way the prop wants to drop towards horizontal, whichever way it drops, you will need to add some thick CA and kicker to the opposite side so that the prop can balance in the vertical position.

7: FINAL BALANCE



Now move the prop to any position and see if it stays there, if it does then you have a balanced prop. If not keep adjusting the amount of CA on the hub by adding or sanding off (in case you over did it) until it does. You may also have to adjust the blade weight to fine-tune the balance.

8: MARKING THE BALANCED PROP



After the prop is balanced, put some type of mark on it so you know it is ready for flight. I use a felt-tip marker to write a “B” on the hub for balance.

Airplane of the month : **Bartini Beriev VVA-14.**

The **Bartini Beriev VVA-14** *Vertikal'no-Vzletayushchaya Amfibiya* ([vertical take-off amphibious aircraft](#)) was a [wing-in-ground-effect aircraft](#) developed in the Soviet Union during the early 1970s.^[1] Designed to be able to take off from the



water and fly at high speed over long distances, it was to make true flights at high altitude, but also have the capability of flying efficiently just above the sea surface, using aerodynamic [ground effect](#). The VVA-14 was designed by Italian-born designer [Robert Bartini](#) in answer to a perceived requirement to destroy [United States Navy Polaris missile](#) submarines. The final aircraft was retired in 1987. After extensive research, including the development of the small prototype [Be-1](#) wing in ground effect aircraft, the first VVA-14 prototype was completed in 1972. Its first flight was from a conventional runway on 4 September 1972. In 1974, the inflatable pontoons were installed, though their operation caused many problems. Flotation and water taxi tests followed, culminating in the

start of flight testing of the amphibious aircraft on 11 June 1975. The inflatable pontoons were later replaced by rigid pontoons, while the fuselage was lengthened and the starting engines added. This incarnation was given the designation **14M1P**. However, the bureau supplying the intended battery of 12 RD-36-35PR lift engines did not deliver, and this made VTOL testing impossible.^[2] After Bartini's death in 1974, the project slowed and eventually drew to a close, the aircraft having conducted 107 flights, with a total flight time of 103 hours. The only remaining VVA-14, No. 19172, was retired to the Soviet [Central Air Force Museum](#), Moscow in 1987. The aircraft still resides at the museum in a dismantled state, where it carries the designations "10687" and "Aeroflot"

Upcoming Events:

September 3rd HCRC business meeting at the field 7pm

Fall BBQ 9/26 “TENTATIVE”

Electric Fly in 10/4 “TENTATIVE”

Outdoor Tailgate swap meet 10/17 “TENTATIVE”

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www.rcmadness.com

101 North Street Enfield, CT 06082
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Officers

PRESIDENT

Mike Shaw
15 Overlea Drive
Springfield, MA 01119
(413) 330-1827

mshaw.spfld@gmail.com

VICE PRESIDENT

Santiago Mercado
8 Brookside Circle
Wilbraham, MA 01095
(413) 627-9250

santme2000@hotmail.com

TREASURER

Ron Paul
367 Ware Street
Palmer, MA 01069
(413) 374-3212

rpm3xlm@comcast.net

SECRETARY

Bill Ewers
20 Beacon street
Florence, MA 01062
(413) 695-3503

billewers@hotmail.com

BOARD OF DIRECTORS:

Alan R. Crawford alanhrcc@gmail.com
Leo Dube (413) 315 - 1466 ldube@charter.net
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Gordie Lauder (413) 532-0135 gordonlauder@comcast.net
Pat Malone (413) 320-6437 pmalone60@comcast.net
Mark Mundie marktm442@comcast.net
Mark Wasielewski mwasielewski@behindthetrees.com

Newsletter Editor

Webmaster