

HCRC Flyer

June 2021



AMA Charter #341



Bill Sitler and his beautiful Zirolti P-38 it has a 114" wing and with two counter rotating DA50s it weighs in at just about 45lbs. Its maiden flight went well and this beautiful bird went home in the same condition it left in.



From the President's desk.....

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

Spring has sprung and the flying season is in full swing. A fair amount of pilots have been getting out there and enjoying the mostly dry weather and calm winds of late. The field has been in great shape thanks to the P&M team and the fertilizer program. As most of us has been vaccinated and this pandemic thing appears to be winding its way down finally, I'm hoping I'll be seeing even more of you out there soon.

On a safety note, I originally posted this on the club Facebook page a few days back but wanted to reprint it here for those of you who are not on the social platform.....

I'd like to personally thank Dan Kapinos for being available yesterday (5/22) to help instruct a couple of our new members that came up to the field to fly on their own and as we all did when we were "green" were in need of some assistance. Dan offered plenty! They left with planes in one piece, smiles on their faces and more flying knowledge in their brains and fingertips than when they arrived. We currently don't have a structured flight instructor program in place due to a lack of volunteerism so I ask that if you see new members at the club struggling, even if they don't ask for it, please go over and offer them some help and advice. It's good for everyone involved to share our knowledge and experience with others that need it. It's also safer. The first flight attempt took an unplanned turn right at the seating area. It could have gotten ugly fast. While I applaud their ambition to get out there and get flying on their own, this example illustrates how potentially dangerous this situation can be for others in the immediate area with less experienced flyers left to figure it out by themselves. So thanks to Dan and everyone else that have already been doing this without being asked to. Thanks for helping HCRC to be a better and safer club.

And lastly, at the previous business meeting (5/6) we had a quorum and a vote was taken and passed to implement a dues late fee penalty of \$15 for any member that does not have their membership dues paid in full by the February business meeting. This is a club rule that is written in to our bylaws. It adds unnecessary workload on the part of our Secretary and Treasurer to keep after these individuals with additional emails, texts and phone calls. As we have been doing all along, announcements & reminders are made at the business meetings and in the newsletters beginning in November and right up to January reminding the membership to get their dues in. The majority of the members do comply with this requirement but there are several repeat offenders every year that we'd like to motivate and help them improve their punctuality.

Thanks and *I'll see you out there!*

Mike



HCRC Meeting Notes from Thursday, May 6th, 2021

Quorum Present. 15 Members including 4 Executive Members present

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

Members present: Leland Johnston, Paul Pishotto, Rick Nadeau, Paul Bernard, Dave Wartel, Peter Cincada, Mike Booth, Ed Kopec, Pat Malone, Tracy Page, and Bob Prosciak.

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

Spring cleanup went well. If you have keys from grass mowing and are not mowing this year, please return the keys to Dan.

Safety line was repainted after the spring cleanup - No excuses for not following rules. Planes must land on the runway and not on the taxiway.

Swap meet went well. District VP Andy Argenio made a surprise appearance. Many sellers and buyers were in attendance.

We did not get the AMA grant this year. We will apply again next year.

Summer barbeque is the next event on June 19th. Flying with food.

Late Dues fee vote: \$15 fee proposed for late dues payment (after February Meeting). Club voted 13 in favor and 2 against. 2022 membership dues paid after the February club meeting will be charged the late fee.

Upcoming schedule is as follows:

1/01	New Years Fly-In
2/20	Winter Indoor Swap Meet - Cancelled
4/17	Spring Field Clean Up
5/1	May Day Outdoor Swap Meet / Fly-In / Open House
6/19	Summer Club BBQ
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

Safety Review:

It is important that everyone observe the club safety rules. Last year we had some issues with taking off or landing in the taxiway. Please note that this is not allowed and is a safety violation.

New Member Applications:

Brett Denhart, Wayne Champagne, William Deshaies & Paul Bernard were voted into the club



Hampshire County Radio Controllers
Invite you to attend our

Club Summer Chicken BBQ

Social Distancing to be enforced. Face coverings required within 10' of other people

Saturday June 19th 2021

Rain date Sunday June 20th

10AM to 3PM (Food Served Approx. 12:00)

Come fly, eat and enjoy the day
at the club field

This is a closed event

All HCRC club members and immediate family ONLY

BBQ Chicken, Sides, Drinks and deserts will be provided

Please bring one item of nonperishable human or pet food to donate to our local charities

Our Club Web Site at www.hampshirecountyrc.org or
Our Facebook Page at www.facebook.com/groups/148353592007739/

or Contact:

Mike Shaw CD - mshaw.spfld@gmail.com or
Santiago Mercado - santme2000@hotmail.com - (413) 627-9250



ARTICLE BY RON PAUL

[Aerobatics Explained — Master the Tailslide](#)

[Model Airplane News](#)

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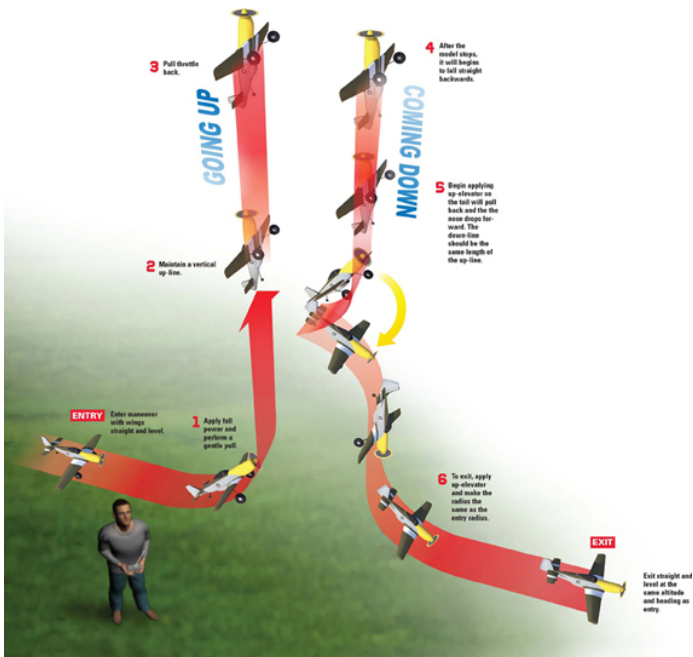


A typical tailslide begins from upright level flight parallel to the runway. The

pilot then applies throttle and performs a 1/4 loop to enter a vertical up-line. After the vertical line is established, the pilot gradually pulls the throttle back to idle. The aircraft will slow down and eventually will come to a stop.

At that point, the pilot will either apply either full up-elevator to perform a “wheels down” tailslide, or push full down-elevator to perform a “wheels up” tailslide.

To perform the “wheels down” tail-slide, simply apply full up-elevator when the model begins to slide back. This will make the model fall with the wheels pointing towards the ground. If you want to perform the “wheels up” tailslide, apply full down-elevator when the airplane begins sliding back; this allows the airplane to fall over with its wheels pointing toward the sky. In competition aerobatics, the distance that the airplane must fall backwards



must only be a visible amount. Also, when the aircraft slides backwards, it will often “pendulum” past the vertical after falling through. This “pendulum” effect is completely normal and should not be considered a downgrade.

While this may seem like a fairly simple maneuver to execute, it takes a lot of practice to perform consistently. Also, different factors exist that will make this maneuver more challenging to perform. For example, if wind is present, it becomes more difficult for the model to slide backwards while holding the vertical up-line. The model may want to angle itself into the wind. If you find that after performing this maneuver a few times, you’re having difficulty getting the aircraft to slide back, you may need to move the center of gravity back (make the model more “tail heavy”). However, always remember to add tail weight in moderation, as an extremely tail-heavy model can become very unstable in conventional flight.

DOWN TO BUSINESS

The tailslide shown here is a wheels-down version and is being performed parallel to the runway, from left to right.

1. While flying parallel to the runway and making sure that your wings are level, increase the throttle to full power. If your airplane does not have a great power-to-weight ratio, pull into the ° loop gently to establish the vertical up-line.
2. The length of the vertical up-line is entirely up to the pilot. However, keep in mind that larger maneuvers often look better than smaller ones. Also, the length of up-line varies depending on your aircraft’s size. Regardless, keep in mind that you may need to apply various rudder corrections to keep the model tracking on a perfectly vertical up-line.
3. Begin pulling the throttle back until the airplane comes to a stop. If the airplane is on a perfectly vertical up-line, the aircraft will begin to fall backwards. With the “wheels-down” tailslide, you apply full up-elevator to guide the model’s tail back and away from the vertical down-line. After the aircraft rotates its nose will fall forward. When it nears the vertical down-line, release all elevator input.
4. The length of the vertical down-line should to be the same length as the vertical up-line.
5. To exit the maneuver, begin the final ° inside loop by applying up-elevator and make sure that its radius is the same as the entry radius. As the model nears horizontal upright flight, increase power to keep the airspeed constant.

Even though the fundamentals of performing the tailslide are fairly easy, depending on the wind conditions, this maneuver can be challenging. Don’t become discouraged if you cannot perform this maneuver during your first few attempts. Always practice, and if you still find difficult to perform, gradually add some tail weight and take a closer look at your aircraft’s control setup. Until next time, safe flying and always remember to have fun!



The Safety Zone



by Dan Kapinos

This month in the Safety Zone.....Throttle cut switch.

Programming a throttle cut switch on our models is an important step to being safer on the flight line. Becoming distracted and bumping the throttle on an electric airplane, is a sure way to end up with stitches. (I found out the hard way).

It is highly recommended that your program a throttle cut. This gives an extra measure of safety when handling a model. It also works well for glow/gas models. Its easier to flip a switch to shut down your engine, than putting your hands near that prop unnecessarily.

Contact me if you have a safety tip that you would like to share.
I welcome any feedback.

Have fun. Be safe.

Upcoming Events:

- June Business Meeting 6/3 7:00pm at the field (COME EARLY FOR HOT DOGS)
- July Business Meeting 7/1 7:00pm at the field (COME EARLY FOR HOT DOGS)
- Club BBQ 6/19 at the field ** FOR CLUB MEMBERS AND FAMILY ONLY**

OUTSIDE CLUB EVENTS

- Warbirds over Ellington 6/12 (rain date 6/13) at NCRCC

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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