

HCRC Flyer

December 2021



AMA Charter #341



A Beautiful photo submitted to me by a gentleman named Gustav Gous, flying his scratch built Fokker DR1 Triplane at his local club in Rotorua, New Zealand.



HCRC Meeting Notes from Thursday, November 4th, 2021

Quorum Present consisting of 18 Members including 4 Executive Members present:
Mike Shaw, Dan Kapinos, Ron Paul, Bill Ewers, Ed Kopec, Mike Booth, Pat Malone,
Bob Prosciak, Tracy Page, Leland Johnston, Bill Jaciow, John O'Grady, Alan Crawford, David King, Peter
Cincotta, Dennis Walker, Mark Wasielewski and Santiago Mercado

1 Guest present: Omar Azpurua-Ramirez

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

The Fall Field Clean Up Party has been re-scheduled to 11/6 starting at 10 AM The club flying will start after the clean up is done. Porta Potty to be serviced and locked after the field clean up.

A thank you letter from Brent Perlmutter was read. Brent is Andre's son in law. The club lost another club member this month - Rafal Bartoszewicz passed away recently.

The annual Christmas Party will be held on 12/10 from 6 to 11 PM. Checks for \$40 per person should be sent to Mike Shaw or handed to him during the 12/2 meeting at the latest.

We will be holding a Scale Meet on June 12th 2022. Ron Paul is organizing the event and asks that anyone interested in helping please talk to him. There will be a \$15 registration fee. No UMX but foamies will be allowed.

Elections for 2022 Officers and Directors will be held at the December business meeting. The existing executive board and Board of Directors with the exception of Mark Mundie were all nominated during the November business meeting. Mark will not be returning as a member of the board and we are looking for a replacement.

There is a proposal for increasing membership dues for 2023. This does not apply to the 2022 dues that we are currently collecting. This will be voted on during the January business meeting.

A late penalty of \$15 was voted on and approved. The penalty will apply to 2022 dues.

Our upcoming event schedule:

12/10 Annual Christmas Party

New Member Applications:

Omar Azpurua-Ramirez was voted into the club.



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provide the fun!**

Friday Night December 10, 2021

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

**Food: Deluxe Buffet. Includes incredible Beef,
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Potato, Vegetable, Salad, Warm Rolls, Dessert,
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**Price: \$40.00 per person
(for your convenience, tax and gratuity are included.)
www.eastmountaincc.com**



**SEE MIKE SHAW FOR RESERVATIONS, CUT OFF DATE IS 12/2
BUSINESS MEETING**

mshaw.spfld@gmail.com

Message and article submitted by Ron

A Note To Members

Our December meeting will be held on Thursday December 2nd at 7PM at the VFW 18 Meadow Street, Florence.

Food will be served around 6:30.

We will be serving Shepards Pie

Hot coffee and cold drinks also available.

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Fat Models Don't Fly Well

by Dan Kapinos

Every aircraft ever designed has a minimum and maximum weight. From the Wright brothers to the space shuttle, to your little balsa beauty.

Whether your working on an ARF, scratch building, or building a kit, or even making a repair, it is vital to stay within the weight limits of the design. What does this model weigh? What is it supposed to weigh? If the model is out limits, you might have a performance problem.

Excessive weight reduces flight performance of an airplane in almost every respect. Full scale, or a model the effect is the same.

- Higher stall speed
- Higher takeoff speed
- Longer takeoff run
- Reduced maneuverability
- Higher approach and landing speed
- Longer landing roll
- Harder to stay within the C of G limits
- Higher wing loading.
- Possible structural failure due to higher load factors
- Increased fuel or battery consumption

Its that higher stall speed that tends to really gets us into trouble. Its more difficult to recover from a stall in an overweight aircraft. We usually don't have the altitude needed, followed by that sickening crunch of a broken airplane.

Stall speed increases as weight increases.

At higher weights the wings have to fly at a higher angle of attack, increasing the stall speed. And turning adds G forces which increases the weight of the aircraft and the load on the wing, upping the stall speed some more. That's why steep turns in the landing pattern are not recommended.

In a steep 60 – 80 deg banked turn, stall speed can increase 1.5 times normal or more. A wing can stall at any speed or any attitude. If you exceed the critical angle of attack, the wing will stall, period.

Knowing what your model weighs is important so you as the pilot has an idea of the expected flight performance of it. The weight limits should be in the model specifications. You may have to search the internet to find information for older or out of production models.

Most maiden flights can be nerve wracking. Knowing your model is within limits and should perform as designed is one less thing to worry about. If your model is out of specifications, knowing will better prepare you for any unusual flight characteristics.

Practice slow flight at altitude. Bring it to the edge of stall while maintaining altitude. This will let you know how slow you can get for approach and landing. A fat airplane may have unexpected stall characteristics, so be ready for it.

Keep weight in mind throughout your build, mods, or repairs. Use lite plywood or balsa on non structural areas. Drill lightening holes, or cut out non essential bits of wood. Don't use too much glue and wipe up the excess. Every ounce adds up. Find the best locations for battery's, servos, receivers, and equipment that minimizes the need for ballast. Try not to use excessive amounts of paint. A rattle can of paint is close to a pound. It adds up fast.

There are cheap hand held luggage scales available that work well for models. I think mine was \$7 delivered from E bay. And it's rated to 50 lbs. I use it for all my airplanes. Or just use your bathroom scale. Weigh yourself, then do it again holding your model.

It is difficult to put an airplane on a diet once it is built and covered. Try to keep it light while

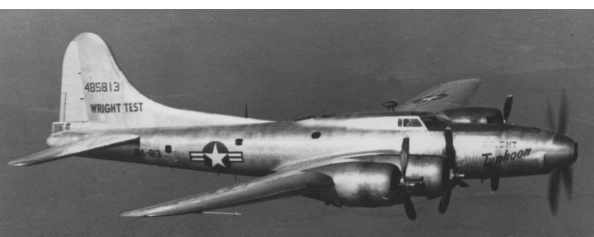
building or repairing. Putting a larger engine or electric motor can help get you in the air. But that does (usually) add more weight and compound the problem. There are of course exceptions to every rule and I have seen some heavy, overweight models perform well. But don't count on it.

There is an old saying from auto racing that fits aircraft perfectly. "Simplify then add lightness." Think about that one for a minute. I try to keep it in mind while I'm working on my models. (Sometimes despite all my efforts a model just comes out heavy.)

I hope this article gives you some understanding of how critical the weight of your aircraft is. Learning something new can only make us better pilots. I welcome any comments or conversations on this topic.

See you at the field.

Airplane of the month: "5 Engine" B-17



The first model was 299Z, A B-17G , sold as scrap by the USAAC, Bought by Pratt and Whitney in 1947 and sent back to Boeing to be modified. The cockpit was moved back 4ft and the frame was redone to accommodate a 5,000 HP XT-34 turboprop in the nose for testing, later used on the C-133 and C-134. The B17 was able to maintain flight with the 4 piston engines off. The aircraft was used until 1967, It was given to a

measeam (can not locate which), where it was sadly destroyed by a tornado in the late 70s. Parts from the destroyed model 299z were recovered and used to restore the B-17 "Liberty Bell". Another B-17 was bought by Wright and sent it to Boeing as well for modification, this was one fit with a variety of different motors such as the TC-18, J-65, XT-49 and the turbo-radial compound modification of the R-3350 which was a turbo radial engine. Allison also got their hands on a B-17 that was midified to fit their T-56 engine around 1956 but not much info exists about it.

Upcoming Events:

- 12/2 Club Business Meeting at the Florence VFW at 7:00 PM
- 12/10 Club Christmas party at East Mountain Country Club 6-11pm
- 1/1 New Years day Fly in (TBA)
- 1/6 Club Business Meeting at the Florence VFW at 7:00pm

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