

HCRC Flyer

October 2024



AMA Charter #341



It's not just the leaves falling!



Beautiful Picture from the National WWII Museum
How many planes can you identify in the pic?

HCRC Meeting Notes for the September 5th, 2024 HCRC Business Meeting Notes



No Quorum Present – 11 Members including 2 Executive Members present: Mike Shaw, Bill Ewers, Ron Paul, Bob Prosciak, Mark Wasielewski, Bill Jaciow, Dan Kapinos, Leland Johnston, Bill Belows, David Whiteley and Lou Enselek

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

We are looking at raising the membership fees for the club. There has been some chatter online that our club dues are lower than most surrounding clubs. Proposals are to raise everything by \$10 this year and then again next year or to eliminate the senior discount.

We are looking to vote for the executive officers during the October meeting. Mike Shaw has been nominated for the Presidency and Bill Ewers has been nominated for Secretary. We will accept nominations up to the vote.

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! Mike sent out an email asking everyone to do this. Please feel free to copy and paste the email that he sent in your emails to you friends and family.
2. Selling Land Shares – We are now 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. We have generated almost \$6,700 at this point. We have looked for funding outside the club and haven't seen much coming in. If anybody has any ideas, please forward them to the club leadership. Please also start thinking about contributing to the land fund. This money looks like it will have to come from within the club.

We are interested in surveying the existing property.

The field cleanup is coming up. We are looking at Saturday October 19th with a rain date of the 26th. We need a volunteer to perform the maintenance on the lawnmowers.

The next meeting will be indoor at the Florence VFW.

We are still looking for a Vice-President. The club needs a volunteer! Please consider taking a leadership role in our club.



Special Notification

Tracy O. Page Jr.

1943 – 2023



ESTATE SALE

For former long-time HCRC club member Tracy Page.

His collection of hobby items donated to the club by his widow Dorothy. Proceeds to benefit the club's fundraising activities.

Initial lot of planes & kits

will be available for sale on October 5, 2024 (Rain date 10/6) at the NCRCC Swap Meet at 140 Green Road, Ellington, CT.
Swap meet. Swap meet begins at 9:00AM.

Further lots of smaller miscellaneous items

will be available to HCRC members first and then 2025 spring swap meets.

If any member would like to help with the organization of this project please contact Mike Shaw
(contact info on the back of newsletter)

Flying News & Events

UPCOMING EVENTS

- **10/3** Business Meeting at the VFW in Florence, MA 7pm (Note: no food will be served)
- **10/05** Tailgate Swap Meet, hosted by NCRCC, Ellington, CT (rain date 10/6)
- **10/05** Salem Warbird Rally, Salem CT, hosted by RC Probusters, Salem, CT
- **10/20** Fall Swap Meet & Fun Fly, hosted by East Coast Swamp Flyers, Northford, CT
- **11/07** Business Meeting at the VFW in Florence, MA 7pm



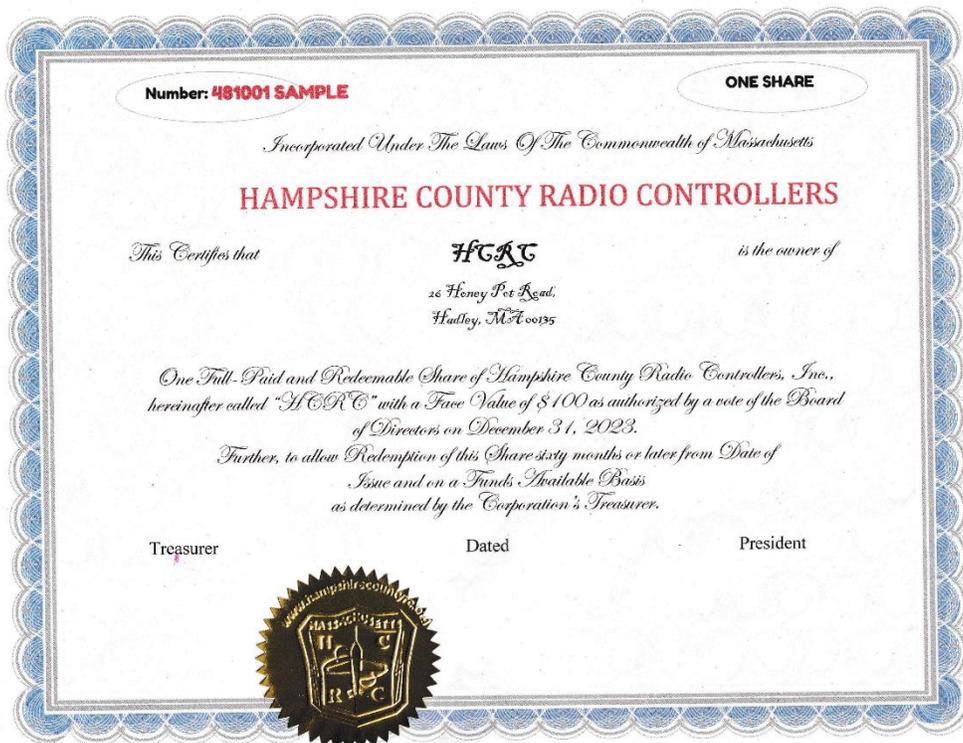
ATTENTION ALL HCRC CLUB MEMBERS AND SUPPORTERS
SHARES CERTIFICATE FUNDRAISER PROGRAM

Hello all,

Your club has now opened a shares certificate buying program to raise funds to purchase 5 acres of property next door to our old home on the opposite side of our 2.1 acre (70' strip) on Honey Pot Road. We only have two short years (01/01/2026) to raise the funds needed to purchase this property. These certificates are valued at \$100 per share. They will mature in 60 months to be able to be redeemed at face value on a funds available basis. Please purchase as many as you can reasonably afford. You can acquire these certificates one of two ways. Either bring cash or a check made out to HCRC to a business meeting and hand it to our Treasurer Gus Coelho or mail your check to Gus at 141 Holy Cross Circle, Ludlow, MA. 01056. Your certificate will be available by the next club business meeting or will be mailed out to you. All donations for the property purchase are being deposited into a dedicated bank account in the club's name and will be returned to the donor if the land purchase is unsuccessful. I thank you in advance for supporting this important funding program that will allow our club to continue well into the future.

Thank You,

Management



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. All donations for the property purchase are being deposited into a dedicated bank account in the club's name and will be returned to the donor if the land purchase is unsuccessful.

Thank You,
Management

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

Model Airplane Club Losing Flying Field



ATTENTION ALL CLUB MEMBERS

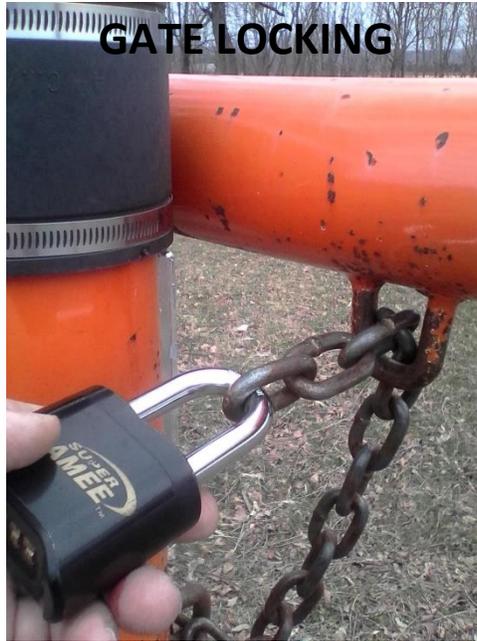


WE NEED YOU!

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.



As mentioned previously, now that the free firewood supply is gone, we are going back to locking the gate on a daily basis. The picture above shows the proper method of securing the gate. The Hannigans are using this gate to access their property as well. They have the combination to let themselves in. Also, be aware that they drive to the north end of their property by passing right behind the far side of our runway. Be extra cautious when you're flying and this happens. Last one out lock up if they are not there.

This month's article is from Easy Built Models (www.easybuiltmodels.com) and while it covers a simple process, it is one your editor has struggled with for years. I certainly have produced my share of smudged canopies that are not placed right.....

WINDSHIELDS AND CANOPIES – TIPS & NOTES

To end up with a final result you are proud of takes time and effort. Slapping something on will look like it too. Open cockpit wind screens are the simplest but care is even required here to achieve a clean installation. Here are some notes from my experiences over the years; hopefully they will make it easier for you finish your model.

VACUUM FORMED CANOPIES – These little wonders can make a bubble type structure easy to create but there is still a test and fitting process to follow to get that great look. The first step is to prepare it, vacuum forming typically involves release agents which can keep glue from sticking. Use lukewarm water with dish detergent to clean the canopy before you start. Rough cut the canopy keeping it obviously oversized. Use a piece of painter's removable tape to mark the centerline of the canopy so you can maintain symmetry throughout the fitting process, a narrow strip suits this purpose. Use a permanent marker or better yet more of the painter's tape to put reference dots on the canopy where it makes contact with the fuselage. Trim a little at a time working towards these points. Stop and test frequently. Use painter's removable tape to start marking definitive lines where you expect the final cut to be made and be certain the centerline is kept aligned. Use painter's tape to hold the canopy in position while you mark it so it doesn't slip or move. See the "Holding Canopies and Windshields" tip for more information on making this task easier.

MAKING A WINDOW TEMPLATE

1. The fuselage must be assembled first. If the wing will have any part of the windows glued to it then you must also have the wing finished.
2. You need to decide if you are going to install your windows before or after covering. And then before or after assembly of the rest of the plane. I like to do it after covering the structure with tissue. I only attach the other components of the plane like the wing if absolutely necessary as they become one more thing to work around.
3. I like to have a clear bench, a soft lead pencil, a sheet of plain copy paper, Scotch tape, painter's tape, a ruler, a hobby knife, scissors, and a cutting mat to start the task of making the template(s).
4. Look at the plane and decide how many sections you are going to divide the window area into for the purpose of creating all the windows. Take our kit LC31 for example, I decided that there would be 4 sections installed in the following order – the rear window, the two side windows and the main front window.
5. So that meant I need to create a template for each section. I chose a logical place to overlap the windows so the finished model would look correct. Typically, this means making the side windows that are flat as one complete section starting and ending on the outside edge of the fuselage uprights. If there are no uprights then you might want to consider adding some wood for the purpose of holding the window/tissue or window/window interface.

6. The side windows are typically the easiest as they are straight, flat, near rectangular pieces too, I start with them first. One should be a mirror image of the other for most planes.
7. Take a piece of paper a little larger than the window area you are making the template for. If the wing is attached, I typically slide the long flat edge up against the wing as the starting edge then using the soft pencil put hash marks on the outside of the framing that the window will be glued to.
8. Use a ruler to draw straight lines connecting the hash marks. I like to use a knife to cut out on the line but scissors are okay.
9. Do a test fit and trim off any excess so that it is a perfect match. If you have an oops, no worry, just tape an oversize extension over this area, retest and mark the spot so you can cut to the correct size.
10. Test on the other side of the plane. If you need different templates then just repeat what you did for the first side. If not then you are just confirming the same size piece will work on both sides.
11. Notate on the template(s) the kit#, plane, location and date crafted for reference at a later date.
12. Now I'll do the rear window but most planes do not have one. I start off with a definitely larger than needed piece. I put a halfway line on the paper to be my reference line to match against the center line of the fuselage.
13. Now center it up on the fuselage. Test wrap and trim until you can get a close fit all the way around. You are typically working with compound curves so this can be a bit tedious but the more you test, mark and trim, the closer your template will be to perfect.
14. On kit LC31, this is a great example of how you can work the plastic much like metal to fit the form. The rear window goes over the internal framework from the wing to the center of the fuselage creating a triangular upper window with 2 side rear windows. I was able to put a hash mark with a permanent marker on the very ends of the plastic for reference. I then laid the plastic on the table, put our stiff short ruler over the line that would be the crease line in the rear window. I then just bent the plastic against the ruler's edge and it took this shape on the line. Repeated for the other side of this same window and I had a window part that just dropped right into place.
15. Doing the front window template is pretty much the same as the rear. So, once I've got the front window template close, I start doing the trim and cut. I want to align with the side uprights perfectly so that this seam will be hidden. I will get the lower part of the windshield to match the top of the fuselage as close as possible, making straight lines to go from stringer to stringer where necessary, but I also know that I will be overlaying tissue at these joints that will mimic the metal framework of the real aircraft while covering any minor gaps.
16. A point here about using any tape on your covered model. It doesn't hurt to dull the grip of the tape by applying it to something like your table top, your shirt or something to stick and then pull off of. It just dulls the grip of the tape and minimizes the risk of tearing your tissue or pulling things apart during the tape removal process.
17. If the windshield will wrap over the top of the fuselage/wing such as in kit FF94 then I keep it simple. First, I get the front part of the windshield all sized up. Next tape this template in place as it will be installed. Take an oversize square of paper and scotch tape it to the front

windshield template. Roll it over into place, add some hashmarks on the outside of the frame you will be gluing to. Trim and test to finalize.

18. You now have a template.

19. I like to lay a template on the plastic for the windows. I use the scotch tape on the template at strategic points that allow me to cut the window out without separating the two from each other until the very last of the cuts.

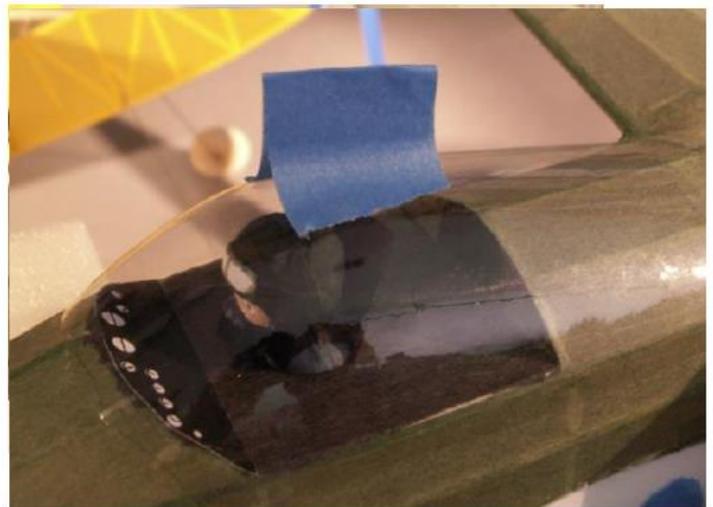
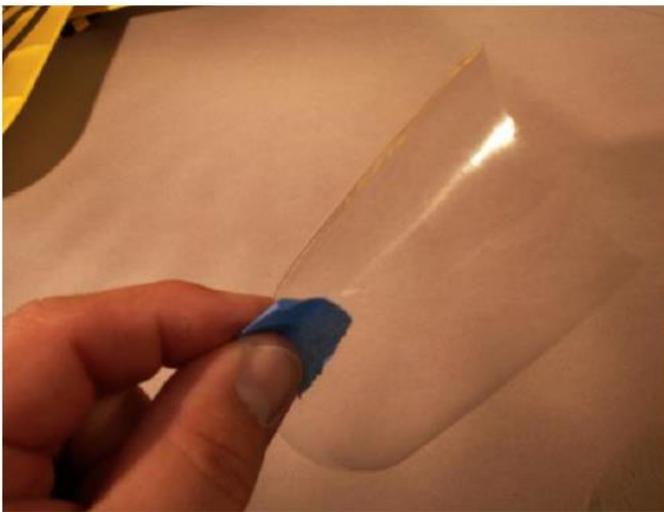
20. Always test fit your plastic before any glue goes on.

21. Check our other tips on installing windows.

22. If you create a template for one of our older kits we appreciate when you share as we will post for other modelers' use.

INSTALLING CANOPIES AND WINDSHIELDS CLEAR WINDOWS – start by cleaning your window inside and out. Today there are many lens cleaner products for computer monitors, big screen TVs and eye glasses. Any of these will work with a good lens tissue to give a very clean windscreen.

HOLDING THE CANOPY OR NO GLUE SMEARS – A picture is worth a thousand words so not much to say here. I frequently use blue low tack painter's tape to hold the canopy in place while the glue dries. It is particularly useful for holding a troublesome bow where a gap is forming. But the best thing is it allows me to make a handle to hold the canopy while I apply the glue and then position it onto the plane. This made the job so much easier.



The handles also work well for vacuum formed parts allowing you to position them without getting glue all over your fingers and plane. Leave the tape on until after the glue dries to avoid moving the part and smearing the glue. One thing the using tape handles really does is keep the part from deforming and getting glue where you don't want it while you squeeze the part trying to hold it.

CANOPIE STRUCTURE - I would work with the windscreen after the fuselage structure is completed meaning put the root ribs in place first. I like saving the actual install of the windscreen/canopy for last after the tissue is on the plane; this gives the cockpit a more finished look. It also requires that I somehow cover the seams and window frames with

tissue. To do this I usually cut out the tissue in appropriate width strips and attach by smearing a glue stick across the back of the strip. I use a wider strip around the edges to cover where the plastic ends.

USING CANOPY GLUE

CANOPY GLUE - Once the window is ready to install, I like to use our canopy glue to hold it in place. This glue goes on white but then dries clear. I put a small puddle on a scrap and use a jeweler's awl to create a fine line of glue around the perimeter of the windshield. I then place it in position and use blue low tack tape to hold it in place. On the Helldiver I will actually only put glue on half the perimeter and hold it in place with tape while it dries. This allows it to stay flat without any stress coming from curving it around the fuselage. Once dried I then apply the rest of the glue and pull it around into position again holding it with more tape.

Once everything has dried, I remove the tape and finish making the framework using tissue with glue stick applied to it. You can use a glue stick in place of double-sided tape. Sometimes I leave some blank spots that I work glue into after the canopy is in position. I used to put the glue on the frame and then push the canopy into the glue but I almost always ended up with glue fingerprints somewhere on the windows. This way for me has been much more reliable and neater looking. The canopy glue cleans up with water before it dries so you can wipe small smudges off with a damp cloth.

On flat and relatively flat windscreens such as on the Auster or most civilian aircraft I will apply the glue to only the top and bottom of the front center portion of the windscreen. I install the windshield using tape to hold it in position. Now after the glue dries in this first zone I will go back and work with a jeweler's awl and apply a fine bead of glue again to the perimeter of only one of the flaps forming the side or top window. I then hold this again with the low tack tape until dried. Repeat until glued in place. Come back with some tissue strips to create the framing of the real aircraft and you are done.



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

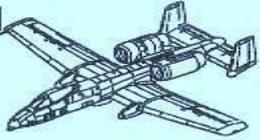
MISC:

Denise Sitler (413)568-6595

wds1956a@gmail.com

Youth introduction Coordinator

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Sterling, MA 01518
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John Glennon
(508)-347-9350

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www.rcmadness.com

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860.741.6501

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