

# HCRC Flyer

FEBRUARY 2026



AMA Charter #341



The picture above says everything there is about the current status of flying outdoors right now!

Editor's note: The 'Red Tail' tiny picture above: I just recently watched the Lucasfilm – 'Red Tails' and really enjoyed it. Great flying scenes.

# Thursday, January 8<sup>th</sup>, 2026 HCRC Business Meeting Notes



No Quorum Present – 8 Members including 2 Executive Members were present:

Mike Shaw and Gus Coelho

Bob Prosciak, Ron Paul, Shawn Kelsey, Mark Wasielewski, Karl Hathaway & Rick Nadeau

Reading of the minutes from the previous month was waived.

Cub finances for the month of December were reported by the Treasurer and approved.

Old Business:

- Nominations of the Officers and Board of Directors were closed. No new nominations were presented. Existing Officers agreed to continue for another year & Mark Wasielewski has agreed to continue on for another term for the single expiring director position. Voting will take place at the next meeting with a quorum present.
- It was discussed that at the February business meeting next month when the deadline has arrived for the 2026 dues renewals, the Bylaw change ballots on those renewal cards will be tallied. If the vote is in the affirmative, a quorum will be instantly present and election voting can proceed.
- New Years Day Fly-in was held on January 1st at the field. Weather was.....wintery. 30 degrees or so with low to increasing winds in the morning/early afternoon. The pit fire was going full blast. It was a bit too windy to fly for most people although one helicopter pilot braved the elements for a flight. But we mostly stood around the fire and chatted for a while. You never know what you're going to get for New England weather.....
- 3 more certificates were purchased last month by a few of our dedicated club members. Two or three being sold most months has been the trend. I want to thank those who are investing in the club's future and challenge others to do so as well. We need our club members to step up. We're the only ones that can make this happen. Our GoFundMe fundraiser has been stalled and needs to be rejuvenated. If any club members have fundraising experience, please reach out to help us.

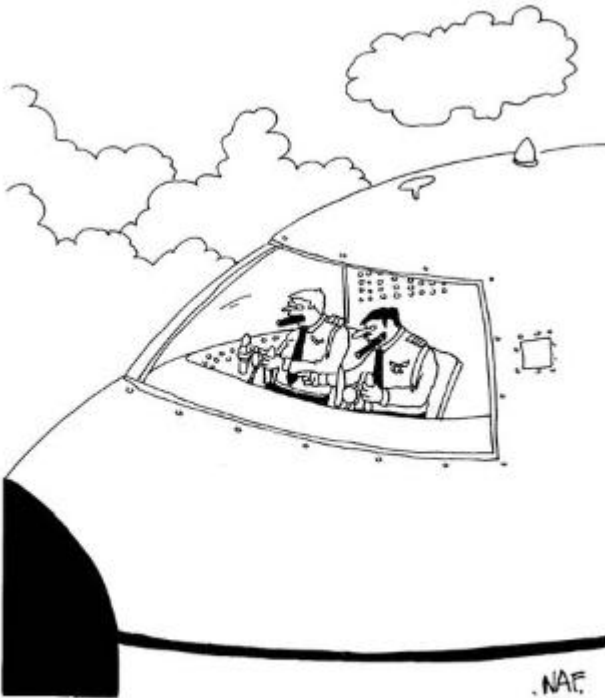
New Business:

- The 2026 Board of Director annual meeting has been scheduled for 1/24. Officers and Directors will discuss club issues for the upcoming flying season. A report of the discussions & decisions will be made at the February business meeting.
- The club has been informed that the land owner of the property we are interested in purchasing wants to meet with us and discuss extending our purchase deadline out another year since we have a decent portion of the funds raised, half of it, and give us additional time to raise the remaining amount. We are in the process of scheduling that meeting. It looks like we will get another bite at the apple folks. Please help us raise the money to make this happen!
- Discussions were had about possibly moving back to the lower, smaller meeting room if we can get our old rate of \$25 back. That would be down from the recently raised price of \$50 for the upper meeting room.

# Flying News & Events

## UPCOMING EVENTS

- **02/05** Business Meeting at the VFW in Florence, MA, 7pm (club dues are due by this meeting)
- **2/15** Fly into Spring swap meet. Hosted by East Coast Swamp Flyers, 1332 Middletown, Ave., Northford, CT
- **3/5** Business Meeting at the VFW in Florence, MA, 7pm



"Damn it! I can never remember which one's  
the lighter."

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.

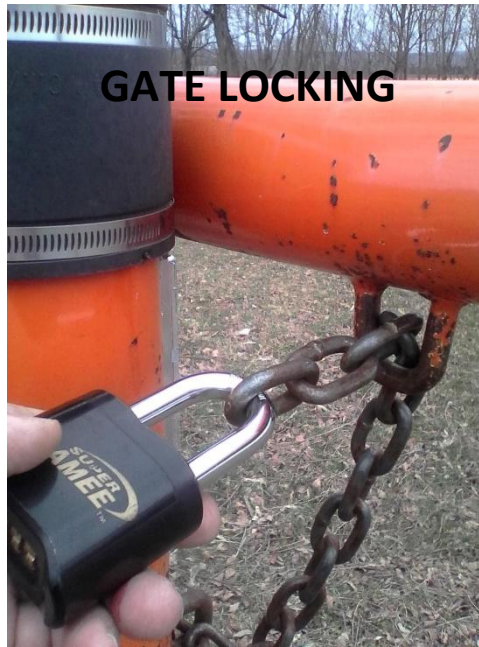
Donations have already started to come in but this program will only be truly successful and meet our goal with all of our help to promote it. All donations for the property purchase are being deposited into a dedicated bank account in the club's name and will be returned to the donor if the land purchase is unsuccessful.

Thank You,  
Management

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



**Land Sale has been completed, above goal! We are past the halfway mark!**



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

## The Weather Outside Is Flightful: Electrics In Winter from Model Aviation, Dec 2021



As seen in the December 2021 issue of Model Aviation. Terry Dunn

MANY OF YOU ARE already aware of what I am about to write: RC flying in the snow is a lot of fun! There is something really pleasing about carving tracks in a fresh blanket of snow as you perform touch-and-gos with your winged aircraft. All you need is a snow-capable model and a few simple precautions to mitigate the cold. The joys of snowy runways are relatively new to me. Until a few years ago, I had always lived south of Interstate 40, where there's not much snow. I am making up for lost time now that I live in Buffalo, New York. Many of the modelers here take great pride in flying year-round. I aspire to follow their example.

### What to Fly

There is a variety of electric-powered, fixed-wing models that can operate from the snow. Some of them even seem to be custom-made for the white stuff. Floatplanes and seaplanes are prime examples. In a sense, flying off of the snow is still float-flying. The water is merely a bit colder! Most water-friendly models are also snow-friendly without making any modifications. The only obvious exception applies if your model has a protruding water rudder. It would be a good idea to remove it or tuck it away to prevent damaging it by dragging it through the snow. One of my favorite water-based models to fly in the winter is the Twin Pond Master. This two-motor variant of the venerable Puddle Master was designed to use Speed 400 brushed motors and NiCd batteries. Mine has been upgraded with brushless motors and LiPo battery power. It is a simple airplane that does many things well. I use differential thrust for yaw control on water, snow, and in the air. Because the fuselage has a wide, flat bottom, I can remove the detachable wing-mounted tip floats when I'm flying off of snow.







Another model that I have found to work well in the snow is the Origin Hobby Funter. It has a foam airframe with a long, smooth underside and a pusher motor mounted above the wing. In warmer months, the Funter requires a hand launch followed by a belly landing in the grass. This same airplane will happily perform sliding takeoffs on snow. The rudder even provides a fair degree of steering authority when "taxiing" on snow. I do not think that the Funter is still available in hobby shops, but there are many other models that share the same basic planform. I suspect that they all possess similar frigid-weather chops. Your favorite Sunday flyer can be flown in winter as well. All you have to do is swap the wheels for skis. Du-Bro offers skis that are a simple bolt-on modification for most

models. They adapt to tail-draggers and airplanes with tricycle gear. Depending on the size of wheels that you normally use, you might lose some ride height when switching to skis, so make sure that you still have adequate propeller clearance. Last winter, I installed skis on my Great Planes ElectriCub II. The results of the ski conversion were even better than I had hoped. The airplane glides across snow with superb dexterity. With a little down-elevator, the tail comes up as soon as I feed in throttle. The rudder has plenty of authority to taxi the slow-moving Cub with precision. After a little practice, I was using the skis to draw shapes in the snowy field. I should mention that the ski equipped Cub flies well too.

## Don't Nuke 'Em

Most of the electronic gear in our electric-powered RC models will operate fine in freezing conditions. One glaring exception is the batteries. They can become very anemic in the cold—especially LiPo cells. I have a simple strategy for keeping batteries warm on cold days. First of all, I am a minimalist when it comes to packing for snowy flights. I typically bring only a transmitter and a few charged flight batteries. I have no desire to charge batteries or fix things in freezing conditions, so why bring extra stuff? But I digress. The transmitter and batteries easily fit inside a double transmitter case. Just before I head to the field, I warm up a microwaveable heating pad and place it inside the case next to (but not touching) the batteries. This is usually sufficient to keep the batteries warm throughout my trip. The batteries inside the transmitter stay happy too. Avoid applying too much heat to the batteries. Some of those heating pads can get very hot! If you can't hold your finger on the pad for more than a few seconds, your battery will not like it either. Do not—I repeat—do not microwave the batteries. You will not like the results! A few companies offer electrically heated battery pouches. That is an interesting idea. If anyone has used one, let me know your thoughts.

## Wrapping Up

It is a good idea to brush all of the snow off of your model at the end of a flying session. The actual snow isn't a concern. The potential problems pop up when all of that clingy snow melts. You don't want water seeping into balsa, servos, or anything else. I hope that I have convinced a few of you to keep your thumbs active this winter. You won't regret it. I still feel like a newcomer to cold-weather flying, so I would love to hear some more tips and tricks from all of you salty snow veterans.

A transmitter glove and heating pads keep the author and his batteries cozy when flying in cold weather.





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