

HCRC Flyer

July 2021



AMA Charter #341



What a wonderful turn out for our BBQ/Fly-in. A lot of people, tons of pilots and to top it off fantastic weather.



HCRC Meeting Notes from Thursday, June 3rd, 2021

No Quorum Present. 13 Members including 3 Executive Members present

Executive Members present: Mike Shaw, Ron Paul and Dan Kapinos

Members present: Ed Kopec, Pat O'Grady, Mark Waslewski, David Whitely, Andre Bouchard, Leland Johnston, Dave Wartel, Peter Cincada, Mike Booth, and Bob Prosciak.

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

Field is looking good and mowing is going well. Trash has been better - Thank you for cleaning up after yourself!

There is a concern that the tent will hold rain. If you see puddles on the tent, please drain them.

Upcoming schedule is as follows:

8/21-22	Two Day "Wings Over Hadley" Fly-In
9/11	Fall Club BBQ
9/25	Fall Outdoor Tailgate Swap Meet
10/3	All Electric Fly-In

New Member Applications:

Russ Einarson, Jose Villanueva, Scott Rousseau and Tony Rousseau were voted into the club.

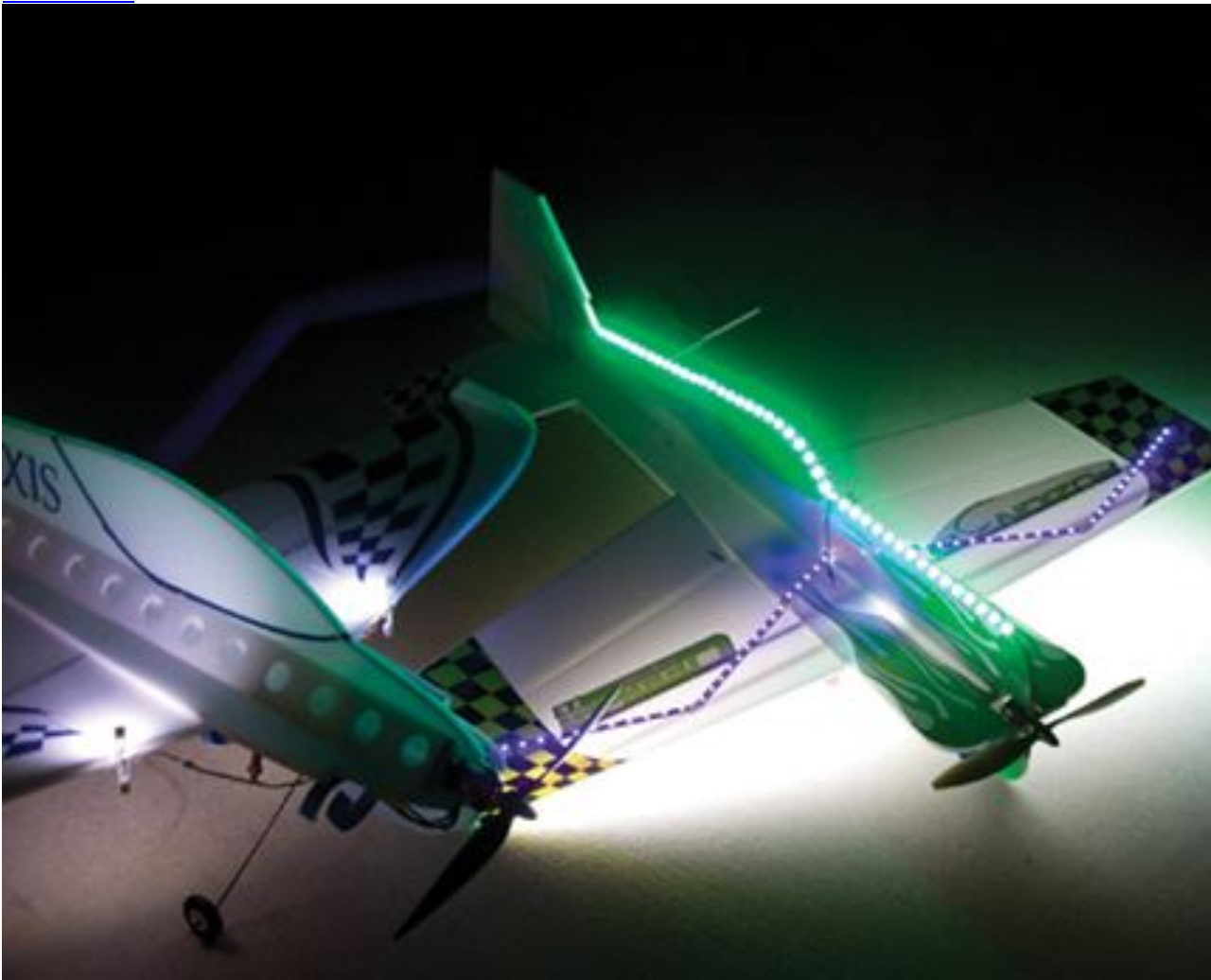
ARTICLE BY RON PAUL

[RC Airplane Night Lights](#)

[Model Airplane News](#)

[Featured News](#), [How-tos](#)

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Why not customize your aircraft so that night flying will be as simple to do as flying during the day? (That is, for those of you who find it easy to fly during the day!) I decided to give night flying a try and I have outlined here how I went about installing lights on my planes.



Photo by Erica Mesker

Scale lights

Up until a few years ago, the only lights we would add were scale detail lights that match the full-size counterparts. Many of these lights are available from RAM Electronic Devices (ramcandramtrack.com). They include flashing navigation lights, strobes, rotation beacons, and landing lights. Scale lights make it possible to fly at night but they mainly make our scale aircraft look good at early dawn and after sunset, or during the day at a scale contest. Scale lights are more of a scale detail that adds to your aircraft, rather than something that allows you to see your aircraft better at night.

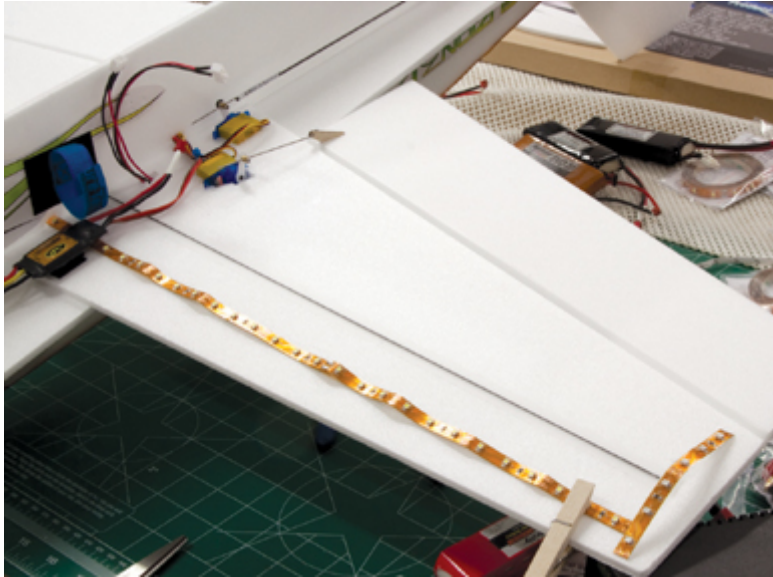
LED lights

When LED lights were first introduced, they were not bright enough to use as a light source for our night-flying planes. But the new breeds of LED lights are plenty bright enough to make flying at night a breeze and they consume a low amount of power. This allows the lights to be powered by the same battery as the motor. Basically, LED lights are the choice for anyone wanting to get into nighttime flying. I am using LED lights from Common Sense RC (commonsenserc.com) and DW Foamies (dwfoamies.com).

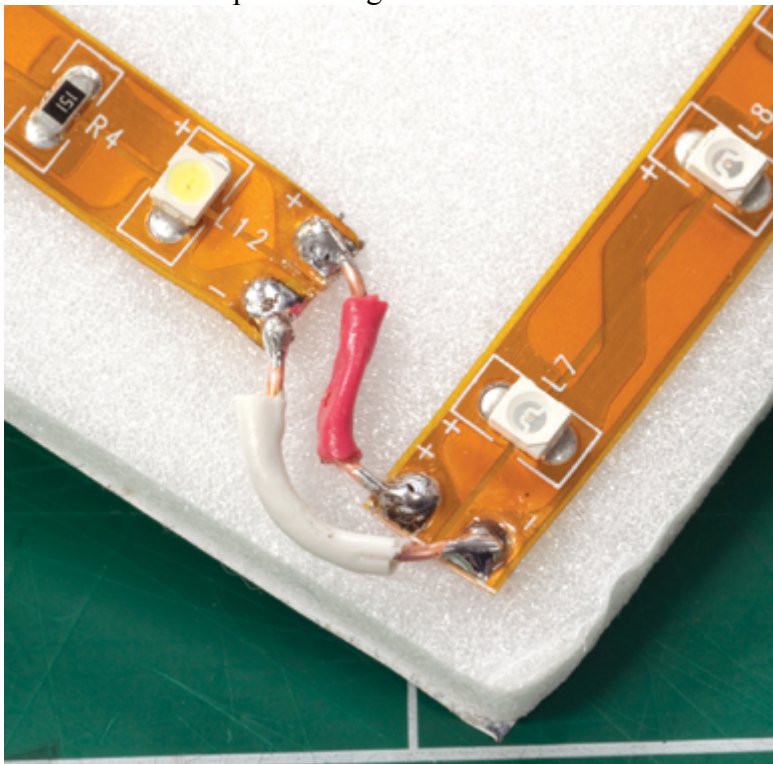
One of the biggest issues for flying at night is plane orientation and these bright lights come in many different colors, which make plane orientating at night possible and easy to do. Installation could not be easier because of the availability of adhesive backed LED lights strips in different lengths, which can be cut for a custom fit.

Installing lights

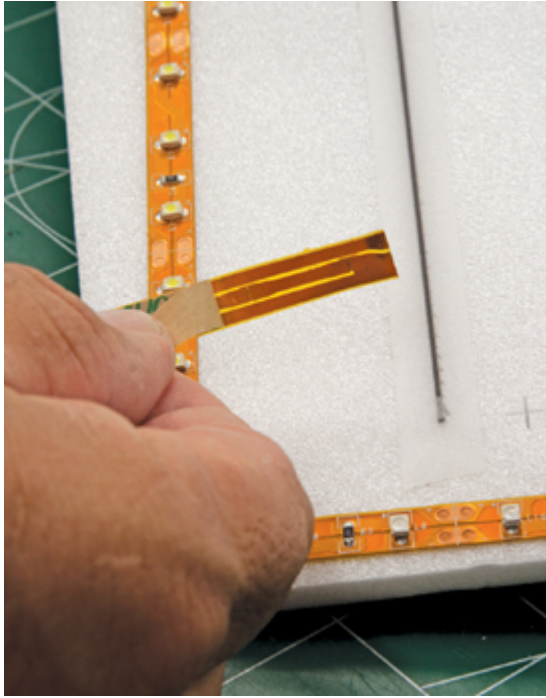
To install the lights, the first step I took was to plan out where they would plug in; from there, I just laid out the lights so they would radiate out from that point. This center spot was where the battery connects to the speed control, which was from where I started webbing out the lights. I laid out a pattern from the tip of the wing to my starting point, cut the light strips to length and then soldered on the connectors.



- 1** First, I have to measure out the strips of lights and lay them over a design or pattern on the plane. I then plan out my route back to the connection point at the battery. I am going to use different color lights for the top and bottom of the wings and different ones running down the top of the fuselage. Three different colors will be used. The top and bottom wing will have a different light layout to aid on the orientation of the plane at night.



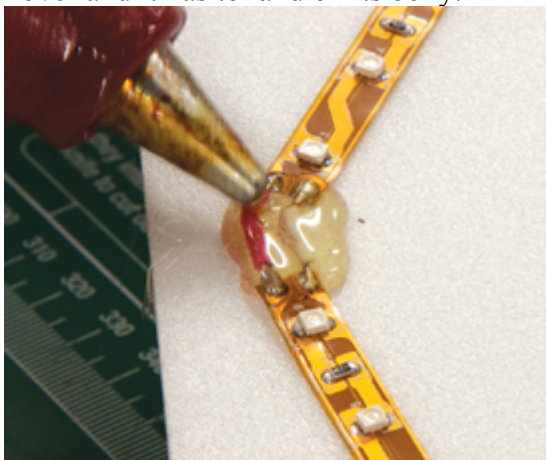
- 2** The light strip starts at the battery plug and works out along the wing creating my top design. Any point that requires me to make a sharp angle with the light strip will require jumper wires to be soldered onto the ends of the light strips.



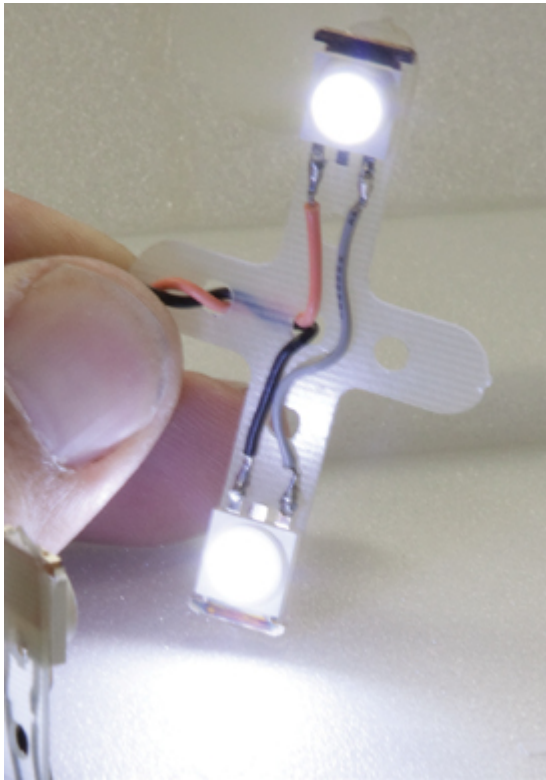
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- **3** On the bottom of the wings, I have a different color light strip with less of a design incorporated. This will make it easy to distinguish the top and bottom of the plane. The LED strips have a peel-and-stick surface on the bottom so installation is easy. If there is any area that is not sealing down, I just use some tape or a quick drop of hot glue to hold it in place.



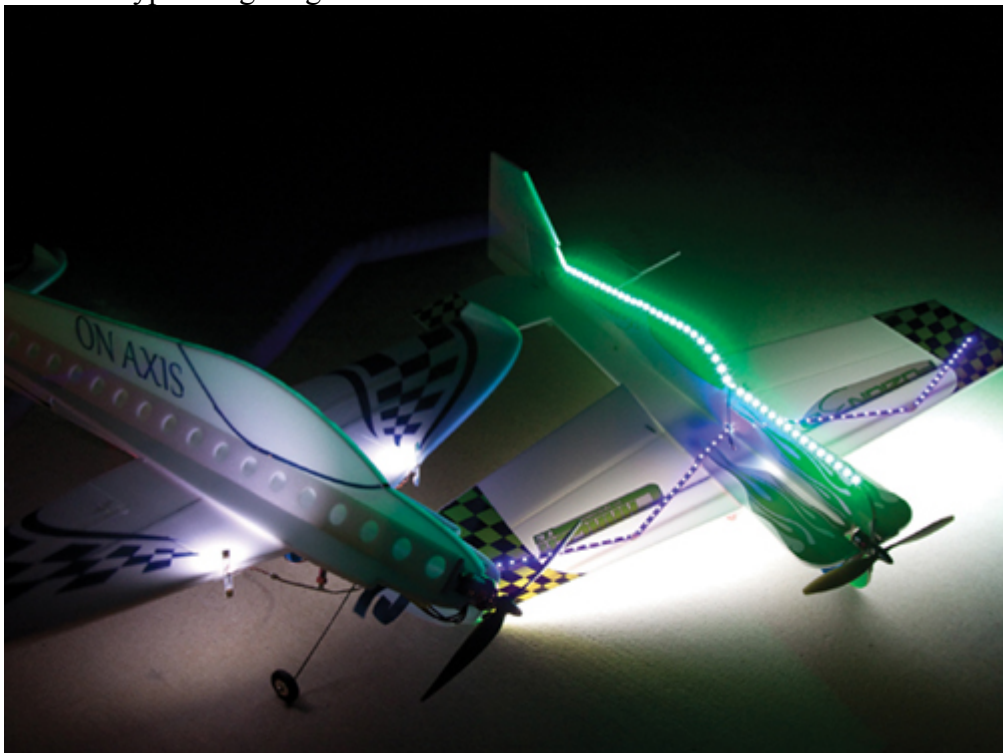
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- **4** This strip running along the top edge of the fuselage will light up the canopy outline and give me a good reference point to keep the plane orientated in the air. This strip of lights could be ran completely around the plane but I kept them off the bottom just in case I cannot pull the plane out of the air during a hover and it has to land on its belly.



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- **5** To prevent any possibility of the lights shorting out (don't forget they are attached to a LiPo battery), I use a good sized drop of hot glue at all solder joints. This will insulate the connectors and prevent any possibility of the wires touching each other or the joints from pulling loose.



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- 6 These high-intensity LED lights are used to light up the side of the plane. They are mounted above and below the wing so that the light will shine on the side of the fuselage. This creates a spotlight effect on the plane regardless of its attitude. I was pleasantly surprised at how easy it was to fly a plane at night with this type of lighting on it.



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- 7 Here are the two planes after the lights are all installed, hooked up, and ready for some night flying. As you can see, these planes are very easy to see in the dark and the lights are simple to install and use.

Last thoughts

Customizing my plane for night flying was a simple and straightforward project that makes it easy for anyone to add lights to their plane. I would recommend trying nighttime flying for the first time just after the sun goes

down because this will give you a little more light with which to begin your journey. Another thing you can do is to fly during a full moon; you will be surprised at how much the moon can light up the flying field!

It's also a good idea to fly in an area where the ground is very flat and there are few obstacles on the ground to run into. Even though the lights do brighten up the ground when the plane gets close, things will sneak up on you in the dark before you have time to react.



The Safety Zone



by Dan Kapinos

This month in the Safety Zone.....Propeller arc area.

We all have to run an engine or electric motor in the pits.

It needs to be done in a safe and responsible way.

When you fire up your engine or test run your motor. **MAKE SURE** there is nothing on the table anywhere near the front of your aircraft.

If something vibrates on the table or gets bumped into the prop arc. (Starter, ignition batter, battery checker, transmitter, etc). It will cause damage and possible injury to you or others nearby. Don't put others safety at risk.

A good rule of thumb; Don't put anything on the table in front of the wing, when operating the power system of the aircraft.

Contact me if you have a safety tip that you would like to share.

I welcome any feedback.

Have fun. Be safe.

Upcoming Events:

- July Business Meeting 7/8 7:00pm at the field (COME EARLY FOR HOT DOGS)
- August Business Meeting 8/5 7:00pm at the field(COME EARLY FOR HOT DOGS)

OUTSIDE CLUB EVENTS

- Nall in the Fall: October 2nd- 9th Triple Tree Aerodrome, Woodruff, SC

Airplane of the month: Lockheed F-104 Starfighter



The **Lockheed F-104 Starfighter** is a single-engine, [supersonic interceptor aircraft](#) which was extensively deployed as a [fighter-bomber](#) during the [Cold War](#). Created as a day fighter by [Lockheed](#) as one of the [Century Series](#) of fighter aircraft for the [United States Air Force](#) (USAF), it was developed into an all-weather [multirole aircraft](#) in the early 1960s and produced by several other nations, seeing widespread service outside the United States.

After a series of interviews with [Korean War](#) fighter pilots in 1951 [Kelly Johnson](#), then lead designer at Lockheed, opted to reverse the trend of ever-larger and more complex fighters and produce a simple, lightweight aircraft with maximum altitude and climb performance. On 4 March 1954, the [Lockheed XF-104](#) took to the skies for the first time, and on 26 February 1958 the production fighter was activated by the USAF. Only a few months later it was pressed into action during the [Second Taiwan Strait Crisis](#), when it was deployed as a deterrent to Chinese [MiG-15s](#) and [MiG-17s](#). Problems with the [General Electric J79](#) engine and a preference for fighters with longer ranges and heavier payloads meant its service with the USAF was short lived, though it was reactivated for service during the [Berlin Crisis of 1961](#) and the [Vietnam War](#), when it flew over 5,000 combat sorties.

While its time with the USAF was brief, the Starfighter found much more lasting success with other [NATO](#) and allied nations. In October 1958, West Germany selected the F-104 as its primary fighter aircraft. Canada soon followed, along with the Netherlands, Belgium, Japan, and Italy. The European nations formed a construction consortium that was the largest international manufacturing program in history to that point, though the Starfighter's export success was marred in 1975 by the discovery of [bribe payments made by Lockheed](#) to many foreign military and political figures for securing purchase contracts. The Starfighter eventually flew with fifteen air forces but its poor safety record, especially in [Luftwaffe](#) service, brought it substantial criticism. The Germans lost 292 of 916 aircraft and 116 pilots from 1961 to 1989, its high accident rate earning it the nickname "the Widowmaker" from the German public. The final production version, the [F-104S](#), was an all-weather interceptor built by [Aeritalia](#) for the [Italian Air Force](#). It was retired from active service in 1994, though several F-104s remain in civilian operation with Florida-based [Starfighters Inc.](#)

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