

HCRC Flyer

November 2022



AMA Charter #341



Photo of Jesse Russel a Top Gun pilot, flying a low pass at full throttle with 50cc P47 Thunderbolt at NCRCCs "Warbirds over Ellington" event this year.



HCRC Meeting Notes from Thursday, October 6th, 2022

Quorum Present - 21 Members including 3 Executive Members present: Dan Kapinos, Ron Paul, Bill Ewers, Alan Crawford Sr., Santiago Mercado, Gordie Lauder, Bob Prosciak, John Darrow, Lou Enselek, Mike Riley, James Germana, Mark Wasielewski, Robert Tiffany, Mike Booth, Emily Booth, Patrick Malone, Leland Johnston, Gus Coelho, Wayne Dawson, Jack Dawson and Dave Wartel

Visitor: Alanis Mattbies

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

Good turnout and nice weather for the club barbeque. 30 meals served.

The club swap meet was a little thin. Need to advertise with AMA and others to drive better turnout in future swap meets.

Upcoming events:

1. The Electric Festival is Sunday, October 9th from 9 AM to 3 PM with a \$15 landing fee. We are looking for volunteers to help run this event. Please bring a canned food item as a charity donation.
2. The Fall field cleanup is Saturday, October 22nd from 10 AM to 12 Noon. We will be flying afterwards. The rain date is Saturday, October 29th. Please bring a canned food item as a charity donation.
3. Frozen Fingers Fly-in is January 1st. Bring planes to fly, jackets and have fun standing around the fire. Bring junk planes to burn.

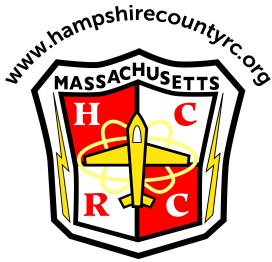
RTL Fasteners supplied the club with discount coupons. Please see Ron if you intend to purchase hardware this winter.

Safety Talk: Ron spoke about a recent charging fire that caused the loss of his garage. Please be conscious of charging batteries and do not leave them unattended.

Ron is retiring from his position as Treasurer. Thank you to Ron for 9 years of service as the club treasurer. Gus Coelho was nominated as a candidate and has accepted the nomination. Gus was formerly the president of SPARKS. Gus was voted in unanimously by all in attendance.



"The flight is delayed a bit due to increased security measures."



From the President's desk.....

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

Another flying season has come and mostly gone. The leaves are falling and in need of raking up now. A sure sign the snow flakes are not far behind. I hope you all had a successful flying season at the field this year. I managed to fly a fair amount but it's never as often as you'd like. Some is better than none though. If you did make it out for some flying you probably couldn't help but notice the great conditions the runway and property has been kept in. I'd like to thank Dan Kapinos our VP and Field Maintenance manager and his crew of mowing volunteers who have worked to keep the field conditions in tiptop form and with great consistency too. THANK YOU to everyone who chipped in!

Another item that most of you may be aware of is the club now has a new Treasurer. After 9 years of managing our club funds Ron Paul has retired from his position. I would also like to thank Ron for all his hard work and dedication over the years. THANK YOU, Ron! With that said, we have voted in a new Treasurer Gus Coelho. WELCOME Gus! I am sure he will do a wonderful job for us as well. Gus' contact info is on the back page of the newsletter so be sure to send your dues payments to him for next years membership instead of Ron.

November & December are nomination & voting months respectively at the club business meetings. Come on out and get involved with our club. Get yourself nominated for any of the Officer or available Board of Director positions and help guide your club to be as successful as possible.

In closing, enjoy the upcoming winter months preparing your planes for the next flying season. If I don't see you beforehand enjoy the holidays and *I'll see you out there!*

Mike



HCRC Hampshire County Radio Control Club

Hadley, Ma. 01035

A note to all the members of our club.

I want to take a minute to thank all of our members for allowing me the honor of being your Club Treasurer for the past 9 years. It's been a great time for sure.

I am stepping down for now and I will be turning over the duties to Gus Coelho. He will be accepting your dues for the upcoming season.

I will still be around to help where needed.

Again Thank you and I will see you guys around at the field and the meetings.

As always,
Ron Paul



ATTENTION ALL CLUB MEMBERS

November is Nomination Month for Officer Positions & Open Board of Director Positions:

We will be holding nominations for the Officer's positions and any open Board of Director position(s) at the next business meeting on November 3rd. We will then call for a vote at the following meeting on December 1st.

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

Thank you.

DIY Airplane Tail Ski

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



During winter, most of the planes we fly are tail draggers and just have skis on the front. Small skis for the tail of the plane are unavailable. If the snow is soft or crusty, this more or less works: the wheel drags through the snow or stays up on top if the snow is crusty. You do run into a problem once

in a while where the tail wheel and wire catch in a soft part of the snow or footprint on the runway (left by someone retrieving a plane or coyote). If you're lucky the snow gives, but after watching the rudder and wheel suddenly depart from the tail of my friend's E-flite Carbon Cub giant scale foamy during a landing, I decided it was time to make a ski that would just replace the tail wheel on any airplane.

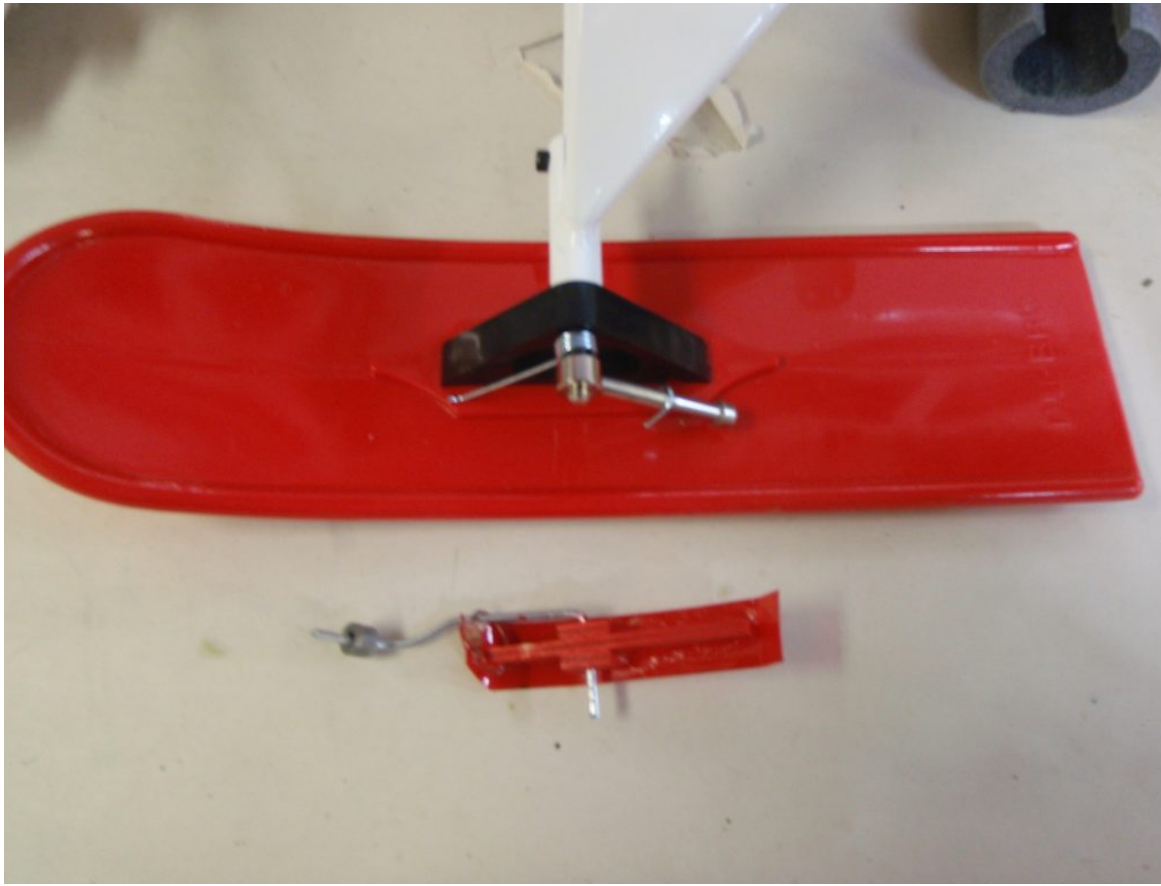


My winter airplane is the E-flite Super Cub 25e. This has a version 1 ski design. It is a profile of the ski curved shape with two side pieces, made out of 1/8" plywood, to form a keel for the ski. Add some scrap canopy plastic bent to the curve, plywood, CA, trim to shape and you have a ski. Canopy plastic was used for the ski, trying to keep it light and not affect the CG.



This is the key photo for success. The front skis have axle attachments, mid ski, which is strong enough to keep the skis from pitching up (causes trim changes to flight controls) or downward (which results in some colorful landings). The rear tailwheel wires are generally pretty thin so the rear ski has to be axle forward. You can see above the axle location it is forward (1/3 the length back from the front of ski). Gravity wants to make the rear drop, keeping the tip up for landings. A fail safe is also required in case of rough snow crust. This makes it impossible for the ski to pitch downward and get caught in the snow. Just drill a hole anywhere at the front of the

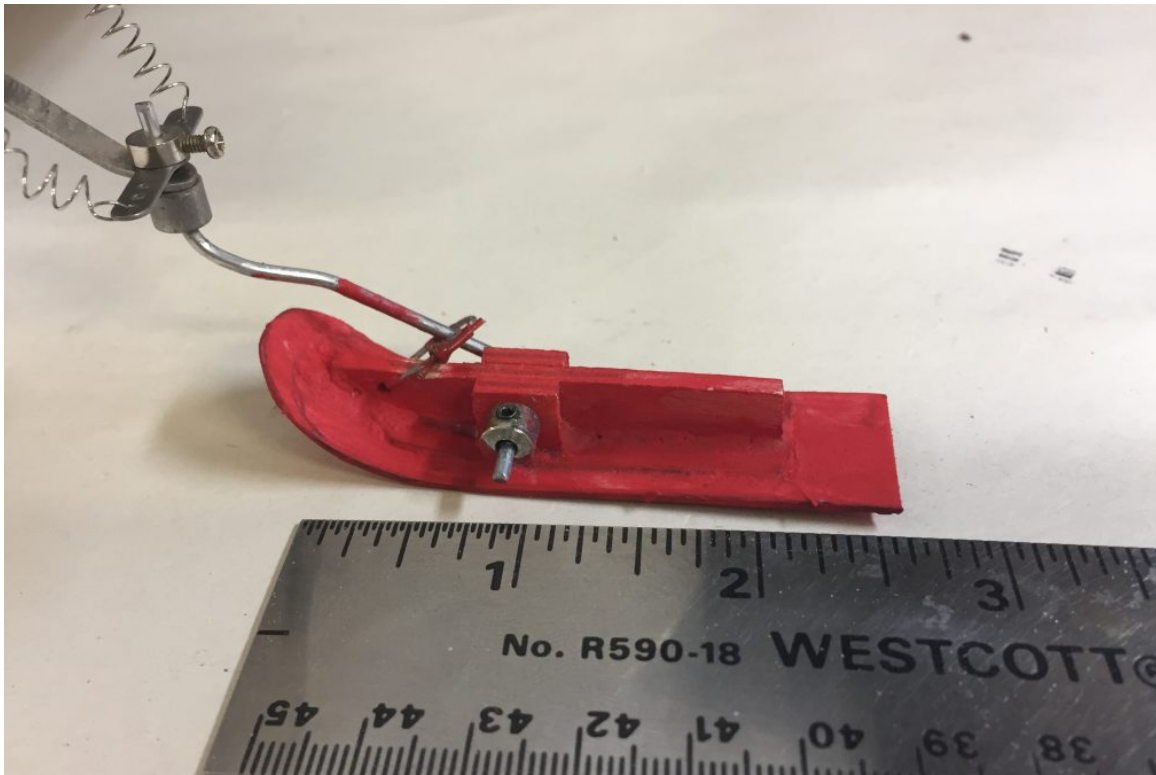
ski and put the plane in takeoff/landing position on a table. Loop some wire through the hole and through some scrap copper tubing (similar to pull-pull aileron connections). Snug the wire up on the tail wheel leg, crimp and trim. Paint if you want.



Above shows the ski painted to match the Cub colors and size of the ski relative to the Du-Bro Snowbird Snow Skis (Part 325 R).



This photo shows the ski mounted to the airplane and looks great. You can also see the snow is not always a smooth surface. Take the plane out next weekend with a new tail ski and brag to your friends about how the rudder on your airplane is not going to come off like it does on some airplanes? Well, after a few flights on crusty snow, the plastic had broken from the cold and the tail of the plane was sinking into the snow. I did get razzed a bit about, where was my new ski? Hence version 2.



The version 2 ski is shown above with a ruler for scale. Same ski design as version 1 but with $3/32$ ' plywood formed to shape and glued onto a similar frame and painted. The plywood was cut to the top view profile at size I wanted and the front half, soaked overnight. While it was soaking I took a scrap of 2x2 and cut the ski side view profile in it with my scroll saw. The ski was placed in the form and clamped until dry (overnight).



On the first attempt with the form the plywood cracked so I modified the front ski angle. There are a couple of thin wedges at top of photo to help hold ski nose in the revised profile shape.



Above shows the dry ski in form. The finished ski is still on the Cub and has sustained several winters of service. The same technique could be used to form the main skis for a smaller aircraft. A wire from the front of the ski connecting close to the fuselage is required to keep from dropping forward when flying/landing. The wind from flight seems to keep the skis relatively level and in a minimum drag position.

I hope this article will get a few more pilots successfully enjoying winter flying. Our field is several miles from a main road across a farmer's field which isn't plowed in

the winter. Most of us have 4-wheel drive trucks with tow ropes and equipment to pull you out from the back if you get stuck on the way into the field.

**We will be serving food at the November
Business meeting starting at 6:30
We will be having Shepard's Pie prepared
by your in house chef Ron.
Drinks will also be on hand.**

Airplane of the Month: **P-36 Hawk/Hawk 75/Mohawk**



The **Curtiss P-36 Hawk**, also known as the **Curtiss Hawk Model 75**, is an American-designed and built [fighter aircraft](#) of the 1930s and 40s. A contemporary of the [Hawker Hurricane](#) and [Messerschmitt Bf 109](#), it was one of the first of a new generation of combat aircraft—a sleek monoplane design with a retractable undercarriage making extensive use of metal in its construction.

Perhaps best known as the predecessor of the [Curtiss P-40 Warhawk](#), the P-36 saw little combat with the [United States Army Air Forces](#) during [World War II](#). It was the fighter used most extensively and successfully by the [French Air Force](#) during the [Battle of France](#). The P-36 was also ordered by the governments of the

Netherlands and Norway but did not arrive in time to see action before both were occupied by Nazi Germany. The type was also manufactured under license in China, for the [Republic of China Air Force](#), as well as in [British India](#), for the [Royal Air Force](#) (RAF) and [Royal Indian Air Force](#) (RIAF).

[Axis](#) and [co-belligerent](#) air forces also made significant use of captured P-36s. Following the fall of France and Norway in 1940, several dozen P-36s were seized by Germany and transferred to Finland; these aircraft saw extensive action with the [Finnish Air Force](#) against the [Soviet Air Forces](#). The P-36 was also used by [Vichy French](#) air forces in several minor conflicts; in one of these, the [Franco-Thai War](#) of 1940–41, P-36s were used by both sides.

From mid-1940, some P-36s en route for France and the Netherlands were diverted to Allied air forces in other parts of the world. The Hawks ordered by the Netherlands were diverted to the [Dutch East Indies](#) and later saw action against Japanese forces. French orders were taken up by [British Commonwealth](#) air forces, and saw combat with the [South African Air Force](#) (SAAF) against Italian forces in East Africa, and with the RAF over Burma. Within the Commonwealth, the type was usually referred to as the **Curtiss Mohawk**.

With around 1,000 aircraft built by Curtiss, the P-36 was a commercial success for the company. It also became the basis of the [P-40](#) and two unsuccessful prototypes: the [P-37](#) and the [XP-42](#).

Upcoming Events:

11/4 Business Meeting at the VFW 7pm (Nominations for officers and Board of Directors)

12/1 Business Meeting at the VFW 7PM (food TBD)

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