

HCRCC Flyer

April 2022



AMA Charter #341



Here is a photo taken in 2021 at our annual Greater Cincinnati Radio Control Club's "Flying Circus" of our Boeing B-29 and a model of Chuck Yeager's Bell X1 Rocket that broke the sound barrier in October of 1947... Club members Paul Conrad, and Jim Ryan, combined their skills with the concept of making all of this happen in 1995... Jim designed the B-29 and Paul spent most of his time construction the model made out of cut foam wing cores, sheeted balsa, carbon fiber and fiberglass... Other club members were involved in the project as well... The B-29 uses four O.S. 61 FX engines turning 12 X 6 Master Airscrew props... The model weighs 29 pounds... The X1 is dropped out of the plane, then as it is gliding down across the runway, an Estes rocket is fired and the rocket blasts upward recreating breaking the sound Barrier... Just wanted to share. This photo was taken by Wildlife Bird Photographer Pat Bell who is a dear friend of the GCRCC... He takes really good shots of our models every year during the Flying Circus.

-Submitted by Mike S

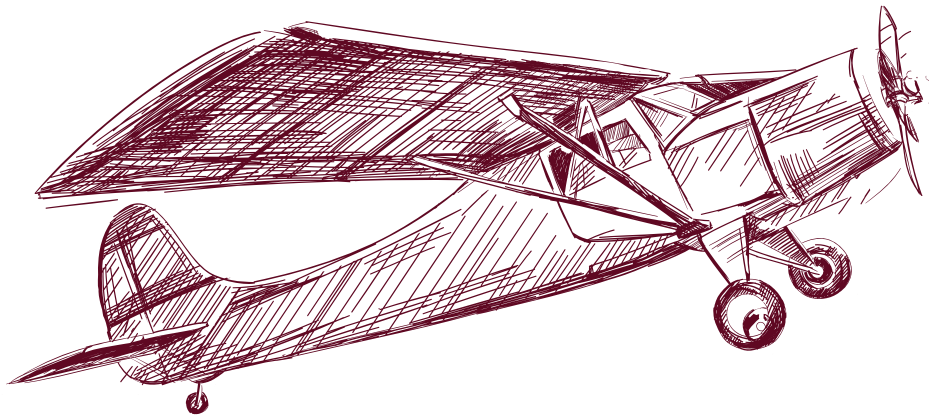
AMA Sanction
#12157

Class C
event

SCALE AEROFEST OVER THE VALLEY

JUNE 12th 2022

All scale model planes, scale foamies welcome
No Park flyers under 30in wing • No turbines



Registration fee \$15.00

Registration starts at 8am, flying 9am to dusk
Primitive camping available

Flying demonstration by Dean Lampron
at noon lunch break



Hampshire County Radio Controllers
60 Honey Pot Road, Hadley MA 01035

For information contact Ron Paul
413-374-3212 or RPM3XLM@comcast.net

PUBLIC WELCOME! • FOOD COURT OPEN! • RAFFLES!



HCRC Meeting Notes from Thursday, March 3rd, 2022

Quorum Present - 22 Members including 4 Executive Members present: Mike Shaw, Dan Kapinos, Ron Paul, Bill Ewers, Gus Coelho, Peter Cincotta, Bob Prosciak, Lou Enselek, Mike Booth, David King, Bill Jaciow, Gordie Lauder, Tracy Page, Ed Kopec, Alan Crawford, Alan Crawford Jr., Santiago Mercado, Rick Thibault, David Wartel, Tom Tenerowicz, Pat O'Grady, Leo Dube

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

The club is still looking for a volunteer to be the lead flight instructor. We are also looking for volunteers in general to help with club events.

Board of Directors meeting on March 19th. The Board will be setting the schedule for the coming season. Tom T. requested October 9 for the Electric Festival.

The gate combination will be changed this month. The new combination will be mailed out to members who have paid dues for the year.

We need to monitor the Connecticut River level. Levels over 112' result in water flooding our storage area and risking the lawnmowers. The NorthEast end of the field is the highest part of the field and the mowers can be moved there in an emergency.



Hampshire County Radio Controllers
Invite you to attend our

Spring Swap Meet & Fly-In

Come for the **Swap Meet**

Stay for the **Fly-In**

When: Saturday April 30 2022

Rain date Sunday May 1st

Where: at Our Club Field

26 Honey Pot Road, Hadley, Massachusetts

Outdoor RC Tailgate Swap Meet 9AM to 1PM

All clubs, members and guests are welcome

SELLERS \$10 per car load - BUYERS enter for FREE

Limited number of rental tables available \$10.00/table - First Come - First Serve

Non-Competition Fly-In 9AM to 3PM

All Fixed Wing Models Welcome Including

Minis, Micros, Rotary & Drones

Gas turbines not ideal for our grass field

NO AMA Sanction - Current AMA Required - 1500' Grass Runway

All Clubs, Members and Guests Welcome

NO Landing Fee

Open House 12PM to 3PM

SPECTATORS ARE ALWAYS WELCOME

**Current Covid-19 Massachusetts State Restrictions at the time of the event
will be enforced**

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

For More Information & Rain Delay Announcements Visit

Our Club Web Site at www.hampshirecountyrc.org or

Our Facebook Page at www.facebook.com/groups/148353592007739/

or Contact:

Santiago Mercado - santme2000@hotmail.com - (413) 627-9250



SPRING FIELD CLEANUP PARTY

Please come out to the field and help your fellow club members get the field property in shape for the upcoming flying season. More hands make easier work.

Saturday April 23 2022

Rain Date Sunday April 24

10AM to approx. 12PM

At the flying field

Some of the tasks that need to be completed:

- Install the large canopy cover
- Cut back sumac around property perimeter with brush hog
- Organize and clean out storage sheds
- Put up the "Welcome" sign at entrance
- Return the frequency pins
- Put up the American flag and wind socks
- Put up the bee traps
- Reinstall the batteries & start the mowers
- Put out the safety barriers
- Return the first aid kit



Check for rain delay announcements on our club Facebook page or our website prior to coming to field



Bring planes to fly after our work is completed weather permitting.

VOLUNTEERS NEEDED

HCRC P&M TEAM 2022



Please consider joining the P&M Team if you are looking for a way to help the club.

The more people on the mowing team, the less often you will be called to mow.

There are always small projects to do if someone is interested in doing something besides mowing.

Contact Dan Kapinos if you want to join. Or if you have any questions.

SAFETY ALERT



The flying season is about to get going, and I know I'm looking forward to it.

Last season we had some serious mishaps with out of control aircraft. Thankfully no one was injured. And no injuries is always our goal.

Please keep safety in mind, and one eye on the sky when you're at the field. Even in the parking lot. (that's where one of the crashes occurred.)

Lets have a fun and safe flying season.



4 Simple Shop Tips

[Model Airplane News](#)
[Featured News](#), [How-tos](#)
[1 Comment](#)



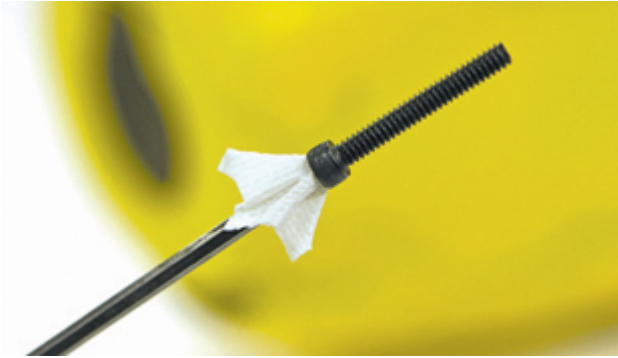
Simple tricks are the best, don't you think? These tips may not change your life, but they will make your time in the shop easier and more enjoyable. Send your tip to MAN@airage.com.

SMOOTH THAT OLD IRON



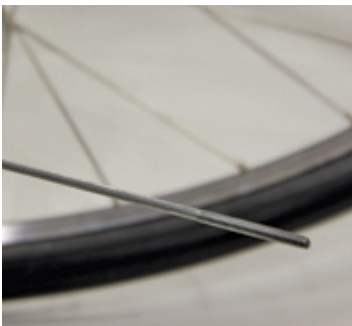
Have you ever noticed the slick surface on a new covering iron after you first pull it out of the box? The iron seems to float on top of the plastic covering, giving you a beautiful finish. However, after time goes by and the iron gets a little older, the smooth Teflon feel on the surface just goes away. Here is a simple way to rejuvenate that old iron. When the iron is cool, add a little baby powder to the surface and rub it in with your fingers. This will give the contact area a new surface that will glide much more easily over your covering. You can reapply powder as needed to keep the iron gliding smooth.

PAPER TOWEL SHIM



Always have a problem with getting the socket-head bolts into those hard-to-reach spaces? Even though the socket-head bolts do hold on better than a Philips or screwdriver head, they tend to let the bolt fall off just before you can get it started. That's where this trick is really going to save your day! Add a little piece of paper towel to the end of the ball driver and press it into the socket head of the bolt. You will find that this holds better than a magnetic head driver.

RECYCLE THAT OLD BIKE



Bicycle spokes have the same thread size as a standard-size airplane pushrod, which means you can have 25 to 50 pushrods from an old bicycle wheel. First remove the tire and inner rim tape to get to the spokes. Now just cut the spoke near the center hub and slide it out. Cut it to length when needed. Many of the newer spokes are made of aluminum and are very light.

AILERON ALIGNMENT JIG



When setting up the aileron linkage, it is helpful to have a third hand holding the aileron in the center position. The next best thing is to make this simple alignment jig out of a clothespin and two pieces of balsa. Just put the two pieces of balsa above and below the aileron centered on the gap between the aileron and wing trailing edge. Attach the clothespin to hold the aileron in place. The soft balsa will help prevent the clothespin from marking the surface. Just be sure to remove it before operating the servo when testing the throws.

Airplane of the month: “Grumman F8F Bearcat”



The **Grumman F8F Bearcat** is an American single-engine [carrier-based fighter aircraft](#) introduced in late [World War II](#). It served during the mid-20th century in the [United States Navy](#), the [United States Marine Corps](#), and the air forces of other nations. It was Grumman Aircraft's last [piston engine](#)d fighter aircraft.

Modified versions of the Bearcat have broken speed records for piston-engined aircraft. Today, the Bearcat is popular among [warbird](#) owners and [air racers](#).

In 1943, Grumman was in the process of introducing the [F6F Hellcat](#), powered by the [Pratt & Whitney R-2800](#) engine which provided 2,000 horsepower (1,500 kW). The R-2800 was the most powerful American engine available at that time, so it would be retained for the G-58. This meant that improved performance would have to come from a lighter airframe.

To meet this goal, the Bearcat's fuselage was about 5 feet (1.5 m) shorter than the Hellcat, and was cut down vertically behind the cockpit area. This allowed the use of a [bubble canopy](#), the first to be fitted to a US Navy fighter. The vertical stabilizer was the same height as the Hellcat's, but increased aspect ratio, giving it a thinner look. The wingspan was 7 feet (2.1 m) less than the Hellcat's. Structurally the fuselage used flush riveting as well as spot welding, with a heavy gauge 302W aluminum alloy skin suitable for carrier landings.^[3] Armor protection was provided for the pilot, engine and oil cooler.

The Hellcat used a 13 ft 1 in (3.99 m) three-bladed [Hamilton Standard](#) propeller. A slight reduction in size was made by moving to a 12 ft 7 in (3.84 m) Aeroproducts four-bladed propeller. Keeping the prop clear of the deck required long landing gear, which, combined with the shortened fuselage, gave the Bearcat a significant "nose-up" profile on land. The hydraulically operated undercarriage used an articulated [trunnion](#) which extended the length of the [oleo](#) legs when lowered; as the undercarriage retracted the legs were shortened, enabling them to fit into a wheel well which was entirely in the wing. An additional benefit of the inward retracting units was a wide track, which helped counter propeller torque on takeoff and gave the F8F good ground and carrier deck handling.

The design team had set the goal that the G-58 should weigh 8,750 pounds (3,970 kg) fully loaded. As development continued it became clear this was impossible to achieve as the structure of the new fighter had to be made strong enough for aircraft carrier landings. Ultimately much of the weight-saving measures included restricting the internal fuel capacity to 160 US gallons (610 l)^[4] (later 183 US gallons [690 l])^[4] and limiting the fixed armament to four [.50 cal Browning M2/AN](#) machine guns, two in each wing. The limited range due to the reduced fuel load would mean it would be useful in the [interception role](#), but meant that the Hellcat would still be needed for longer range patrols. A later role was defending the fleet against airborne [kamikaze](#) attacks.^[5] Compared to the Hellcat, the Bearcat was 20% lighter, had a 30% better rate of climb and was 50 mph (80 km/h) faster.^[6]

Upcoming Events:

- 04/07/2022 – Club business meeting 7pm (FOOD BY DENNIS WALKER)
- 4/23 Spring Clean Up Party (post the attached flyer)
- 4/30 Spring Outdoor RC Swap Meet/Fly-In/open house (post the attached flyer)
- 5/5 Business Meeting 7:00 outside at the field. come early for hot dogs and cold drinks.
- 06/12/2022 - Club Scale meet (see flier for details)

OTHER CLUBS

- 4/21 -4/24 RC Propbusters Hosting New England Scale Soaring Aerotow 2022 479 Norwich Road, Salem, CT
- 5/7 FCRCC hosting 9th Annual Giant Western MA RC Flea Market 82 Industrial Blvd, Turners Falls, MA
- 06/05.2022 NMMAC & FLYRC joint swap meet (RAIN DATE 06/25/2022)
- 07/16,17/2022 WRAM fun fly this summer

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