

HCRC Flyer

May 2021



AMA Charter #341



Photo taken from the clubs May 1st 2021 swap meet. We had a great turn out, lots of vendors as well as buyers. We even got an appearance from the AMA District 1 VP Andy Argenio (left). Also a big thanks to everyone who helped out running the event including our club President Mike Shaw (center) as well as club VP Dan Kapinos (right).



HCRC Meeting Notes from Thursday, April 1st, 2021

No Quorum Present. 11 Members including 2 Executive Members present

Executive Members present: Mike Shaw and Dan Kapinos

Members present: Gene Paulson, Peter Cincada, Bill Jaciow, Pat O'Grady, Mike Booth, Ed Kopec, Pat Malone, Tracy Page, and Bob Prosciak.

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

Please remove your trash from the field when you leave - pack in and pack out! Please consider bringing a trash bag with you and packing out anything that you might find discarded at the field.

Mark Wasielewski will continue to administrate the website.

Spring clean up will be April 17th starting at 9:30 AM with a raindate of April 18th. The major push will be to paint everything behind the flightline. All mowing team members should be there for training in using the new mower and issuing keys to the shed.

We will have a combination swap meet/open house on May 1st. Please consider coming to the swap meet and then attending a free fly for the open house.

Late Dues fee proposal - needs membership quorum to vote and approve. \$15 fee proposed for late dues payment (after February Meeting)

The May meeting will be outside at the field.

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:

Ben Lester was voted into the club.

Please lock the gate as shown in the picture. It puts the least amount of strain on the bearings and makes it easier to unlock.





The Safety Zone



by Dan Kapinos

This month in the Safety Zone.....Radio Fail-safe.

Setting the fail-safe in your transmitter is an important step in programming and setting up your model. If signal is lost in the air, you will prevent loss of the model and possible injury or property damage. If signal is lost on the ground, you will prevent a possible start of an electric motor, causing injury or damage.

Always program fail-safe to set throttle to zero. I recommend programming flight controls to a shallow turn and a little up elevator. The aircraft should glide down in a spiral and maybe land with minimal damage. Hopefully not too far away.

Test your settings on the ground with the aircraft secured. Make sure the throttle goes to zero and the controls go where you want them.

Have fun. Be safe.

SHED KEYS

If anyone who is NOT on the P&M team has keys to the shed. Please turn them in to Dan Kapinos or any club officer, so they can be redistributed to new team members. Thank you



Upcoming Events:

- May Business Meeting 5/1 7:00pm at the field.
- June Business Meeting 6/3 7:00pm at the field
- 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: Northrop P-61 Black Widow

The **Northrop P-61 Black Widow**, named for [the North American spider](#), was the first operational U.S. warplane designed as a [night fighter](#), and the first aircraft designed to use [radar](#).^{[1][2]} The P-61 had a crew of three: pilot, gunner, and radar operator. It was armed with four 20 mm (.79 in) [Hispano M2](#) forward-firing [cannon](#) mounted in the lower fuselage, and four .50 in (12.7 mm) [M2 Browning machine guns](#) mounted in a remote-controlled dorsal [gun turret](#).

It was an all-metal, twin-engine, [twin-boom](#) design developed during [World War II](#).^[3] The first test flight was made on May 26, 1942, with the first production aircraft rolling off the assembly line in October 1943. The last aircraft was retired from government service in 1954.

Although not produced in the large numbers of its contemporaries, the Black Widow was effectively operated as a [night-fighter](#) by [United States Army Air Forces](#) squadrons in the [European Theater](#), [Pacific Theater](#), [China Burma India Theater](#), and [Mediterranean Theater](#) during World War II. It replaced earlier British-designed night-fighter aircraft that had been updated to incorporate radar when it became available. After the war, the P-61—redesignated the F-61—served in the United States Air Force as a long-range, all-weather, day/night interceptor for [Air Defense Command](#) until 1948, and [Fifth Air Force](#) until 1950.

On the night of 14 August 1945, a P-61B of the 548th Night Fight Squadron named *Lady in the Dark* was unofficially credited with the last [Allied](#) air victory before [VJ Day](#).^[4] The P-61 was also modified to create the [F-15 Reporter photo-reconnaissance](#) aircraft for the United States Army Air Forces and subsequently used by the [United States Air Force](#).^[5]



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494 Main Street
Starbridge, MA 01518
info@hogheavenhobbies.com

John Glennon
(508)-347-9350



www.rcmadness.com

101 North Street Enfield, CT 06082

860.741.6501

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Officers

PRESIDENT

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

mshaw.spfld@gmail.com

VICE PRESIDENT

Dan Kapinos
122 Plain Street
Easthampton, MA 01027
(413) 527-0436

danielk53164@gmail.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
Santiago Mercado (413)627-9250 Santme2000@hotmail.com
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