

HCRC Flyer

July 2022



AMA Charter #341



A photo of a Beautiful RC B-29 Super fortress dropping what looks like a RC Bell X-1.



HCRC Meeting Notes from Thursday, June 2nd, 2022

No Quorum Present - 14 Members including 4 Executive Members present: Mike Shaw, Dan Kapinos, Ron Paul, Bill Ewers, Wayne Dawson, Bob Prosciak, Gus Coelho, Dave Wartel, John Paresky, Mike Booth, Mark Wasielewski, Dennis Walker, Pat Malone, and Peter Cincotta

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

Solar/Wind Charger is in place and functional. The project ran overbudget and the club reimbursed about \$200 for the project.

Scale Meet will be held June 12th. We are hoping for a good turnout from members and other clubs. We are looking for volunteers to help with this event.

The Club Barbecue is June 25th. Please come and enjoy Chef Ron's Chicken and a day of club flying.

Wings over Hadley is August 20th & 21st . We are looking for volunteers to help run this event.

October 9th - Electric Festival needs an event director.

New Member Applications:

Ken Gallano was voted into the club.



SAFETY ALERT



I have been made aware of some confusion regarding safe operations of aircraft in the pits/taxiway/runway areas. Here is an overview of procedures and a picture to help clarify this issue.

There is no taxiing of aircraft in the pits. Start your aircraft and manually move it (push or carry) to the taxiway or runway.

There is no taxiing behind or immediately adjacent to any person regardless of where they are.

The area between the FLYING LINE and the RUNWAY SAFETY LINE, is the TAXIWAY. This is where you should place your aircraft to enter or exit the runway. Do not taxi past this line into the pits. There are no takeoffs or landing allowed on the taxiway. The exception is helicopters that may need to hover/taxi to and from the runway.

All pilots should stand or sit at or very near the flying line. And all aircraft in flight are to be on the east side of the runway safety line.

If someone is flying. Call out to them your intentions. (On the field, taking off, landing,) etc. Maintain your situational awareness at all times.



RED BOX: RUNWAY, AND SAFETY LINE.

GREEN BOX: FLYING LINE AND TAXIWAY.

BLUE BOX: PITS AND SEATING AREA.

I hope this is helpful. Please pass the word, and anyone can talk to me about safety at anytime.

Dan Kapinos

RC Model Tip – Tame your Tail-Dragger

[Model Airplane News](#)

[Featured News](#), [Flight Techniques](#)



From sport planes and classic civilian aircraft to warbirds and fighters, the tail-dragger configuration, where the little “steering” wheel is in back behind the main landing gear, remains very popular. Though the tailwheel has very little effect on the model’s flight performance, the landing gear configuration does make takeoffs and landings much different from planes with tricycle (trike) landing gear. Here are some of the basics to help tame your tail-draggers and improve your takeoffs and landings.



Depending on the wind, you can land a tail-dragger in two different ways: a tail-down, 3-point attitude (stall landing) or in a nose-down (2-point), wheel landing approach as shown here.

DIFFERENT TECHNIQUES

The major difference between a tail-dragger and a trike-gear model is the relative position of the model's main landing gear with respect to the position of the center of gravity. With a trike, the center of gravity is forward of the main wheels and, when you land the model, it should touch down on the main wheels. The nose then remains level or tilts slightly downward, until the nosewheel comes in contact with the ground. This in turn decreases the wing's angle of attack and helps to keep the model on the ground. With a tail-dragger, the center of gravity is somewhere behind the main wheels and so after the main gear touches down and the model begins to slow down, the nose slowly tilts upward (the tail comes down) until the tailwheel or tail-skid comes in contact with the ground.

Another reason for the differing set of challenges is because of the relatively narrow track of the main wheels, and the position of the tailwheel so far aft of those wheels. If the tailwheel is allowed to move to one side or the other outboard of the main wheel's track, inertia then takes over and the tail attempts to circle around to the front end in the classic "ground loop." With a nosewheel, even on smooth, paved runways, there are no real surprises; but with a tail-dragger, a few eye openers can pop up if you don't pay attention. Tail-draggers, especially WW I and vintage planes equipped with non-steerable tail-skids, behave much better on grass. The drag of the soft, rough sod actually helps keep tail-draggers going straight after landings. But on a hard, smooth runway, you can easily over-control and cause a ground loop. To keep the tail end aft, you have to be quick with your rudder inputs, maintain directional control, and keep the tailwheel between and behind the two main wheels.

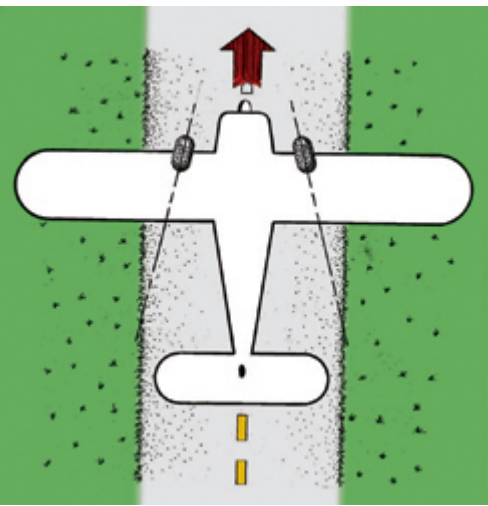


Illustration 1: While traveling straight, toe-in of the two main wheels produces an equal amount of drag friction so the tail stays between the two wheels.

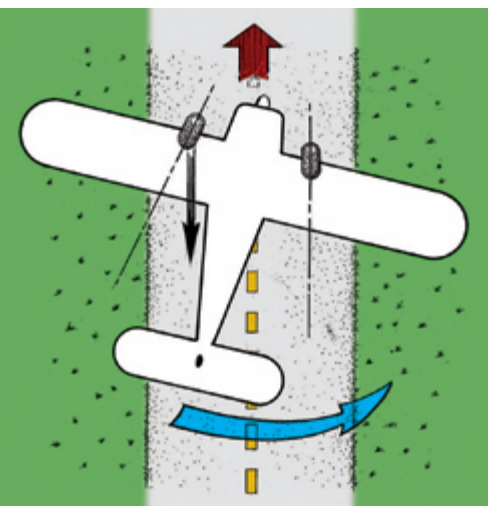


Illustration 2: Should the tail swerve to one side, the angle of the wheels changes, reducing the drag friction of one wheel and increasing it for the other. Toe-in automatically brings the tail back into the proper position between the wheels.

Generally speaking, a tail-dragger's turning radius is also larger than a trike's because the main gear is much farther from the tailwheel, thus producing a bigger radius. To keep the tailwheel down on the ground, you use up-elevator. However, you can tighten

your turning radius on the ground by releasing the up-elevator, which lightens the tail's down force. Some WW I planes may even require a bit of down-elevator and a blast of throttle to help swing the tail around.

During takeoffs, torque from the engine and propeller forces will tend to make the model veer to the left. Some right-rudder correction is required to keep the model going straight. Trike aircraft have good directional control: both the nosewheel and the rudder maintain directional control. With the tail-dragger, however, since the tailwheel lifts off the ground before the plane becomes airborne, the rudder alone is correcting for heading.

LANDING TECHNIQUE

There are two types of tail-dragger landings: 3-point (stall landings) and 2-point (wheel landings). The type of model you fly and the wind conditions dictate the best type of landing to use. If you have a high-wing, lightly loaded model such as a Piper Cub, you will in most cases be able to flare into a 3-point landing; this type of model is very forgiving and has predictable stall characteristics. In calm weather, the best technique is to come in, maintain straight and level during approach, and then you apply a slight amount of up-elevator to flare for touchdown. Try to extend the flare as long as possible so as the model touches down on all three wheels, the wing is completely stalled and not creating excess lift. Remember to let the tail come down on its own. If you apply a lot of up to drive the tail down, it increases the wing's angle of attack and—if the wing is not fully stalled—it can cause the plane to become airborne again, only to stall more sharply with a harder touchdown.

In blustery or crosswind conditions, a wheel landing is a better choice for lightly loaded models, as you can bring it in at a higher airspeed to maintain positive control for a longer time. With high-performance, more heavily loaded models like a CAP 232 or a Pitts Special biplane, most—if not all—of your landings should be wheel landings. This is because aerobatic models tend to stall more abruptly at lower speeds, and the model's angle of attack is much more critical during landing. If you flare too early into the 3-point attitude, the wing could stall causing the model to drop in abruptly. With either type of model, use the throttle to adjust your rate of descent, and the elevator to control angle of attack and airspeed.

UNDERSTANDING TOE-IN



Most WW II warbirds are tail-draggers, so if you like military planes, learn to use rudder!

To help instill some built-in ground stability to tail-dragger airplanes, many modelers will add some “toe-in” to the main landing gear. This is where the wheels are angled inward as shown in illustration 1. While the airplane is moving forward, the drag of the wheels in contact with the ground is equal, and the model travels straight with the tail positioned between the two main wheels.

AEROBATIC MODELS TEND TO STALL MORE ABRUPTLY AT LOWER SPEEDS, AND THE MODEL'S ANGLE OF ATTACK IS MUCH MORE CRITICAL DURING LANDING.



A tail-dragger configuration also saves weight, and this improves the power-to-weight ratio for high-performance airplanes. It also produces less drag, further improving flight performance.

Should the model start to swerve a little one way or the other during takeoff or landing (see illustration 2), the drag of the misaligned wheel increases. This then applies a slight amount of corrective drag force (much like applying brakes in a full-size airplane) that brings the tail back into a straight position between the main wheels.

Tail-draggers offer several advantages over nose-gear equipped airplanes:

- Tailwheels are much smaller and lighter and cause less air drag while flying.
- Tailwheel linkage is simple and straightforward.
- Tailwheels absorb landing impacts better than nosewheels do because they touch the ground at slower airspeeds; when the tail comes down, much of the speed has been dissipated.

TYPES OF TAILWHEELS



Tailwheels are small and add little weight to the airframe compared to the weight of a larger nose-wheel and its steering linkage.

A tailwheel can be attached directly to the rudder or to the bottom of the fuselage and then connected indirectly with linkage to the rudder for steering control. I prefer the fuselage attachment because the indirect connection to the rudder isolates the rudder hinges

and steering servo from the jolts and loads associated with taxiing, takeoffs and landings. A simple strap or some rubber bands and a small length of dowel glued into the rudder make connections quick and easy to maintain.

For scale planes, the most common way to attach the tailwheel's tiller arm to the rudder is with a pair of springs. When the tailwheel is positioned below the rudder, the springs prevent the rudder from being damaged by side loads. Some setups use a single solid pushrod to connect the rudder to the wheel's tiller arm but this also transfers much of the loads to the rudder, hinges, and servo.

With warbirds and other aircraft whose tailwheels are some distance in front of the rudder hinge line, separate internal pushrods or cables directly attached to the rudder servo are used. This setup can also be used with a separate steering servo driven with a Y-harness connected to the rudder servo channel.

If you haven't tried a tail-dragger before, talk to some of your flying buddies and see how they do it. Then go ahead and give it a try. Once you master tail-draggers, you'll be able to fly and land anything. All it takes to be successful is a little understanding and some practice.

Airplane of the month: "Bell X-1"



The **Bell X-1 (Bell Model 44)** is a [rocket engine-powered aircraft](#), designated originally as the **XS-1**, and was a joint [National Advisory Committee for Aeronautics–U.S. Army Air Forces–U.S. Air Force](#) supersonic research project built by [Bell Aircraft](#). Conceived during 1944 and designed and built in 1945, it achieved a speed of nearly 1,000 miles per hour (1,600 km/h; 870 kn) in 1948. A derivative of this same design, the [Bell X-1A](#), having greater fuel capacity and hence longer rocket burning time, exceeded 1,600 miles per hour (2,600 km/h; 1,400 kn) in 1954.^[1] The X-1, piloted by [Chuck Yeager](#), was the first manned [airplane](#) to exceed the [speed of sound](#) in level flight and was the first of the [X-planes](#), a series of American experimental [rocket planes](#) (and non-rocket planes) designed for testing new technologies.

Upcoming Events:

7/7 Business meeting at the field (COME EARLY FOR HOTDOGS)

8/4 Business Meeting at the field (Come early for hot dogs & drinks)

8/20 & 8/21 Two day Fly-in

OTHER CLUBS

7/9 Scale fly-in hosted by CCRCC, 5 Meadow rd, Farmington, CT

7/10 Dawn Patrol WW1 Scale Fly-In hosted by NCRCC, Ellington, CT

07/16,17/2022 WRAM fun fly this summer

7/30 Cub and Classic Fly-in hosted by CCRCC, 5 Meadow rd, Farmington CT

8/6 & 8/7 NEPRO Q-500 Race hosted by NCRCC Ellington, CT.

8/7 Float Fly, hosted by Yankee Flyers of CT, West Thompson Lake

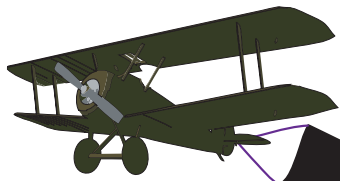
8/13 Club Picnic & Swap meet with flying \$15 hosted by CCRCC, 5 Meadow Rd, Farmington, CT.



HAMPSHIRE COUNTY
RADIO CONTROLLERS
PRESENTS

WINGS OVER HADLEY

HCRC's Annual Two-Day Fly-In
A Non-Competitive Event



DON'T MISS THIS ONE!

August 20th & 21st 2022
9am to 4pm

REGISTRATION STARTS AT 8AM – \$15 LANDING FEE
26 Honey Pot Road, Hadley, Massachusetts

All Fixed Wing Models Welcome
Gas turbines not ideal for our grass field.

Spectators Always Welcome – 50/50 Raffle

AMA Sanctioned – Current AMA Required

1500' GRASS RUNWAY

50/50 RAFFLE

PRIMITIVE CAMPING and RV PARKING at the field – No Hookups
For more information Visit <http://www.hampshirecountyrcc.org>
or www.facebook.com/groups/148353592007739/

Or contact: Ronald Paul CD – RPM3XLM@comcast.net – 413/374-3212

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www.rcmadness.com
101 North Street Enfield, CT 06082
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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	alanhcrc@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
Pete Cincotta	Peinc01085@Comcast.net
Mark Wasielewski	mwasielewski@behindthetrees.com

MISC:

Denise Sitler (413)568-6595 wds1956a@gmail.com

Newsletter Editor

Webmaster

Youth introduction Coordinator