HCRC Flyer

December 2022

AMA Charter #341

The **North American F-82 Twin Mustang** is the last American piston-engined fighter ordered into production by the United States Air Force. Based on the North American P-51 Mustang, the F-82 was originally designed as a long-range escort fighter for the Boeing B-29 Superfortress in World War II. The war ended well before the first production units were operational.

HCRC Meeting Notes from Thursday, November 3rd, 2022

No Quorum Present - 11 Members including 2 Executive Members present: Dan Kapinos, Mike Shaw, Ron Paul, Mike Booth, Ed Kopec, Mike Riley, Bob Prosciak, Alan Crawford Sr., Leland Johnston, Mark Wasielewski, Dennis Walker

Visitor: Leland Hatt

Reading of the minutes from the previous month was waived.

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

The Fall Barbeque was successful with almost 30 attendees. Food was delicious – Thank you Chef Ron! There was one close call with a plane crashing in the pits.

The Fall Tailgate Swap Meet was held but was poorly attended. The event was not advertised in the AMA magazine and was held during the Big E. The general feeling is that future Swap Meets should be advertised in the AMA Magazine and traffic due to the Big E may have prevented people from coming from Connecticut to our field event.

The Electric Meet also suffered low attendance. The day was cold and we were not able to get into the AMA Magazine due to delays with organizers getting their CD certification. This event may be moved to earlier in the year and should be advertised in the AMA Magazine.

The Fall Clean Up was held and attendance was good. Mark did some chainsaw work in preparation for a spring brush hog clean up.

Dan Kapinos thanked everyone on the mowing crew. This was a dry season and did not need to be mowed as much as previous years. We need to roll the field more frequently – on the order of twice a month. Volunteers need to have a vehicle with a receiver capable of towing 3000 lbs.

Trash should not be left at the field. We don't have a trash can at the field. Everything is pack in/pack out. Please remove your trash – paper towels, cigarette butts, airplane parts or anything else.

The solar charging station must be unlocked. Forcing the switch past the lock will result in the switch failing.

Officers and Board of Directors will be voted on during the December Business Meeting. Anyone interested in serving can be nominated. We have two Board of Directors that are retiring from the position and we are looking to fill those positions. Mike Booth has been nominated for the Board of Directors.

Frozen Fingers Fly-in is January 1 st . Bring planes to fly, jackets and have fun standing around the fire. Bring junk planes to burn.

"These are so accurate that they even come with inedible food

UPCOMING EVENTS

- 12/1 Business Meeting at the VFW 7PM (6:30 for food by Chef Ron)
- 12/10 Christmas Party at East Mountain Country Club (See attached Flyer)
- 1/1/23 New Years Day Fly-In at the field (See attached Flyer)
- 1/5/23 Business Meeting at the VFW 7PM (food TBA)

December 1st meeting

From the HCRC Food Hangar

American Chop Suey

Will be served around 6:30

Drinks will also be available

www.hampshirecountyrc.org
MASSACHUSETTS
H C
R C

ATTENTION ALL CLUB MEMBERS

December is Closing of Nominations and Election Month for Officer Positions & Open Board of Director Positions:

We will be holding the closing of nominations and the election of the Officer's positions and any open Board of Director position(s) at the next business meeting on December 1st.

Please plan to attend these meetings to help with this process.

Thank you.

EAST MOUNTAIN COUNTRY CLUB
1458 East Mountain Road
Westfield, MA 01085

Christmas at East Mountain

Want to have a Christmas Party, but don't have enough people to book a facility?

Whether you have 5 people or 75, we have the solution to your problem.

We have reserved the following night exclusively for small groups of up to 75 people. We provide the food and entertainment, you provide the fun!

Saturday Night December 10, 2022

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

Food: **Deluxe Buffet. Includes incredible Beef, Chicken, Pasta and Seafood. Also includes Potato, Vegetable, Salad, Warm Rolls, Dessert, Coffee and Tea. Hot and Cold Hors D'oeuvres served during the social hour.**

Musical entertainment provided by

DJ Luis' Dancing Machine!

Dancing & Fun!!!

For your comfort, seating will be limited to 200 people. Seating will be at round tables with up to 10 people per table. Please call Brenda at 413-374-3434 as soon as possible to make your reservation

Price: $45.00 per person
(for your convenience, tax and gratuity are included.)
www.eastmountaincc.com

Find us on: facebook

X-MAS PARTY PAYMENT DEADLINE WILL BE THIS BUISSNESS MEETING 12/1

Hey Everyone
It's that time of year again for.....

Our Annual New Year's Day Fly-in!!

When: **Sunday January 1st 2023** (Of Course)
10AM to 3PM
Come fly, eat and freeze your fingers off!
Where: at the club field

The club will provide grilled hot dogs and COLD drinks

Please feel free to bring something extra such as
soup, chili, coffee, stew maybe, something hot is the theme as long as it can be brought to the field hot or reheated on the grill
We will also have a **PIT FIRE** to help stay warm as well

Check the club social media resources before coming out to make sure the weather isn't too, well, **weathery** at:

the club web site www.hampshirecountyrc.org or
our Facebook page www.facebook.com/groups/148353592007739/

Keep it cool: controling air flow

Model Airplane News
Featured News, Hobby King, How-tos
9 Comments

When working with an internal combustion engine, we always have to deal with the heat that is created by this process. In many cases, the opening in the cowl will allow enough air to flow over the engine to maintain a cool temperature. But when performing extended 3D maneuvers, we have only the air produced by our prop to keep the engine cool, and sometimes this may not be enough. That is when we want to direct the air to flow over the main engine component that is creating the most heat-the engine head. Extra airflow over the engine can be accomplished by manufacturing ducting inside the cowl to direct the air where you want it to go. Here are three very important facts about air:

- Air will always flow in the path of least resistance.
- Air pressure will form a wall that will prevent any airflow from coming into the cowl if it is allowed to build up. That is why the exit hole is always recommended to be three times larger than the entry hole.
- By funneling air, it will increase in speed.

If we make a ducting system at the opening of our cowl, it leads only to the engine head(s). It will become the path of least resistance that will force the cooling air to travel over cylinder head(s). I used materials common to most model airplane enthusiasts. The cowl ducting can be made from a variety of materials including fiberglass, tin, plywood and balsa wood. Let's take a look at what we need for the project.

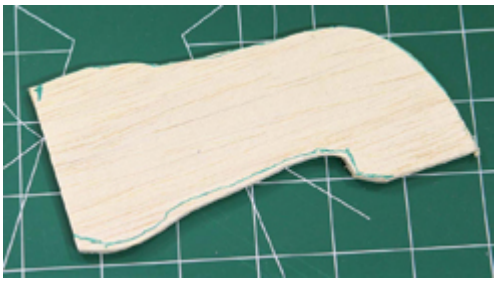
1 The materials I used include (left to right) 3/32 balsa wood for the ducting or baffles, hobby blade, 5-minute epoxy (or 30-minute epoxy), microballoons, pattern transfer gauge, felt-tipped pen and a Dremel tool with drum sander bit.

2 My first step is to increase the airflow coming into the cowl by enlarging this front opening. By increasing the opening size in a downward direction, I also center my cowl entry hole to the engine's cylinder head.

3 The cowl on this TOC Katana comes in two parts and allows me to work on the lower part while it is still attached to the aircraft. This makes my job of fitting the duct work much easier. I begin by enlarging the entry hole using the sanding drum on my Dremel tool. My Shop-Vac sucks up any dust created from the sanding drum and keeps the area clean.

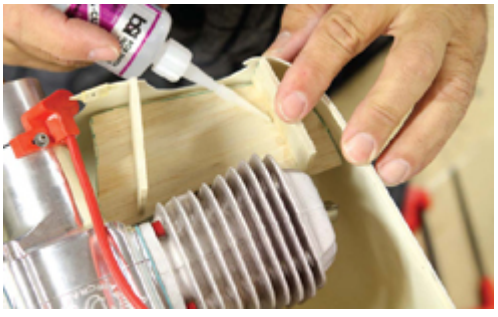
4 I start by using a pattern duplicating tool to make a rough outline of my engine head. I then transfer this outline to the 3/32 balsa wood. This pattern does not have to be exact and can also be created from cardboard or any other material you want to use.

5 With the outline transferred to my balsa wood, I begin cutting out the major portions with my hobby blade. Then, I trim up the edges and do any final modifications with my Dremel tool. By using balsa wood, this is a quick and relatively easy process. Consider your first piece a pattern piece that may need extra work, or you may need to make an entirely new piece to get it just right.



6 Here is my first piece with some scribe lines that show additional material that needs to be removed. Again, I use the Dremel tool for all the detailed removal. I cut out two pieces, one from the bottom of the opening and the other for the top; in most cases, they will be very close to the same size.

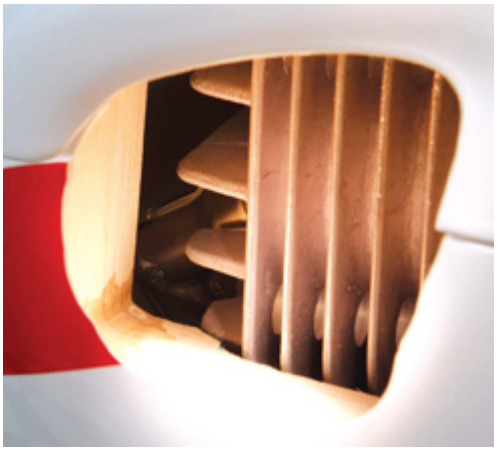
7 I now take both pieces and tack-glue them into place using BSI thick CA glue and placing two to three drops around the edge where the ducting contacts the cowl. Then I hit it with a quick spray of CA accelerator to hold my piece firmly in place. I repeat this process on the upper duct, or baffle, so it is also tacked in securely.



8 I now work on my side baffling. This does not have to be cut with precision; I am only concerned with

length and angle, I again tack them in with two drops of thick CA and accelerator. After repeated fittings with my upper cowl and using my Dremel tool with the sanding drum, I finally get a perfect fit. Now, when my upper cowl is attached, there is a 1/16-inch gap between the side baffles and the upper baffle. I want to make sure that everything fits correctly before I final-glue the baffles. To this end, I bolt on the upper and lower cowl, along with the side screws, to ensure I have a proper fit.

9 All that is left to do is to mix up some epoxy and microballoons and apply it to all of the corners of my ducting/baffles. I added some triangle balsa to the bottom of the ducting where it attached to the cowl for added support. Make sure you work with fresh epoxy; if it starts to cure, mix a new batch. Fresh epoxy will flow into the wood fibers and make for a stronger bond. I only mixed up enough epoxy for each corner; I ended up mixing about 12 small portions of epoxy for this side alone.



10 As you can see from this view, I now have a larger opening for air to flow in and help cool the motor. All air that now flows in through the cowl opening has to go over the engine cylinder head on its path through the engine compartment. That makes efficient use of all cooling air, resulting in a much lower overall engine temperature. This is a simple addition to any engine compartment that will always improve your engine's performance and efficiency. Try it and enjoy!

Please support your local Hobby Shops

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