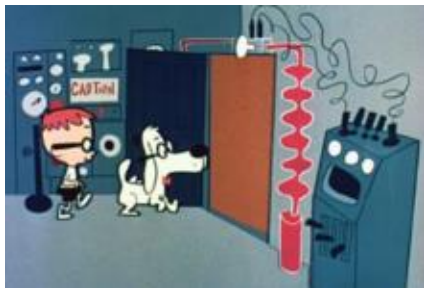


HCRC Flyer

August 2023



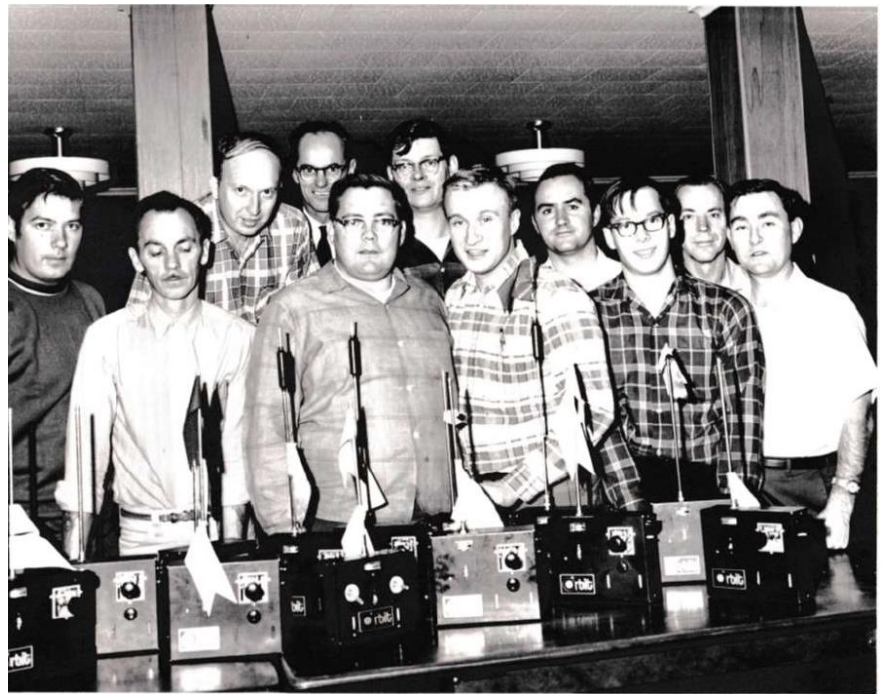
AMA Charter #341



“Sherman set the wayback machine to 1969..”

This photo was just handed over to the club. It was taken sometime in 1969. In it are a few of the club’s founding members.

Radio Control was just beginning to evolve beyond handmade systems and pulse systems to full proportional radios. Check out the collection of AM transmitters complete with frequency flags!



Front: Harold, Fran Mitchell, Richard Yarrows, Ron Anusiewicz
Back: Bob Barkowki, Jerry Hutton, Jerry Hutton, John Papageorge, Ray Hathaway, Fran Purcell, Don Asquith, Ulie Toll

From the President



Hello All,

Just a quick few words.....

As most of you are probably aware, The Connecticut River went past flood stage recently. As you can see from some of the photos further in this newsletter our field was affected by it. Amazingly we managed to come out of it with minimal damage. Luckily the river didn't quite go to the full predicted flood height of 117.6' and only made it to approx. 114.9'. Still quite a bit of water made it onto our property, into the sheds and over our picnic area. A few members were able to get up to the field the night before the flooding became an issue and moved the mowers, gas grill and the generator off the property and to other locations to safety. When all the water finally receded pretty much no damage was left behind. We really dodged a bullet here.....this time.

On the topic of field relocation, we had a sit down meeting with our neighbor to the west, Lenny Blajda on 7/19 at the field. He confirmed what our relocation committee members have been reporting. He wants to do a lease-to-own transaction with our club offering some of his property that is right adjacent to our existing land. We were able to negotiate some preliminary figures and discussions are still ongoing.

We are waiting for the current crop of corn on the property to get harvested and then we intend to walk the property and check it out in more detail. Meanwhile, we are continuing to investigate all other land location possibilities. If you see a parcel of property that looks promising please forward the details to Pat Malone our Committee Chair. His contact info is on the last page of this newsletter. Stay tuned. In the meantime continue to come to the field, fly and enjoy the rest of the flying season. Hopefully the weather is heading for a dry spell. We'll see..and I'll see you out there!

Mike

HCRC Meeting Notes for the Thursday, July 6th, 2023 Business Meeting



Quorum Present – 22 Members including 4 Executive Members present: Mike Shaw, Dan Kapinos, Gus Coelho, Bill Ewers, Mark Wasielewski, Pat Malone, Mike Booth, Shawn Kelsey, Bob Prosciak, Dave Wartel, John Darrow, Ron Paul, Peter Cincotta, Dave Lampron, Dean Lampron, Ed Kopec, Jack Nichols, Lou Enselek, Zach Kline, Jack Dawson and Wayne Dawson

Glenn Demers was present as a guest and possible future member.

Reading of the minutes from the previous month was waived.

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

The Spring Barbeque has been re-scheduled to 7/22 with a 7/23 raindate and is now the Summer Barbeque. 10 AM to 3 PM flying and a noontime lunch of burgers and dogs. This event is open to club members and their families. We are looking for volunteers to help run the grill.

Pat Malone and the Search committee spoke with the landowner next door and he seems interested in a 2 year lease to buy agreement. He still doesn't have a purchase or lease price.

The former airport in Hatfield may be available for rental. Pat is exploring this possibility.

Pat is pursuing the Gazette to get an article written about our club field. We would have some level of editorial control.

Dave Wartel contacted Andy Argenio (District 1 VP) regarding the possibility of support from the AMA. He is waiting for a response from Andy.

We received a letter asking if we would like to sell the property to a family that wants access to the river. This is something that might be interesting if the club ends up moving. Otherwise this is not worthwhile.

We are looking for a 1200' x 200' strip with ~15 or 20 acres of open area to one side to allow overflight.

Glenn Demers was voted into the club.

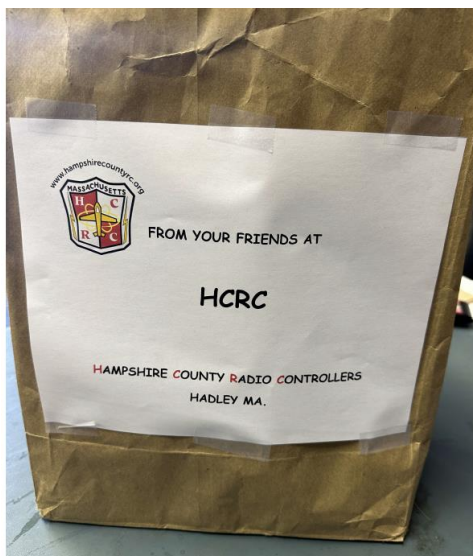
Club News

UPCOMING EVENTS

There's a lot of reasons to go flying in the month ahead!

- **8/13** Business meeting at the field 7pm – come early for hot dogs and drinks
- **8/12** Club picnic and swap meet hosted by CCRCC 8AM - 3PM Farmington, CT
- **8/13** Float Fly hosted by NCRCC, Crystal Lake, Ellington, CT
- **8/13** Float Fly hosted by Yankee Flyers of CT. West Thompson Lake, North Grosvenor Dale, CT
- **9/7** Business meeting at the field 7pm (last outdoor meeting of the season) Come early for hot dogs and drinks
- **9/16** Warbirds over Ellington hosted by NCRCC, Ellington, CT

These food items were collected during our recent club picnic and were donated to the food pantry down the street from the flying field. A big thank you to members who brought food donations to the club picnic!



The great flood of 2023... floatplanes only!



Our club picnic, food, flying, friends and fun!



Did You Know?



After being a young pilot at HCRC – Paul Sitler (now Major) went through the Air Force ROTC and graduated from U Texas with dual degrees in Aerospace and Mechanical engineering. After graduating Paul went on to fly f-16's. Paul also continued in private aviation earning his private, and twin engine ratings.

Paul is just one example of the many young pilots who have been members of HCRC.

How do you mend a broken heart ...wing?

Article from Gerry Yarrish, Model Airplane News



Let's face it. If you fly RC airplanes, sooner or later, you're going to damage your model. Knowing how to deal with common damage inflicted on our models saves you money and extends the life of your plane. So why buy a replacement wing when you can fix it yourself?



Here's our damaged wing. This is much like what would happen if you ran your plane into the safety fence at the flying field.

With so many ARFs available on the market today, few modelers are actually building up their models from kits. This has produced a whole generation of excellent flyers who simply don't have the building skills needed to produce an RC model. Without this experience, trying to repair an ARF can be difficult. The techniques shown here are not limited to ARFs and can be used to fix any model you have.

Materials

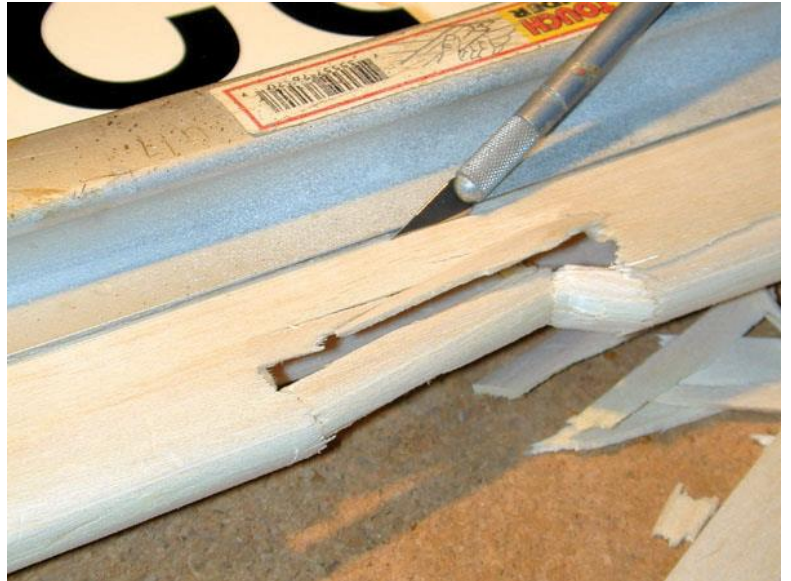
The two most important things for a repair project are good glue and a sharp hobby knife. For most of my repairs, I use Pacer Technology's Zap medium and thin CA, Zip Kicker and for high-stress areas, 20-minute Z-Poxy epoxy. A sharp hobby saw is perfect for making smooth cross-cuts in wood. When smoothing things out, you'll need a couple of sanding blocks or bars equipped with medium and fine sandpaper. For removing large amounts of material, a good razor plane is also a good tool to have.





The first thing to do is to remove the covering material so you can see exactly what's busted. Be like a doctor and cause no further harm! Don't just cut deeply into the covering and balsa sheeting. Be careful to cut only through the covering without damaging balsa sheeting. If you do, it can weaken the area around your repair.

To remove the sheeting around the damaged area, I used a long sanding bar as a straightedge to guide my hobby knife. The sandpaper prevents it from shifting while cutting the balsa. Once you remove the sheeting, you'll be able to see if there are any internal parts that need replacement.



For this wing repair, we needed to replace the leading edge (LE) and the front portion of the broken rib. Here you see the repair area has been cleaned up and the replacement LE material and the two notches that will need to be cut to carry the LE past the open area are shown.



A razor saw does this job quickly and easily.



Here the replacement LE material has been fitted snugly into place. To produce the shape of the rib replacement part, trace an undamaged rib next to the damaged one. Cut the part to shape and then place it against the damaged one.

Here you see the rib front and the LE replacement parts all glued into place. Tack glue the parts into place first, then lightly flow thin CA into the cracks and seams to make sure everything is secure.

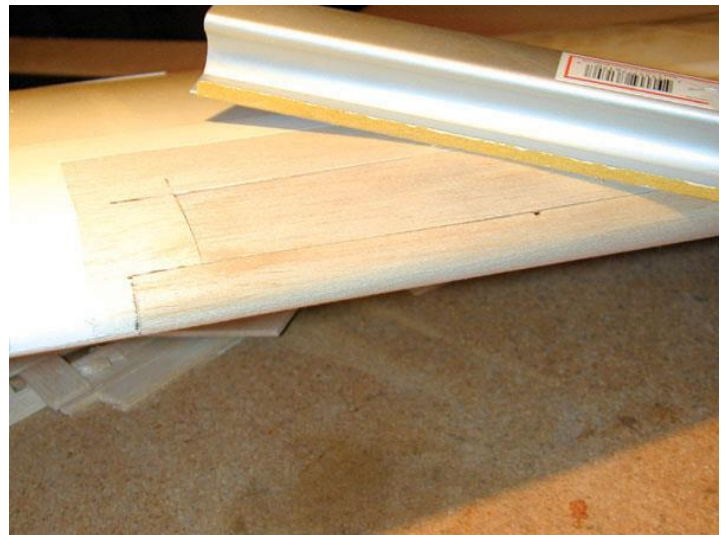


Before you can replace the top and bottom wing sheeting, you first have to add doubler strips under the edges of the undamaged sheeting so you have something to glue the new sheeting to. You may also need to glue some doublers to the side of the ribs to provide purchase to support the ends of the new replacement sheeting.

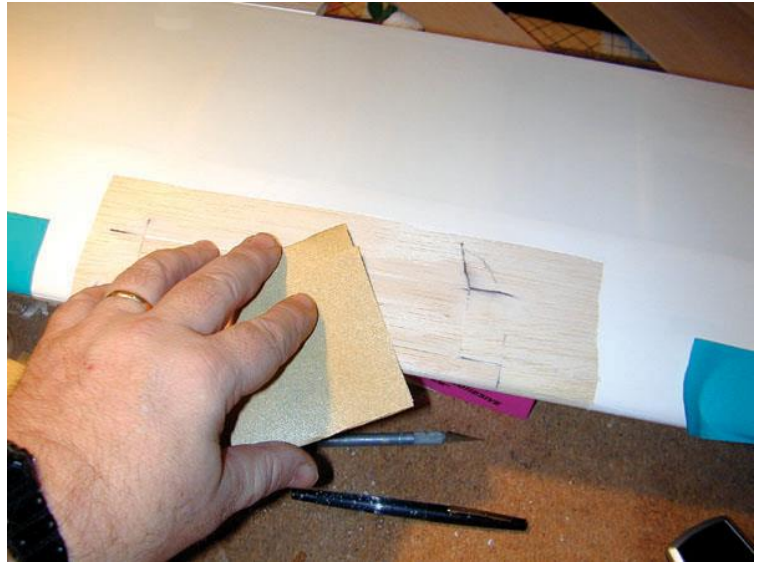


Here the new sheeting has been glued in place. Before closing up the bottom of the wing, re-glue all of the inside seams to make sure you have strong bond everywhere.

Once the wing structure has been closed up, start removing material from the leading edge and then shape and sand everything flush and smooth. A Balsa Razor Plane makes short work removing material from the LE stock.



Filling the seams with a lightweight spackling compound is the next step. I use Red Devil "OneTime" filler for this. It is extremely lightweight, dries in 30 minutes and is very easy to sand smooth. (It's available at the hardware store and home improvement department at Home Depot.) To make the filler easier to apply, use a damp sponge to lightly moisten the wood around the repair. Use a scrap piece of sheeting and apply the filler like you are frosting a cake. Press it firmly into all the seams and dents and then let dry. Use 220-grit sandpaper and sand everything smooth. If there are any starved areas needing more filler, just repeat the process and sand again until everything is level and smooth.



Wipe the dust off the model and get some matching covering material, your covering tools and supplies. For the Hangar 9 Pawnee I used matching UltraCote, (from Horizonhobby.com.) Use some rubbing alcohol to degrease the covering all around your repair. This removes the oily residue from your fingers and fuel residue that will prevent a good bond. First apply the base white color. Cut the white covering about 1-inch larger all around and apply the patch in two pieces starting with the bottom side of the wing. Iron the covering down and smooth out any wrinkles and then apply the top piece. Once the white has been applied, cut to shape and apply the trim color and overlap all the seams by about an inch. Be sure to seal all the edges down securely and, while you are at it, check all the other edges and covering seams on the wing and seal them down as well with your hot iron.



That's it! Don't look now, but your wing panel is ready for flight again! If you kept everything neat, your repair will be hard to see.

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