

HCRC Flyer



AMA Charter #341

January 2024



Happy
New Year!



This Christmas Decoration spotted hanging from the ceiling in a local business. Do you know where? Send the editor your guess!

SPECIAL NOTICE: Please leave the gate OPEN. This will allow people to come and gather the firewood from all the trees that have been taken down – Thank you!

HCRC Meeting Notes for the Thursday, December 7th , 2023 Business Meeting



No Quorum Present – 11 Members including 4 Executive Members present: Mike Shaw, Dan Kapinos, Gus Coelho, Bill Ewers, Bill Jaciow, Eric Wroblewski, Pat Malone, Mark Wasielewski, Ron Paul, Mike Booth, and Wayne Dawson

Reading of the minutes from the previous month was waived.

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

The Executive Committee and Search Committee are meeting on a weekly basis. They are attempting to push the rental/purchase of the land next to our current property forward. We are currently discussing about five acres extending from the road to the river.

Mike and Dan looked at the old Pilgram Airport in Whately. The field is in dis-repair and would require too much labor to make serviceable for our needs. This is not an option. The current landlord will not allow us to have some small portion of the land to fly off of next year. We will be flying off the area that we currently park on until the rental/purchase of the adjoining lot is completed. We can continue to fly off of our field until it is ploughed in the spring.

We are working on fundraising to support this land purchase.

1. Go Fund Me
2. 501(c)(7) Charitable organization registration
3. Selling Land Shares similar to what was done ~20 years ago to purchase the land across the street from the field

We will be having some work parties soon to cut back brush and improve the new airstrip. We had the large tree cut down in preparation for flying off of the adjoining parcel. Our FRIA has been approved by the FAA. There is no need to have a transponder when flying from our field.

Lenny has asked that we do not throw any waste materials onto his property.

We will be having a New Year's Day, January 1st fun fly. Please come out and enjoy a day standing around the bonfire!

Membership dues for 2024 are due prior to the February business meeting. Please re-up your membership through these difficult times.

We do not have a Quorum for voting in a new executive board. The current nominations are:

Mike Shaw for President

Gus Coehlo for Treasurer

Bill Ewers for Secretary

We are looking for a nominee for Vice-President

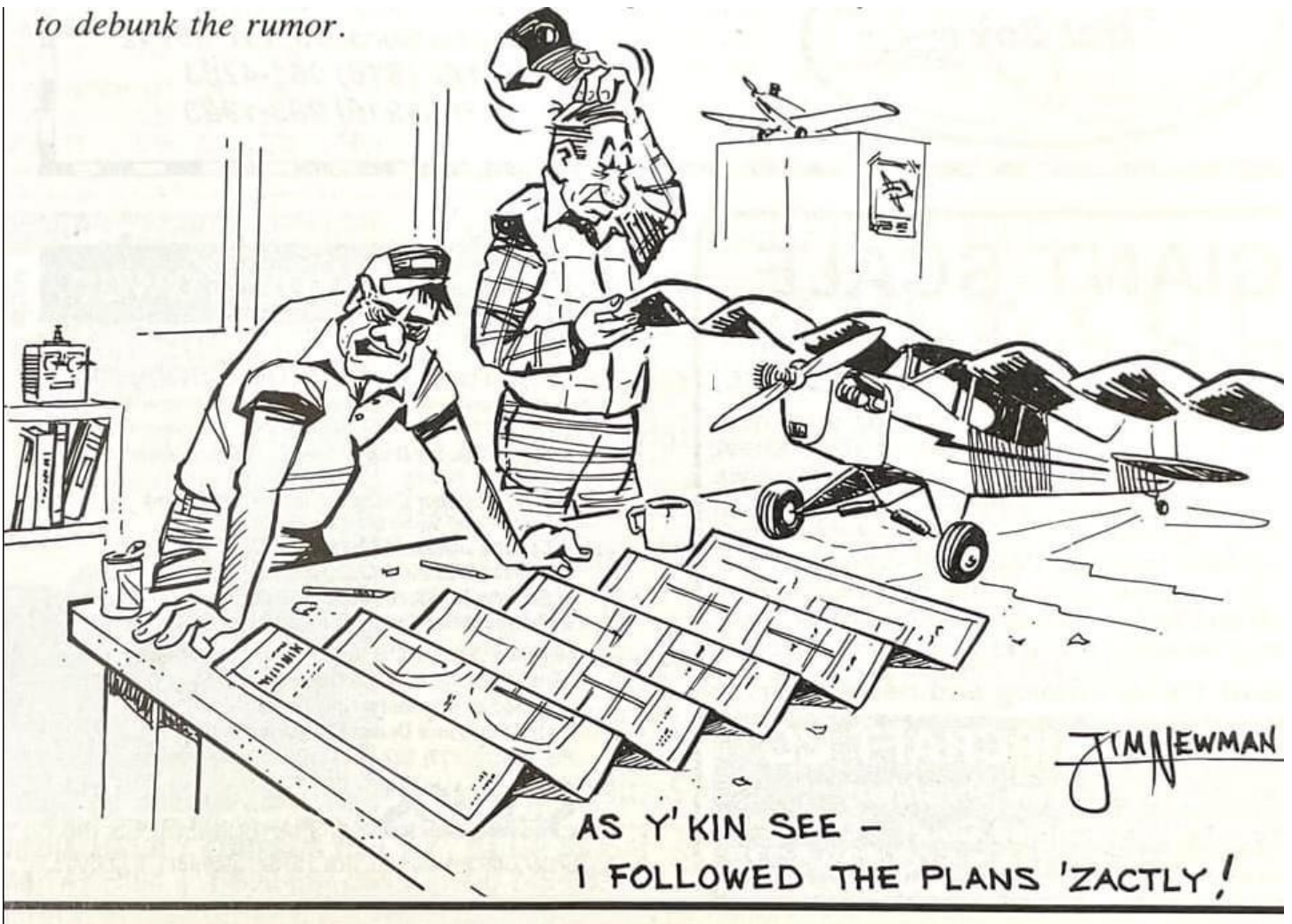
Wayne Dawson is the winner of the Broken Prop Award! Congratulations to Wayne! He was instrumental in keeping the mowing happening during the past year. Thanks to Chef Ron Paul for preparing the meal for tonight's meeting! Kasey Lafayette was voted into the club.

Flying News & Events

UPCOMING EVENTS

- **01/01** Annual frozen fingers fun fly at the field, 10am till your fingers freeze (see flyer)
- **01/04** Business meeting at the VFW in Florence 7pm, come early for food.
- **02/01** Business meeting at the VFW in Florence 7pm, come early for food.

to debunk the rumor.



Annual Frozen Fingers

F.U.n fly

January 1st 2024

At the field.

Weather permitting. There will be a fire for warming up, and burning junk airplanes. Show up around 10 am. Leave when you are too cold to fly. See you there.



FLY UPSIDE-DOWN (IT'S ALWAYS A SHOWSTOPPER!)

Model Airplane News - By John Glezellis Illustration by FX Models



Flying an aircraft upside-down can be challenging. Typically, this is because you need to push on the elevator stick and apply down-elevator to maintain altitude, which may seem odd at first. Depending on the bank angle that is established at the start of the maneuver, rudder input is needed to maintain altitude as higher bank angles require larger amounts of rudder. Like all things in life, though, these control inputs will become second nature with proper practice techniques.

BEFORE WE BEGIN

For a maneuver like the inverted circle, the “low-rate” settings recommended by the factory will generally prove to have enough control throw. If your aircraft did not come with an instruction manual, however, start off with 15 degrees of control-surface deflection on all control surfaces.

During the inverted circle, you may feel that you are only briefly touching the elevator input to initiate the maneuver and the airplane responds more quickly than you’d like. Adding exponential to the elevator will soften the plane’s response and make it feel smooth and more connected to your input. Add this percentage in small amounts, then take to the skies and pay attention to how the aircraft responds.

Now that the control throw and exponential values are set, let's take a look at the center of gravity. For a maneuver like this, if the plane's center of gravity is too far back, it will have a tendency to climb while inverted. This flight characteristic is highly undesirable as the airplane will become rather unstable at times. If this is the case, shift the flight battery forward in small increments until the airplane reacts exactly as desired. I like to fly parallel to the runway at full power and then roll the airplane to inverted to take note of the tracking. If the airplane dives slightly, the center of gravity is perfect. If it dives excessively, it is nose-heavy and the flight battery should be moved rearward. If it climbs, the flight battery should be moved forward as the aircraft is tail-heavy.

INVERTED CIRCLE OVERVIEW

With the aircraft flying upright and parallel to the runway at a moderate speed, perform a half-roll before it passes you. Then input a little aileron to initiate the bank, followed by down-elevator to start the circle. You'll need to vary the amount of elevator and aileron input to maintain a constant bank angle and altitude. It is important to reach the cardinal points of the circle, and some rudder input may also be needed to keep the turn coordinated (i.e., keep the nose of the aircraft in the turn). Once the airplane is directly in front of you and has completed the 360-degree turn, it can be rolled to upright level flight. Now, let's divide this stunt into four separate steps:

STEP 1

Orient the aircraft so that it is parallel to the runway and approaching you (i.e., the "center" position). At about 100 feet before the airplane reaches center, apply 60% power and begin the half-roll to inverted flight. In this example, a left half-roll will be executed, so a touch of left aileron will be applied to roll the airplane inverted.

STEP 2

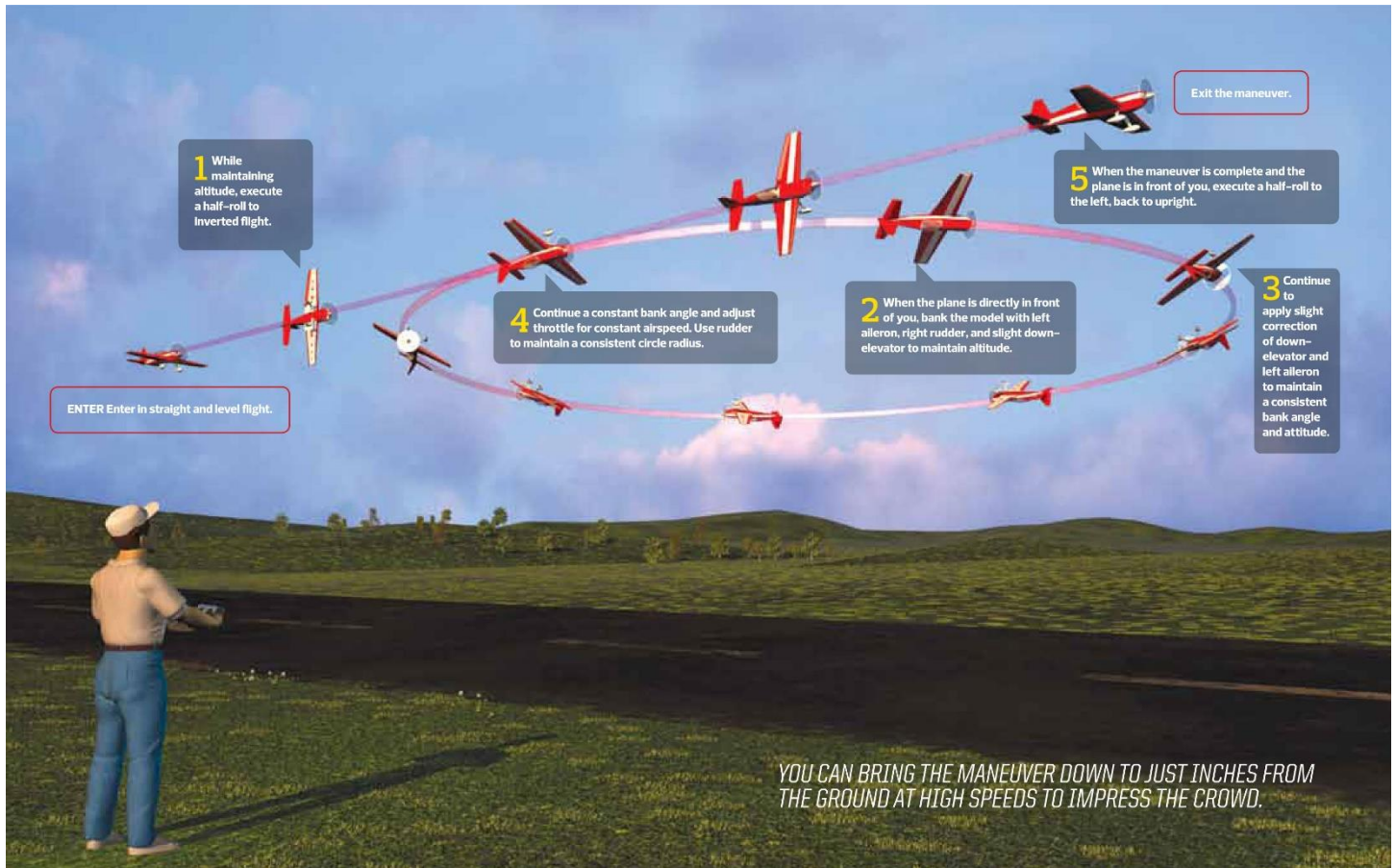
When ready, bank the airplane by applying a touch of aileron input. Since the airplane is traveling from left to right and rolling left, bank it 15 degrees and then input elevator to start the circle. After the first cardinal point is met, the nose of the aircraft should be pointed out 90 degrees from where it began. Apply elevator and aileron input to maintain a constant bank angle and to maintain altitude until the second cardinal point is met.

STEP 3

The maneuver is now 50 percent complete. Continue a constant bank angle and apply throttle as needed to maintain airspeed. For the best aerobatic presentation, constant speed is mandatory. Also, depending on the bank angle of the aircraft, rudder input may be needed to maintain altitude.

STEP 4

As the airplane approaches the last cardinal point, it should be directly in front of you. At that point, roll the airplane to inverted flight by applying a touch of aileron input in the opposite direction of the bank. This will get the airplane back to inverted flight and parallel to the runway. You can then either stay inverted or perform a half-roll to upright level flight.



Like all maneuvers, practice is mandatory. A maneuver like the inverted circle can become somewhat tedious as the orientation of the airplane may become difficult at times for the aerobatic newbie. Most will experience some orientation issues when the aircraft nears the 75 percent completion point as the airplane will be headed toward you. At this point, it is important to know proper roll directions and what elevator input is needed to maintain altitude. Keeping the airspeed somewhat low and having a generous amount of altitude is beneficial and will give you time to respond to various corrections that may be needed.

FINAL THOUGHTS

You have now learned not only how to properly program and set up your plane but also how to perform the inverted circle. When you're familiar with your airplane, its orientation at all stages of the maneuver, and the inputs needed, you can bring the maneuver down to just inches from the ground at high speeds to impress the crowd. Inverted flight is always a showstopper.

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

Gus Coelho
141 Holy Cross Circle
Ludlow, MA 01056
(413)530-4311
gus68vette@aol.com

SECRETARY

Bill Ewers
20 Beacon Street
Florence, MA 01062
(413) 695-3503
billewers@hotmail.com

BOARD OF DIRECTORS:

Mike Booth (413) 454-7084
Pete Cincotta (413) 454-4279
Pat Malone (413) 270-0172
Santiago Mercado (413)627-9250
Rick Rabe (978) 621-3583
Mark Wasielewski (978) 544-8771

mbooth1@netzero.net
Pcinc01085@Comcast.net
pmalone60@comcast.net
Santme2000@hotmail.com
richardarabe@gmail.com
mwazski@behindthetrees.com

Newsletter Editor
Webmaster

MISC:

Denise Sitler (413)568-6595

wds1956a@gmail.com Youth introduction Coordinator

**HOG HEAVEN
HOBBIES**
Radio Control,
Trains, Models,
Toys & Crafts
494 Main Street
Starbridge, MA 01518
info@hogheavenhobbies.com



John Glennon
(508)-347-9350



RT 8 Adams, MA

www.rcmadness.com

101 North Street Enfield, CT 06082
860.741.6501

Please support your local Hobby Shops