HCRC Flyer

AMA Charter #341

MAY 2026

Shown above are some of the UMASS Aeronautics Club team members. They were at our field attempting to work out some last minute issues with their aircraft design before heading out for this year's AAIA competition. The competition was held April 16-19 in Wichita, Kansas. The challenge was to build a banner towing bush plane. The team ranked 61st out of 98 competitors. Find out more about the competition at https://aiaa.org/dbf/

Thursday, April 2nd, 2026 HCRC Business Meeting Notes

Quorum Present – 11 Members including 3 Executive Members present: Mike Shaw, Pat Malone, Bill Ewers, Lou Enselek, Ron Paul, Karl Hathaway, Jack Nichols, Mark Waskielewski, Dave Whiteley, Alex Wellman and Shawn Kelsey. Chuck Allessio visited. Reading of the minutes from the previous month was waived. Club finances for the month of March were reported and approved.

Lenny is willing to give us another year to come up with the purchase price. The executive committee met with him on March 15th. Lenny has a friend that is interested in purchasing the waterfront portion of the land. We would have to determine what easement would be required and how to make the deal work.

The UMass Aeronautical Club has been using our field to test their plane. Please wish them luck if you are at the field while they are testing.

Stephen Therrien-Smith was voted into the club.

Flying News & Events

UPCOMING EVENTS

- **05/07** Business Meeting at the club field, 7pm
- **05/16** Southbridge R/C Swapmeet at Southbridge Municipal Airport, 220 Airport Access RD., Southbridge, MA
- **06/04** Business Meeting at the club field, 7pm
- **06/07** Biplanes and Classics over the swaps fun fly hosted by East Coast Swamp Flyers, Northfield, CT
- **06/13** Memorial Fun Fly, hosted by RC Propbusters, Salem, CT
- **06/27** HELI Smackdown, hosted by CCRCC, Farmington, CT
- **06/07** Float Fly hosted by Yankee Flyers of CT, Thompson, CT

To find detailed location of any of these events, got to
https://www.modelaircraft.org/club-finder

"I WISH THEY'D HURRY UP AND FIX THE WIND TUNNEL."

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.

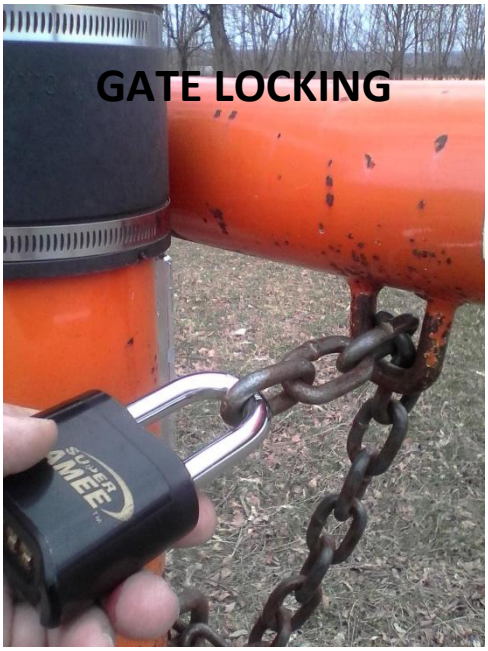
Please email this link to any and all people in your phone contact list: friends, family, coworkers, everyone. These are *your* people and will be the ones most interested in helping you/us. You can also text it to anyone you don't have an email address for. Also, share this link with any business and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



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

Fiberglass a Wing – Tips for producing a smooth surface
(from Model Airplane News)

There are many ways to apply fiberglass cloth to a structure. The most common methods use either polyester or epoxy resin and catalysts. Some of the resins require unequal mix ratios, like one part epoxy to two parts hardener, which is difficult to measure accurately. I also dislike polyester resin because it really smells foul. For all these reasons, I use Pacer Technology's Z-Poxy Finishing Resin (#PT40). It is an equal-mix product that has little to no smell and is easy to work with. Cure time to a tacky consistency is about 30 to 45 minutes. After about two hours you can handle it, and after four to five hours, you can sand it or apply another coat. Even if you have never done this before, it is really easy to do.

LET'S GET STARTED

Some items you will need are paper towels, 1-inch hardware-store chip brushes, something stiff to use as a "squeegee" (a credit card works great, as do plastic-coated playing cards), a hobby knife with no. 11 blades, Z-Poxy Finishing Resin, and some denatured alcohol. A flat surface, like an old table or workbench, covered with newsprint or some other disposable covering is excellent for setting parts on. You will also need some 100- and 220-grit sandpaper to smooth out your prep work. A rubber sanding block, available at most hardware stores, will help enormously. Oh yes, and some 5-oz. disposable drinking cups will be useful for mixing the resin.

Keep in mind that different-weight fiberglass cloths (from 3/4 to 3 oz.) work differently. The heavier the cloth, the more stubborn it may be to lay down properly—be patient. Whether it is a one-piece or a two-piece wing, pretend that it's divided into four quadrants: top left, top right, bottom left, and bottom right. It doesn't make a difference which section you start with. If you have detachable ailerons and flaps, remove them and do them separately. Now, let's get down to business.

PREPARATION

Before you start the first panel, make sure that the whole wing has been finish-sanded with 220-grit sandpaper and then vacuumed clean. Do the other three panels in the same way. If your balsa wing has any dents in it, spray the dented area with a little water and gently rub it into the dent. Let the area dry out; the wood grain will lift slightly, causing the dent to vanish like magic! The general idea here is to have smooth, flat, ding-free surfaces over which to lay your fiberglass cloth. As far as fiberglass cloth goes, my basic guide to what weight to use is directly related to airplane size. For models with wingspans in the 80-inch range, you can use anything from 3/4- to 1 1/2-oz. cloth. Anything 100 inches and over, I use 2- to 3-oz. cloth. You get the idea. To find where to buy your glass cloth, check hobby shops or large distributors. You can also shop around your local boat/marine hardware stores for the cloth you need. Now, measure your wing panels and allow at least an inch of waste material all the way around. After cutting your first piece of cloth, lay it on top of the wing panel and rub your hand over it to make sure that there is nothing under it, as any speck of sanding dust will ruin the finish.

THE GLASS ACT

For the first coat of resin, I add about 5 to 10 percent alcohol to the resin. This is not really recommended by the manufacturer because of the variances of alcohol used, but it helps the cloth lie down easier without pulling it out of shape while applying the resin. When you apply the second coat of resin, however, use it full strength. Mix the resin parts together completely, add the alcohol, and mix again until the alcohol is fully integrated. Lay the cloth down over the bare balsa, being sure that it lies down completely smooth. Pour a small line of the mixed resin down the center of the wing panel spanwise, and spread it out from the center to the leading or trailing edge—it doesn't matter which—then do the rest. Keep a disposable drinking cup handy

to squeegee off excess resin from your credit or playing card. Paper towels are nice to have around, too, as well as a 1-inch chip brush to brush down the edges and areas that you missed.

Now, spend some time going over those areas; fixing it now makes life a lot easier later on. By this time, your hands will feel as if you just handled a large ball of cotton candy—nice and sticky. Wipe yourself and any tools you wish to keep clean using a paper towel and some alcohol. Trust me—once you have completed the first panel, you will find the other three will go much faster. I usually do the top-left panel followed by the top-right panel and then let cure. I trim the edges with a no. 11 hobby blade and then lightly sand the edges all the way around. I flip the wing panels over and apply cloth to the other side. Don't build up too much resin near any edges because, when it cures, you will just have more resin to sand off.

After you've done all four panels and they're all fully cured, revisit the first panel and very lightly sand and fix any little imperfections or dings that you might have picked up. If you have any wrinkles, bubbles, or brush hairs, now is the time to sand them away. If you must sand down so far through the cloth and resin that it leaves a bare spot, don't worry. You can cut a small piece of cloth and put it down with the second coat of resin, or if it's small enough (like the size of a quarter), just ignore it and put down the second coat of resin directly over the bare wood. Go over the other three panels and do the same thing.

As for the wingtips, I simply trim close to the wing, apply resin, let cure, and then sand. If needed, I'll add scrap cloth to cover any bare spots. When you have all four panels done with two coats of resin and they are fully cured, use the sanding block to sand the wing smooth. You will notice that the second coat of resin has cured fairly shiny. This is because it just lies on top and does not absorb at all into the wood or the glass cloth. Use 100-grit sandpaper over the shiny surfaces to "break" the shine, then switch over to a finer-grit sandpaper, like 220, to finish-sand the whole panel. Remember that when you sand the cloth, be careful not to go through to bare wood. The difference now between a good wing surface and an outstanding one is how much time you spend sanding the wing.

When you have the entire wing finished as mentioned above, you are just about done. For me, the next part is the final step. Find a well-ventilated area, and get some Rust-Oleum Automotive gray primer (an average rattle can will cover about 4 square feet) and lightly spray the wing panels. The primer will expose any flaws left in your fiberglass surfaces. Fill any pinholes or dings using a lacquer spot putty or Bondo, let dry, and sand and primer again.

Now you are ready to paint your wing! No matter how you choose to finish it, the smooth fiberglass will enhance your model's overall appearance.

WHAT YOU'LL NEED

Here's what you'll need for this project. The components shown here are needed to start the project. The method I use will work with any resin, whether it is polyester or epoxy based; I chose this Z-Poxy product because I enjoy its working characteristics. Your scissors must be sharp. I use denatured alcohol for thinning or cleaning up the tools, but rubbing alcohol will also work.

I cut the cloth a little oversize, lay it over the surface, and dry-brush any wrinkles out. I pour the mixed Z-Poxy down the center, from root to tip (as shown), and prepare to "squeegee" the resin through the cloth.

Using a clean credit card or plastic spreader, I spread the resin toward the leading and trailing edges, to a point where there are no ridges of resin visible.

After completely spreading the resin, this is what the surface will look like. When the resin has cured, the excess fiberglass cloth can be easily trimmed using a single-edge razor blade or lightly sanded using a sanding block. Here, the wax paper protects the flaps from the resin, but the flaps are in only to make sure that the trailing edge cured straight; normally, I would take the flaps out.

Notice how neat and clean the surfaces appear after sanding the second coat of resin. All surfaces are now ready for primer. Because the second coat of resin does not seep into the wood grain, it forms a crisp topcoat layer, which is very shiny. Sanding it until dull is appropriate.

A small vibrating sander can be helpful in breaking down the glossy topcoat of resin. The more pressure you apply, the faster it works. But be careful not to apply too much pressure on the corners—you may go through your cloth!

The same basic technique is done for all control surfaces, as shown here. The parts are set aside until the resin cures, then the excess cloth is trimmed away and sanded smooth using sandpaper.

By Denny Deweese
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