

HCRC Flyer

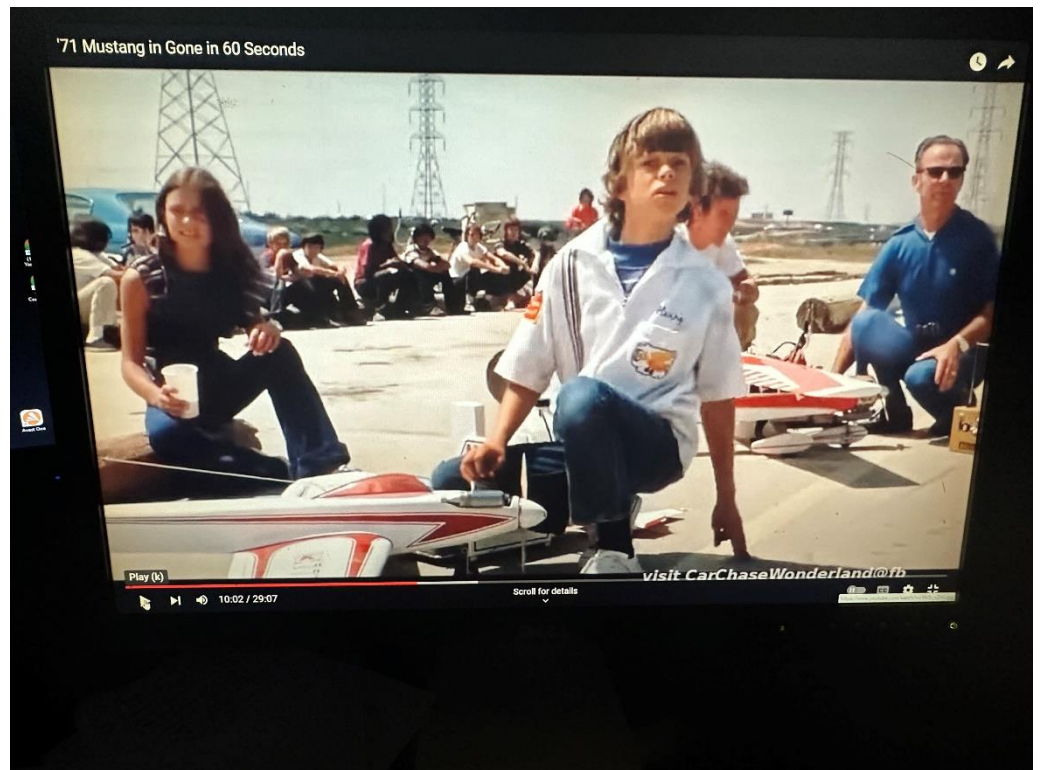


AMA Charter #341

March 2024



The picture is a screen shot from the 1974 movie "Gone in 60 Seconds." At one point in a car chase scene the chase car runs right through a model airplane club holding a flying event! You get a quick glimpse in to model aviation in the 70's.



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, February 1st, 2024 Business Meeting



Quorum Present – 15 Members including 3 Executive Members present: Mike Shaw, Gus Coelho, Bill Ewers, Dan Kapinos, Pat Malone, Mark Wasielewski, Ron Paul, Mike Booth, Bob Prosciak, Shawn Kelsey, Rick Thibault, David Whiteley, Wayne Dawson, Casey Lafayette and Lou Enselek

Reading of the minutes from the previous month was waived. Club finances for the month of January were reported and approved.

We will fly off a runway that is currently on the parcel that we own until the rental land has been put into shape for air operations. We will fly off of the old field until it is ploughed.

We are working on fundraising to support the land purchase:

1. Go Fund Me – Now live! We ask everyone to alert their family and friends and ask them to donate!
2. Selling Land Shares like what was done ~20 years ago to purchase the land across the street from the field – We are now ready to start selling land shares. Please consider purchasing land shares to support this club initiative. Each share is a \$100 commitment and has a 5 year maturity period.

A big thank you to the executives and directors in the 2002 season that purchased the land that we currently own. Without their work, we would not have any place to fly for so many years and now we would have nowhere to keep our lawnmower and other club property.

Executives: Andre Bouchard, David Lavigne, Phil Perlmutter, Gordie Lauder

Directors: Don Miner, Ed Kopec, Bob Barkowski, Fran Mitchell, Dave Sherman

We have a Quorum and voted in a new executive board. The board is:

Mike Shaw - President
Gus Coelho - Treasurer
Bill Ewers - Secretary

We are still looking for a Vice-President.

Dan Kapinos was voted onto the Board of Directors.

Thanks to Chef Ron Paul for preparing the meal for tonight's meeting!

From the President's desk.....

Hello All,

Just a quick few words.....

The new flying season will be here before you know it. This will be a challenging year for the club having our runway area reduced to our 70' strip of property. This will be at least until we can work our neighbor Lenny's property into shape for a descent runway. We have paid the rent for this season and I expect we will get to work shaping his property as soon as the weather permits. But first we plan to cut back the north end approach for our newly relocated runway on our property and get that into usable shape. The Board of Directors and Executives have our annual meeting scheduled for March 2nd to hash out these details. Stay tuned.

On the financial side of things, we have begun to sell Shares Certificates and have also created a GoFundMe fundraiser program for the club. <https://gofund.me/cefd5663>. Monies have begun to trickle in. See additional sharing tips further back in this newsletter edition. This will be quite the marathon to raise the funds needed for the land purchase. I sent a personal email to each and every one of you requesting that you share this GFM fundraiser with everyone you know (and strangers alike). This is the only way this type of fundraiser works. I'm counting on all of you to do your part. As I have said before: Failure is NOT an option.

That's it for now. I will continue to keep you updated as developments occur.

And as always, *I'll see you out there!*

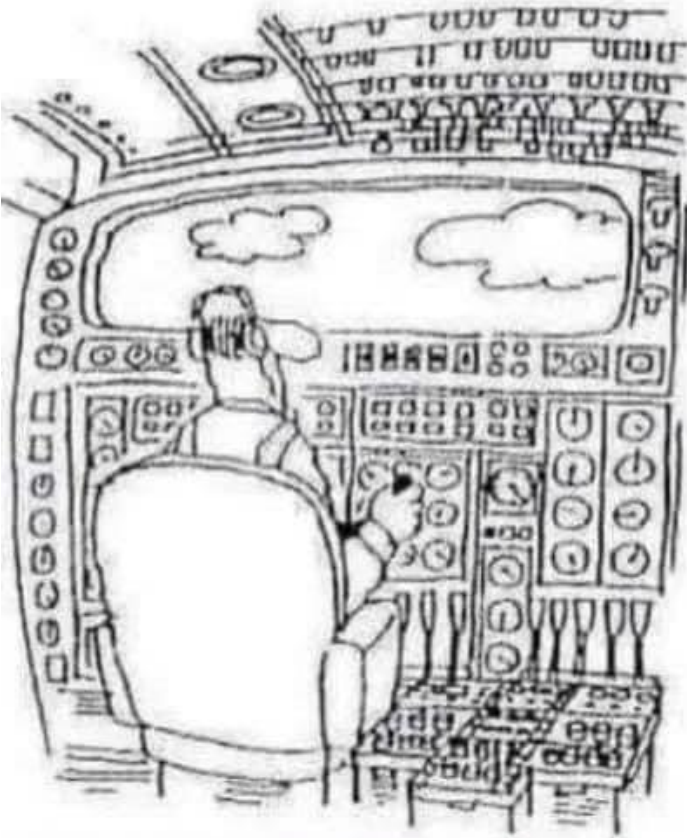
Mike

Flying News & Events

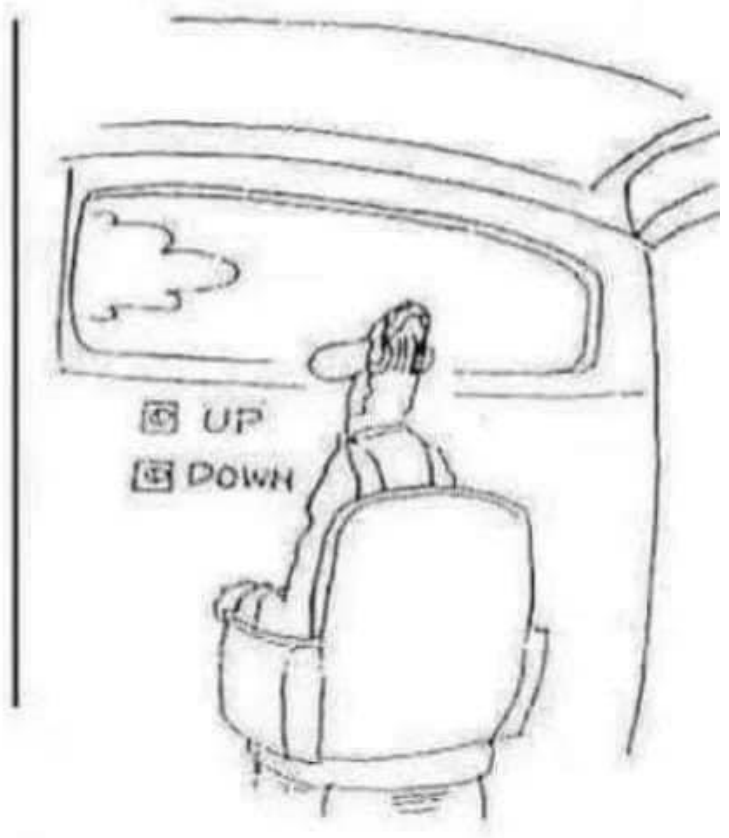
UPCOMING EVENTS

- **03/07** Business meeting at the VFW in Florence 7pm, come early for food. (Meat balls and sauce with ziti pasta)
- **03/20** RC Swap meet hosted by Rutland County RC Flyers, FairHaven, CT
- **04/04** Business meeting at the VFW in Florence 7pm. come early for food.

DC9



A320



ATTENTION ALL HCRC CLUB MEMBERS AND SUPPORTERS

GOFUNDME FUNDRAISER PROGRAM

Hello all,

Your club has a secondary fundraising program in place for anyone that may wish to donate to our cause. It is through *GofundMe.com*. The link to our fundraiser page is below. This program is very important to supplement our in-house Shares Program.

SHARING: This GFM program will only be successful by sharing the link below with everyone you know and some that you don't.

Please email this link to any and all people in your phone contact list: friends, family, coworkers, everyone. These are *your* people and will be the ones most interested in helping you/us. You can also text it to anyone you don't have an email address for. Also, share this link with any business and organization. You may have to do this a few times over a period of time to get people/organizations that meant to donate but may have let it "slip through the cracks" the first time. Friends and/or family members may come up to you and hand you cash to donate on their behalf. You can transfer these funds into the fundraiser as an "anonymous" donator as well. Another easy way to share this link is on your personal social media page, if you have one. After you post it, leave yourself a reminder to re-share it to yourself every 2-4 weeks and it will go back to the top of your timeline for all your peeps to see.

Donations have already started to come in but this program will only be truly successful and meet our goal with all of our help to promote it.

Thank You,

Management

<https://gofund.me/7b63150f>

Model Airplane Club Losing Flying Field



ATTENTION ALL CLUB MEMBERS

**VICE PRESIDENT
NEEDED**

We need someone to fill the vacated Vice President seat left by Dan Kapinos. Dan did a wonderful job for your club for several years but finally had to retire. We need someone to replace him. Club bylaws prevent any of the current sitting executive officers from holding more than one office at a time.

It is NOT that difficult of a position. Attend the monthly business meetings, organize the mowing crew and generally just be involved with your club.



WE NEED YOU!

FREE FIRE WOOD

There is fire wood on the club property free to anyone who wants it while supplies last. Take it away at your convenience.



RC Swap Meet!



Saturday March 30th

Fair Haven American Legion

Rt. 22A, Fair Haven, VT 05743

Table setup 9am

Doors open 10am-2pm

Limited number of tables; reserve now!

Deadline March 16th

[Click to download form to reserve & pay for your table\(s\)](#)

Tables \$15 ea.

General admission \$5

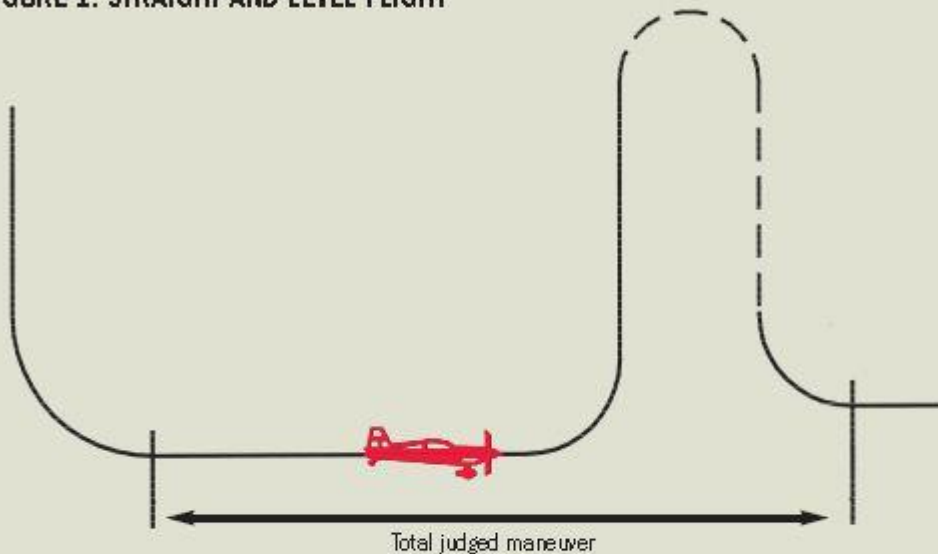
Rutland County RC Flyers

MASTER THE BASICS: STRAIGHT & LEVEL FLIGHT - FROM MODEL AIRPLANE NEWS

You should practice straight and level as much as you do any other maneuver. It is also where new precision aerobatics pilots should begin. It may seem like the most boring thing to do, but in reality, straight and level flight is one of the most difficult maneuvers to master. Sure, rolling circles, tail slides and multiple snaps each have their own levels of difficulty, but think about what comes before and after each one of these: straight and level flight. One of the most difficult things to do after performing a rolling circle or a snap is to retain the same flight path. You must learn what “wings level” looks like at various flight altitudes and box positions. And for this, there is only one solution: practice.



FIGURE 1. STRAIGHT AND LEVEL FLIGHT

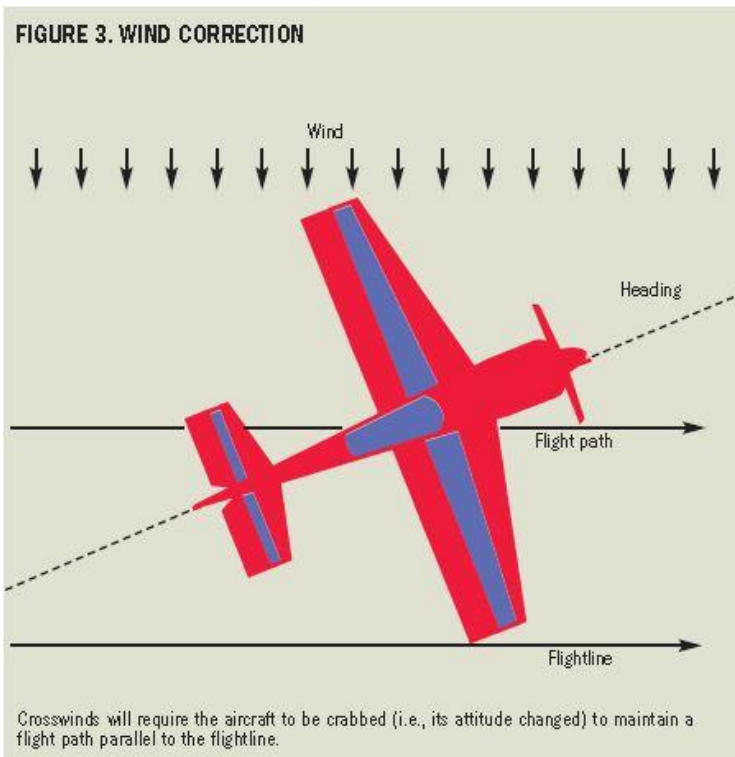
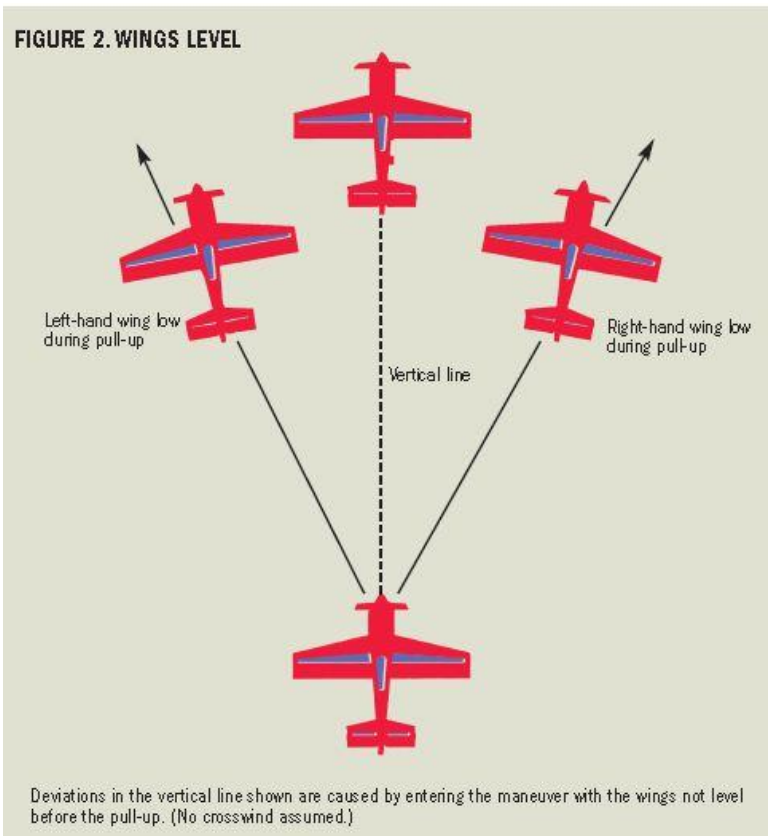


The horizontal line that's flown to begin the judged maneuver is also considered part of the maneuver and is subject to the same downgrades as any other part of the maneuver flown.

Begin by flying your plane parallel to the runway about 100 yards away from yourself. When you reach the end of the aerobatic box (1,800 feet wide maximum), pull the plane vertical. If your plane does not head straight up, you didn't have your wings level. Typically, most fliers hold their in-board wing too low during what looks to them like straight and level flight; when the plane is pulled into a vertical climb, it will start to come in toward the

pilot. Continue doing this at various altitudes until you can achieve a vertical pullout. As the plane continues upward, other forces such as prop torque will affect your plane, but you need only concentrate on the initial pull up for this exercise. If you find that you have to apply rudder immediately after you “pull” up-elevator, then you are not flying level. High-wing, mid-wing and low-wing planes will all look different in flight with respect to the ground. Your paint scheme can also “throw off” your perception of your plane's attitude. Learn what wings-level looks like by practicing it over and over.

Now let's take the wings-level exercise one step farther: inverted. Yep, throw out your previous sight picture and start again. In an aerobatic sequence, straight and level flight is not limited to upright flight only. In fact, you may spend as much as 30 percent of your flight time inverted while in between maneuvers. You also need to know what inverted wings-level flight looks like. Push down-elevator to enter into a hammerhead at each end of the box, and notice which way the plane immediately leans. Fix the lean angle on the next try with your ailerons immediately before adding the elevator push from straight and level flight. Once the push begins, only rudder should be used. The same thing goes for upright flight. Use the ailerons before the pull, and then use the rudder to correct during and after the pull into the vertical.



Wind correction is another factor that will influence straight and level flight and your vertical lines. (Note: “wind correction” means that you must lean the plane’s heading slightly into the wind to keep the plane’s flight path parallel to the runway and perpendicular to the ground during a vertical climb.) If the plane is crabbed during a vertical entry, it will immediately lean toward the direction of crab. You may need to take some of the crab out of the plane with rudder immediately before the pull. (I emphasized the word “some” to signify that there is no hard-and-fast rule concerning how much to remove.) A certain amount of crab-angle wind correction should be maintained to keep it parallel to the runway. Each plane will act differently depending on its weight, the length of its tail moment and the amount of crosswind velocity. The only way to find how much crab angle you’ll need to

remove is by practicing. It may seem simple, but I can’t over-emphasize how important it is to master straight and level flight—for aspiring aerobatic pilots and seasoned veterans, as well. Think of it as the glue that holds your sequence of maneuvers together.

Officers

PRESIDENT

Mike Shaw
15 Overlea Drive
Springfield, MA 01119
(413) 330-1827
mshaw.spfld@gmail.com

VICE PRESIDENT

Position Open

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
Dan Kapinos (413) 270-1106
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
danielk53164@gmail.com
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
Sturbridge, MA 01518
info@hogheavenhobbies.com



John Glennon
(508)-347-9350

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WORLD**



8 Adams, MA

www.rcmadness.com

101 North Street Enfield, CT 06082
860.741.6501

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