HCRC Flyer

AMA Charter #341

April 2020

It is almost time Ladies and Gents to break out this sign and to get our birds up in the air. Spring is almost here!!

From the President's desk.....

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

It's the time of year where normally I'd be saying things like ".....just about that time...." "Hope your finishing up your winter projects." "Spring is just about here....." but this year is a little different. OK so it's a lot different. Just when we thought the FAA was going to be our biggest problem, and they're trying their darnedest to be, we got this flu pandemic thing going around and cancelling everything.

I, like everyone else, don't know how long this is all going to go on for. But for now the first club function casualty that is being cancelled is our April business meeting (4/2). It looks like we're going to have a small field clean up day on 4/11 for those brave enough to wander outside. The club property is in pretty good shape overall this year and just needs the usual seasonal chores done. This is usually a smallish group and being outside will allow ourselves to maintain some distancing. The next event in jeopardy, besides our May business meeting (5/7), would be our Helicopter meet scheduled for May 23rd. We still have a little time before we have to make a decision on that meeting and event yet so we'll see. Watch our FB page and your emails.

I don't think it's necessary to officially close the field at this point but the state of Massachusetts has declared a stay-at-home travel ban on the day of this writing 3/23 and is in effect until 4/7. When that is eventually lifted and we are able to get out to the field just keep in mind to stay a reasonable distance away from other members and don't touch other people's equipment or commonly touched area surfaces. This should be reasonable enough precautions, in my opinion, to avoid spreading any germs but we'll see where we're at and reassess when we see how this thing are playing out down the road.

It's actually snowing right now outside my window. So we have some extra time to finish those projects and complete those repairs and wait this thing out a little. So stay safe and we'll be back out flying before you know it and then.....*I'll see you out there!*

Mike

Hampshire County Radio Controllers
Meeting Notes from Thursday, March 5th, 2020

Quorum Present consisting of 24 Members including all 4 Executive Members.

Members Present: Executive Board Members Santiago Mercado, Mike Shaw, Ron Paul and Bill Ewers

General Membership present: Alan M. Crawford, Alan R. Crawford, Leland Johnston, Gordie Lauder, John O'Grady, Mike Prosciak, Bob Prosciak, Edwin Rivera, Pat Malone, Bill Jaciow , Dan Kapinos, Ed Kopek, Tracy Page, Tom Tenerowicz, Fran Mitchell, Mark Wasielewski, Joan Learned, Dave Sherman , Peter Cincotta and Dennis Walker

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

Upcoming schedule is as follows:

5/23/20 - Heli-Fest Fly-in

6/6/20 - Open House

7/11/20 - Summer BBQ

8/22/20 & 8/23/20 - Wings Over Hadley Fly-In

9/26/20 - Fall BBQ

10/4/20 - Great New England Electric Festival

10/17/20 - Fall Outdoor Tailgate Swap Meet

HCRC Indoor Swap Meet - Held on 2/22. Decent showing for first time event.

Winter Indoor Flying –

Saturday February 29th event was attended by 9 pilots and 2 spectators.

FAA Comment Period expired on 3/2/20. Thank you to everyone who put a comment in to the FAA. Approximately 51,000 people commented nationwide. This is only the start of a process that is likely to take years. It is critical that we continue to advocate for our hobby lest we find ourselves legislated out of existence.

Spring clean up is scheduled for April 11 (4/11) from 9 AM to 12 PM (noon). Hot dogs will be served after the cleanup is complete. All club members are invited to participate. Flying will take place immediately afterward so please bring your planes to the event. A survey of the field will take place on Saturday 3/28 so that the required work can be discussed at the 4/2/20 meeting (CANCELLED).

5/23/20 Heli-Fest Fly-In - $15 per pilot flight fee. No spectator admission. Pro Pilots from around the country will be attending. There will be a pilots raffle and possibly a spectator raffle.

New Member Sathanekekoung (Keon) Chanthanasinh was voted into the club. Keon has a son that will also be joining the club. Please welcome Keon if you see him at the field or future meetings.

ATTENTION

HCRC 2020 P&M Team
And Club Members

Spring cleanup day is fast approaching. For everyone on the team who is going to help with the mowing, I am planning a short team meeting at the field on cleanup day to discuss mowing strategy for the season. If anyone needs keys to the sheds. I will have some to issue that day. There is the usual cleanup jobs to do. And the picnic area project will need some people with shovels and rakes. The officers and I are working hard to have everything ready to go on cleanup day.

We can still practice safe social distancing and get our work done to. We just need to be diligent about it. Bring whatever appropriate PPE you may need.

Thanks to all.

Daniel Kapinos
danielk53164@gmail.com
413-270-1106

Article Submitted By Ron Paul

Mastering the Rolling Loop

Model Airplane News
Featured News, Flight Success, Uncategorized
Comments

Kick up your aerobatic performance with this deceivingly-easy-looking maneuver, the Rolling Loop. A challenging maneuver, the pilot, needs to utilize all the control inputs while performing it smoothly. A basic loop can also be described as a 360-degree circle. When you perform a loop with one integrated roll, you need to match the quadrant points. For example, you must have 1/4 of the roll complete by the time you are at the 90-degree point of your loop (see diagram). You will then need to have 1/2 of the roll complete by the time you are at the 180-degree point of your loop. Similarly, 3/4 of the roll must be complete at the 270-degree point of your loop, and you will have fully completed the roll when you have completed the full 360-degree loop.

LET'S TALK ABOUT THE "ROLLING LOOP"

When performing a maneuver such as the rolling loop, you will notice a great demand for rudder authority (especially on the downward segment of the maneuver). With this being said, make sure that your model's rudder servo has enough torque and that there is no rudder play of any sort (from gear slop, etc). Once you have catered to these needs, begin the maneuver.

As with all new maneuvers, perform them at a high altitude until you become familiar with them. Also, most pilots naturally prefer to roll in one direction. If you prefer to roll right, for example, it is best to roll right when you do this maneuver the first few times. After you have become proficient, you will be able to roll either left or right when you execute the rolling loop.

Begin by orienting your model parallel to the runway. In the language of aerobatics, we call this position relative to the runway the "Center." When the model approaches the "Center" of the aerobatic box, begin the maneuver.

1. In this example, we will perform the maneuver from left to right. We will roll left, so when left aileron is initiated, you must be at a high power setting (throttle settings will vary depending on your model's power to-weight ratio) and begin to add enough rudder (right rudder) to make the model perform the first 1/4 loop.
2. Continue to hold a little of aileron. You will, however, need to add power and change your rudder deflection accordingly to maintain a round shape (for the loop).
3. At times, you will need to change your aileron input. Some models react differently when rudder is applied (for example, the roll rate may change). Be cautious with your control inputs, and above all else, make sure that you reach your cardinal point. In this step, you are 25 percent complete with the loop, and therefore, your model should be in a perfectly vertical attitude.
4. At this point, begin to decrease the rudder input so that the model will "fall" over the top of the loop to maintain the round shape. You will, however, have to keep on the rudder at different points so that the model tracks straight (in heading).
5. Now, at approximately 50 percent complete with the rolling loop, decrease throttle, as you will soon enter the downward leg of the maneuver. Regarding elevator input, get ready to push, and remember to stay on the left aileron for a constant roll rate.
6. Keep on the left aileron (ever so slightly), and begin to add left rudder to maintain the geometric shape. Your goal is to have the model in a straight downward attitude when you approach the 75 percent completion point of the loop (as seen in the next step).
7. You are now at the rolling loop's 75-percent completion point. Go heavy on the rudder input (meaning, a lot of input will be required), as you need to keep the round shape of the maneuver. Also, you may have to change the aileron rate when you add extreme rudder. Last, remember to make any corrections with the elevator to keep the model tracking straight (in heading).
8. To reach your cardinal point (where you first began the maneuver), you may need to add more throttle and rudder input. Also, now is the time to begin to decrease your aileron (when you approach the "Center") to complete the maneuver.

The maneuver is complete! Take a breath, and enjoy the rest of your flight!

Upcoming Events:

April 2nd HCRC Business meeting **CANCELLED DO NOT SHOW UP**

April 11th Spring "Clean up" party (9am- 12pm)

May 7th Business meeting at the field (Hotdogs and cold drink provided)

Airplane of the month : Fisher P-75 Eagle

The **General Motors/Fisher P-75 Eagle** was a fighter aircraft designed by the Fisher Body Division of General Motors. Development started in September 1942 in response to United States Army Air Forces requirement for a fighter possessing an extremely high rate of climb, using the most powerful liquid-cooled engine then available, the Allison V-3420. The program was cancelled after only a small number of prototypes and production aircraft had been completed, as it was no longer required in its original role, could not be quickly deployed, and possessed no significant advantages over aircraft already in production.[1]

Thank you to our sponsors

171 Grove Street Route 8,

Adams, MA 01220

413-743-7223 hworld556@gmail.com

Officers

PRESIDENT	VICE PRESIDENT	TREASURER	SECRETARY
Mike Shaw	Santiago Mercado	Ron Paul	Bill Ewers
15 Overlea Drive	8 Brookside Circle	367 Ware Street	20 Beacon street
Springfield, MA 01119	Wilbraham, MA 01095	Palmer, MA 01069	Florence, MA 01062
(413) 330-1827	(413) 627-9250	(413) 374-3212	(413) 695-3503
mshaw.spfld@gmail.com	santme2000@hotmail.com	rpm3xlm@comcast.net	billewers@hotmail.com

BOARD OF DIRECTORS:

Alan R. Crawford alanhcrc@gmail.com
Leo Dube (413) 315 – 1466 ldube@charter.net
Edward Kopec (413) 532-7071
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