HCRC Flyer

August 2025

AMA Charter #341

This picture was taken at the airfield café in North Hampton, NH. Attached to the ceiling is a moving track with various aircraft hanging from it while they slowly move around the restaurant. Stop in and check it out if you find yourself in the area.

HCRC Meeting Notes for the
July, 2025 HCRC Business Meeting Notes

The meeting was scheduled for the field and had to be canceled due to inclement weather.

More pictures from the NH Café!










Flying News & Events

UPCOMING EVENTS

- **08/07** Business Meeting at the Flying Field 7pm
- **08/10** Float fly hosted by Yankee Flyers of CT, North Grosvenordale, CT
- **08/16** Club Picnic & Swap Meet Hosted by CCRCC, Farmington, CT
- **08/31** Warbirds over Northfield, hosted by East Coast Swamp Flyers, Northfield, CT
- **09/02** Neighborhood Fun Fly (unsanctioned), Hosted by RC Propbusters, Salem, CT
- **09/04** Business Meeting at the Flying Field 7pm
- **09/07** Float Fly Hosted by Yankee Flyers of CT., North Grosvenordale, CT.
- **09/13** Night Fly event hosted by East Coast Swamp Flyers, Northfield, CT.
- **09/13 – 09/14** Warbirds over Ellington, Hosted by HCRCC, Ellington, CT.

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.

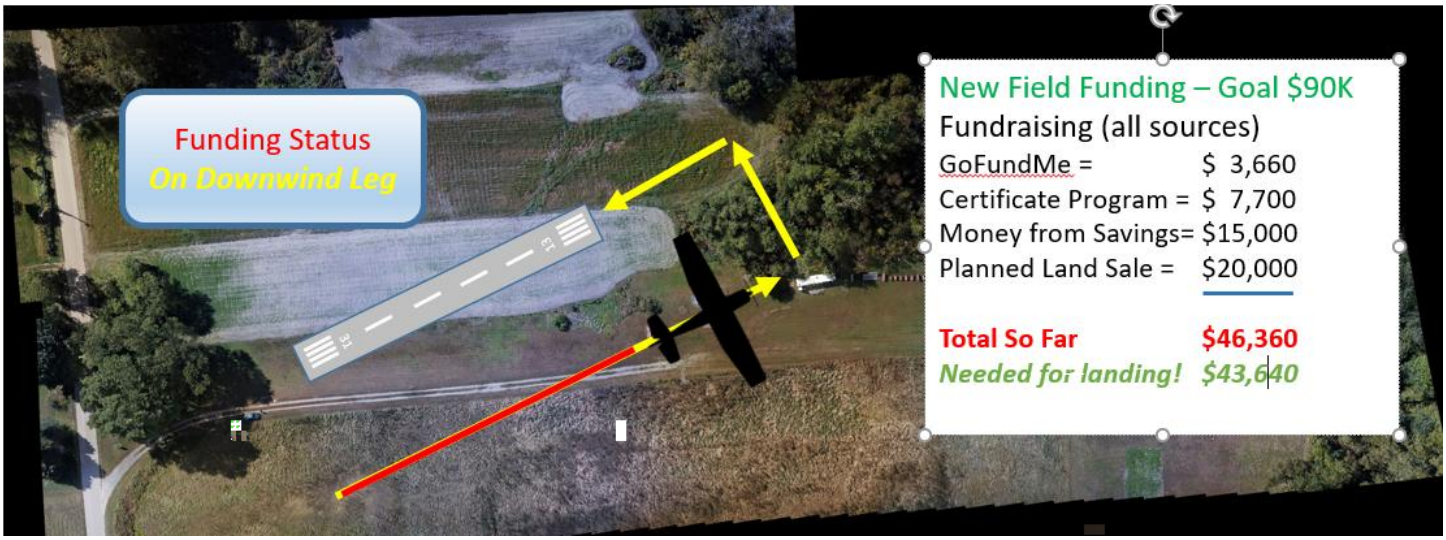
SHARING: This GFM program will only be successful by sharing the link below with ***everyone*** you know and some that you don't.

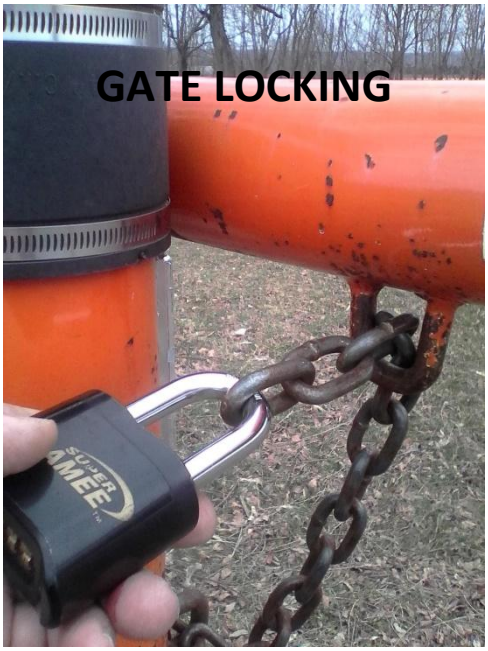
Please email this link to any and all people in your phone contact list: friends, family, coworkers, everyone. These are *your* people and will be the ones most interested in helping you/us. You can also text it to anyone you don't have an email address for. Also, share this link with any business and 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





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.

Our small field makes landings tricky unless you are flying a small park flier or a 3D plane, landing at our field requires a lot of practice. I have missed the field completely from time to time and came very, very close to the trees right before my turn to final. It can be especially tricky if the wind is up because those trees either shelter the approach or cause a ton of turbulence. So, this month a review of landing approaches. If anyone has suggestions or tips for making a great landing, please send them to your editor (richardarabe@gmail.com) and I'll publish then in next month's newsletter!

RC Airplane World Flight School - - Lesson #9 : Landing your Plane (from https://www.rc-airplane-world.com/landing-your-rc-airplane.html)

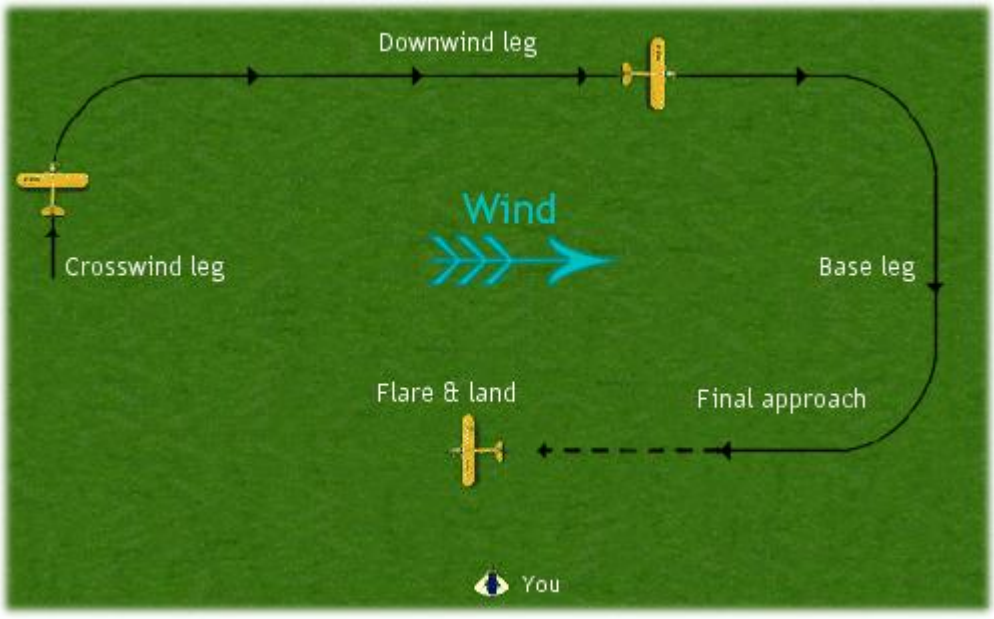
Following on from lesson 8, this rc flight school page will teach you how to pull off that greaser of a landing – hopefully! Whereas taking off is a relatively easy part of a flight, landing your plane is without doubt the hardest and most nerve-racking part, particularly when you're just learning to fly radio control airplanes. But what goes up must come down, so they say, and learning to land your rc plane consistently safely and well is something you must persevere at.

The other thing they say is that 'practice makes perfect', but as my drum tutor once said "Practice makes permanence." In other words, practice something perfectly and you'll get it perfect, but practice something badly and you'll get it bad! So do try and get in to the habit of practicing landings well, rather than the all-too-common "Well, it's on the ground, that'll do me..." line of thinking!

Your Landing Circuit & Approach

The 'final approach' of your rc airplane is the second-to-last stage of its flight, and setting this approach up nicely is key to a good landing. If you're smooth and steady on final approach, then you're going to pull off that greaser of a landing. Now there are two ways to skin a cat, apparently, and you have two options when landing...

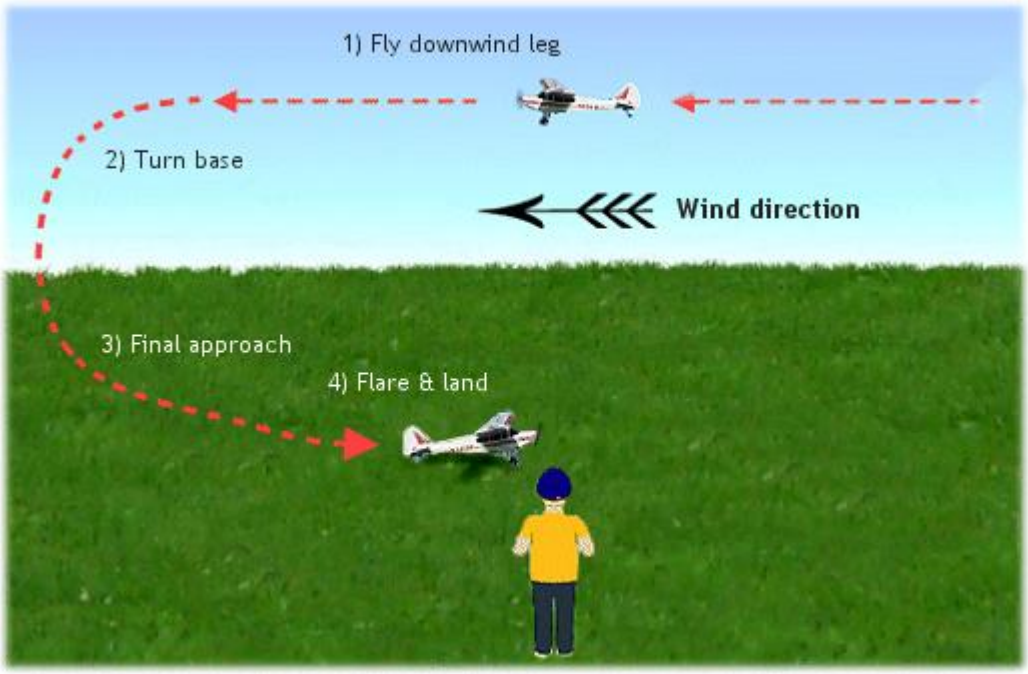
Option One is to fly a proper and complete landing circuit, whereby you fly a crosswind leg, turn on to a downwind leg, then a base leg before turning the plane back in to wind and on to final approach. The image below illustrates this circuit…



Now, the reality is that most rc pilots choose Option Two, whereby the crosswind leg is ignored and the circuit pattern is commenced on the downwind leg or even on the base leg. Flying all of, or part of, the downwind leg is preferable because it gives you more time to settle in to things and prepare for landing your rc airplane. And if you advance to flying a plane with retractable undercarriage and flaps, the downwind leg is the time and place to put those features in to operation.

For the purpose of this lesson, we'll focus on the second option of not bothering with the crosswind leg, and we'll join the circuit on the downwind leg, as many rc pilots do.

Flying the downwind leg obviously involves flying your airplane with the wind i.e. the same direction as the wind is blowing, before turning the plane through 180 degrees back in to wind for the final approach and landing. Again, you have two options here; you can either fly the correct base leg as shown in the picture above (a straight leg with a 90 ° turn at each end), or you can fly a continuous, gradual turn all the way round from downwind leg to final approach. This latter option is a popular one, but it's a good idea to try both ways and see which works best for you. The badly scaled image below shows this rounded base leg option:



The Landing Process

Before you begin your downwind leg, the altitude of your airplane should be constant at, as a very general rule of thumb, 10 metres (30ft.) or so. At least that's what works for me. There's no hard and fast rule to this height and a lot depends on the type and size of airplane that you're flying. You'll get to know how high to fly the downwind leg with practice and experience. The important thing is not to be too high, as you'll end up coming in too steep and too fast and you'll probably completely overshoot the landing area. Embarrassing.

So to commence the landing process, fly your airplane downwind until it passes you by up to 50 meters or so (again, this distance is going to depend on a few things) before smoothly turning it through 180 degrees so that it's coming back towards you (remember that reverse control!). Keep the bank angle shallow and, as you turn, slowly reduce motor power at the same time but be ready to increase it again quickly if the plane drops too much, too soon.

Once you've completed the turn, you are now on your final approach. Use rudder to keep the plane in a straight line and use motor power to control its rate of descent. You can use elevator also, but the proper control for rate of descent is in fact motor power. While elevator will certainly make the plane go up and down, it also directly effects the airspeed of the plane and ideally you want to keep this as constant as possible and as slow as possible without stalling. As the airplane nears the ground, reduce the motor power completely and gently apply a small amount of up elevator to slow the plane's speed and reduce the rate of descent, until the plane touches down. This very final stage is called the flare and timing the flare is crucial to a good landing - flare too soon and your airplane might stall and crash, flare too late and it will touch down too hard and fast and more than likely bounce all over the place, perhaps even breaking the landing gear or worse.

Flaring your plane at exactly the right moment is something that only comes with practice and experience, and the more landings you do the better you'll get at it as you get to know your plane's flight characteristics.

The Glide Approach

For many rc pilots, turning on to final approach and then just cutting the motor power right back is normal procedure. There's nothing wrong with gliding your plane in to land, but personally I feel it's better to fly it in using good motor control. By utilizing the motor power correctly, you'll have better control over the airplane's rate of descent and airspeed, and a propeller that's turning slowly under power generally creates more drag than a free-wheeling ('windmilling') prop that just turns as the air flows through it. Depending on the rc airplane that you have, this drag can be used to great effect in slowing the plane down on final approach.

But as with everything in this hobby, just suck it and see. You might find that a glide approach works better for you and your plane than a powered approach does. Or you might just want to do it because it's fun to do!

Missed Approaches

A missed approach is when you've set yourself up for a landing, have it all under control but then at the last minute something goes wrong, or you lose your nerve, and so you open up the motor to full power to climb out and have another go. There's absolutely no shame in missed approaches, and even veteran and professional rc pilots still need to do them now and again.

It's far better to do five missed approaches and land your airplane safely in one piece, than to rush a landing and bring your airplane home in pieces. But with that said, if you're flying an electric powered rc plane be very aware of time and your battery pack voltage! I have crashed a plane while doing a missed approach, because the low-voltage cutoff (LVC) beat me to getting the plane back on the ground!

And the same goes for an IC powered plane - you might be down to the last drop of fuel and opening the throttle to go around uses that precious drop up, and so the plane goes dead stick on you with no height and no airspeed. Not good. So regardless of power type, it's always better and safer to land with a bit of reserve juice in the tank.

As I said at the start of this article, landing your rc airplane is without doubt the hardest part of radio control flying, and the part that needs the most practice when you're learning to fly radio control. But stick at it and learn to land well; don't just accept a bad landing without trying to improve on it the next time. With time, you will be landing without a single bounce!

Officers

PRESIDENT	VICE PRESIDENT	TREASURER	SECRETARY
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15 Overlea Drive	117 Lake St.	141 Holy Cross Circle	20 Beacon Street
Springfield, MA 01119	Florence, MA 01062	Ludlow, MA 01056	Florence, MA 01062
(413) 330-1827	(413) 270-0172	(413) 530-4311	(413) 695-3503
mshaw.spfld@gmail.com	pmalone60@comcast.net	gus68vette@aol.com	billewers@hotmail.com

BOARD OF DIRECTORS:

Mike Booth (413) 454-7084	mbooth1@netzero.net	
Dan Kapinos (413) 270-1106	danielk53164@gmail.com	
Rick Rabe (978) 621-3583	richardarabe@gmail.com	**Newsletter Editor**
Mark Wasielewski (978) 544-8771	mwazski@behindthetrees.com	**Webmaster**

MISC:

Denise Sitler (413)568-6595	wds1956a@gmail.com	**Youth introduction Coordinator**