

HCRC Flyer

March 2025



AMA Charter #341



While visiting Denver – **Wings Over the Rockies Museum**

Inside a large number of unique and special aircraft and tucked away was this case with engines from the 30's and a few balsa kits.

There was also a B1 Bomber, a 1930's era B-18 Bolo bomber, and the Ball Bartoe Jetwing (See article)

HCRC Meeting Notes for the February 13th, 2025 HCRC Business Meeting Notes



No Quorum Present – 9 Members including 3 Executive Members present: Mike Shaw, Bill Ewers, Gus Coelho, Bob Prosciak, Shawn Kelsey, Lou Enselek Dennis Walker, Mark Wasilewski and Karl Hathaway.

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

Board of Directors meeting was held earlier this month. The discussion included extending the runway. We will be moving some tables and the pavilion area will become part of the runway. We will establish a new seating area for the picnic area. Also discussed was the Spring Clean Up Party. Details will be released once they are finalized.

Pat is continuing to negotiate the sale of the land parcel across the street. We have one interested party. Dennis P. will be purchasing the land.

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.

When the club savings and selling of the land across the street are accounted for, we are about halfway to our goal. The club will have to save itself. The rest of the money will have to come from club members. There was \$2200 in land shares purchased in the last month! Please consider purchasing land shares to help us get to our goal.

We are asking that everyone purchase a share a month to help fund the land purchase. Please either come to the meetings or mail in your contributions.

Flying News & Events

UPCOMING EVENTS

- **03/23** Indoor Swap Meet hosted by East Coast Swamp Flyers, Northford, CT
- **04/03** Business Meeting at the VFW in Florence, MA 7pm
- **TBA** Spring Cleanup party



ATTENTION ALL HCRC CLUB MEMBERS AND SUPPORTERS

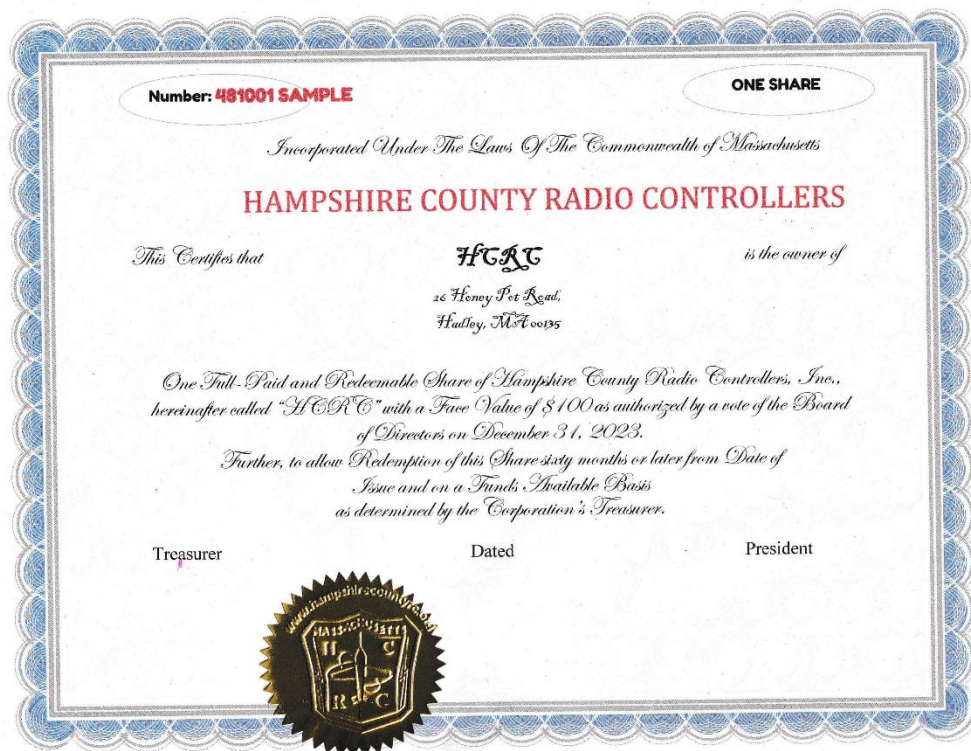
SHARES CERTIFICATE FUNDRAISER PROGRAM

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.

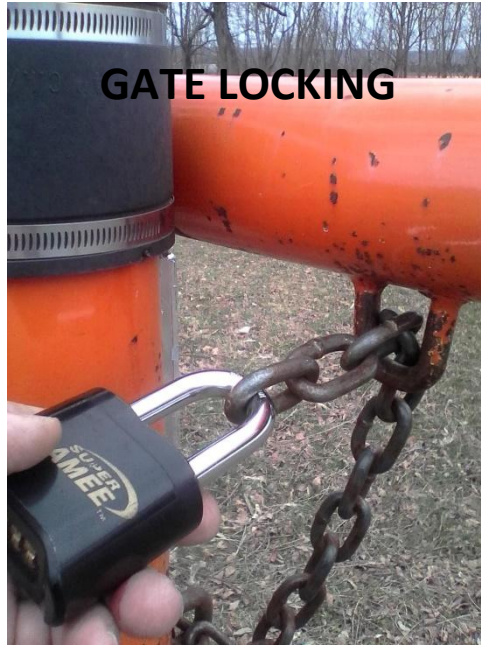
Please email this link to any and all people in your phone contact list: friends, family, coworkers, everyone. These are *your* people and will be the ones most interested in helping you/us. You can also text it to anyone you don't have an email address for. Also, share this link with any business and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

A Unique Plane – Ball-Bartoe Jetwing



While visiting the Wings over the Rockies museum your editor came across this unique single-seat experimental jet. It would be a challenging plane to model to say the least but maybe with an EDF, who knows?

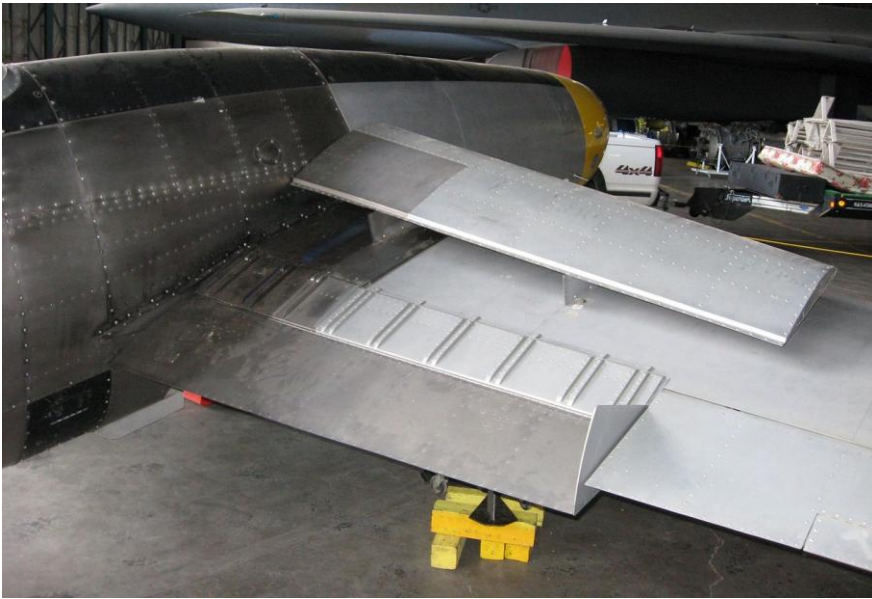
Here's a bit of the background

Pete Bartoe designed and built the one-of-a-kind JetWing in the mid-1970s. The first test flights were in 1977, and it retired in 1978. The tiny jet flew again briefly in the early 1980s, and came to Wings Over the Rockies in 2007.

This small, single-seat research aircraft explored the technology of increasing lift at low speeds by blowing the exhaust of the turbofan engine over the upper surfaces of the wings.

Airplanes get lift from airflow over and under their wings. Below a certain airspeed, there's not enough airflow to support the airplane, but lift can be increased by blowing air over the wings. Being able to fly safely at a low airspeed enables airplanes to take off and land in shorter distances and on rougher surfaces. Many valuable technologies have been developed to allow airplanes to have a high top speed and relatively low landing speed. These include flaps, slats, slots, leading edge devices, speed brakes, and variable-geometry swing-wings.

Engineers had experimented with blowing jet engine airflow over airplane wings or flaps since the 1940s and 50s, but Bartoe's design differed by directing all of the engine's output to the wings. This resulted in an aircraft with an astonishing speed range, from a minimum of 40 mph to a maximum of about 400 mph! Its top speed was ten times its minimum speed! (Even today, most jets—airliners, fighters, transports, and bombers—take off and land at airspeeds between 150 and 200 mph.)



The Jetwing was a small, mid-wing design powered by a turbofan and fitted with tail-wheel undercarriage. The upper surface of the swept wings incorporated a slot along 70% span, through which air from the engine's fan stage could be discharged. Mounted above this slot was a small secondary airfoil called an "augmentor", intended to direct the discharged airflow over the wing. With this arrangement, it was found that the aircraft remained controllable at airspeeds as low as 34.76 kn (64.38 km/h; 40.00 mph).



The US Navy considered developing the Jetwing for use on short aircraft carriers. A new series of test flights were then carried out. Despite its top speed of 350 mph, the Navy was able to land the Jetwing in a mere 300 feet. Ultimately, the Navy discontinued blown-wing research in favor of vectored thrust technology.[1] Following the test program, the aircraft was donated to the University of Tennessee Space Institute in Tullahoma, which donated the Jetwing to the Wings Over the Rockies Air and Space Museum in Denver, Colorado in 2007.

Aircraft specifications:
Wingspan: 21 ft 9 in (6.63 m)
Length: 29 ft (8.84 m)
Maximum weight: 3,336 lbs (1,513 kg)
Engine: Pratt & Whitney Canada JT15D-1 turbofan
Thrust: 2,200 lbs (9.8 kN)



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