

HCRC Flyer



AMA Charter #341

JANUARY 2026



The recipient of the 2025 *HCRC Broken Prop Award* went to Shawn Kelsey who supported our club by helping at work parties, attending business meetings, and contacting AMA clubs on behalf of ours to secure donations for the Go Fund Me land purchase program. He may also have had a mishap or two with a few of his helicopters.

Congratulations Shawn!

Thursday, December 4th, 2025 HCRC Business Meeting Notes



No Quorum Present – 8 Members including 4 Executive Members present: Mike Shaw, Gus Coelho, Pat Malone, Bill Ewers, Dave Whiteley, Shawn Kelsey, Mark Wasielewski and Karl Hathaway. Heather Gatto attended as a guest.

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

All executives were nominated for re-election. Mark Wasielewski was nominated to retain his position on the board of directors. There is no quorum and thus no vote at this meeting.

The renewals have gone out and include a vote for the proposed revisions to the bylaws.

The New Year's Day Fly-In will be January 1st. Please come out, fly and stand around the fire!

The January business meeting will be delayed by a week to the second Thursday of the month on January 8th. This is due to the 1st Thursday of January being New Year's Day.

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.

The broken prop award was given to Shawn Kelsey for his involvement in sending emails seeking donations for the purchase of land, club work parties and loss of a few helicopters.

Flying News & Events

UPCOMING EVENTS

- **01/01** HCRC New Years Day Frozen Fingers Fly In at the club field (weather permitting)
- **01/08** Business Meeting at the VFW in Florence, MA, 7pm (2nd Thursday of the month)
- **02/05** Business Meeting at the VFW in Florence, MA, 7pm (club dues are due by this meeting)



"You want to get me the owner's manual
out of the glove compartment?"



Hey Everyone
It's that time of year again for.....

Our Annual New Year's Day Fly-in!!

When: **Thursday January 1st 2026** (Of Course)
10AM to 3PM

Come fly, eat and freeze your fingers off!

Where: at the club field

The club will provide grilled hot dogs and drinks

Please feel free to bring something extra such as
soup, chili, coffee, stew maybe, something hot is the theme as long as it can be brought to the field hot
or reheated on the grill

We will also have a **PIT FIRE** to help stay warm as well

Check the club social media resources before coming out to make sure the weather
isn't too, well, **weathery** at:

watch your emails obviously and check the club web site www.hampshirecountyrc.org and
our Facebook page www.facebook.com/groups/148353592007739/



ATTENTION ALL HCRC CLUB MEMBERS AND SUPPORTERS

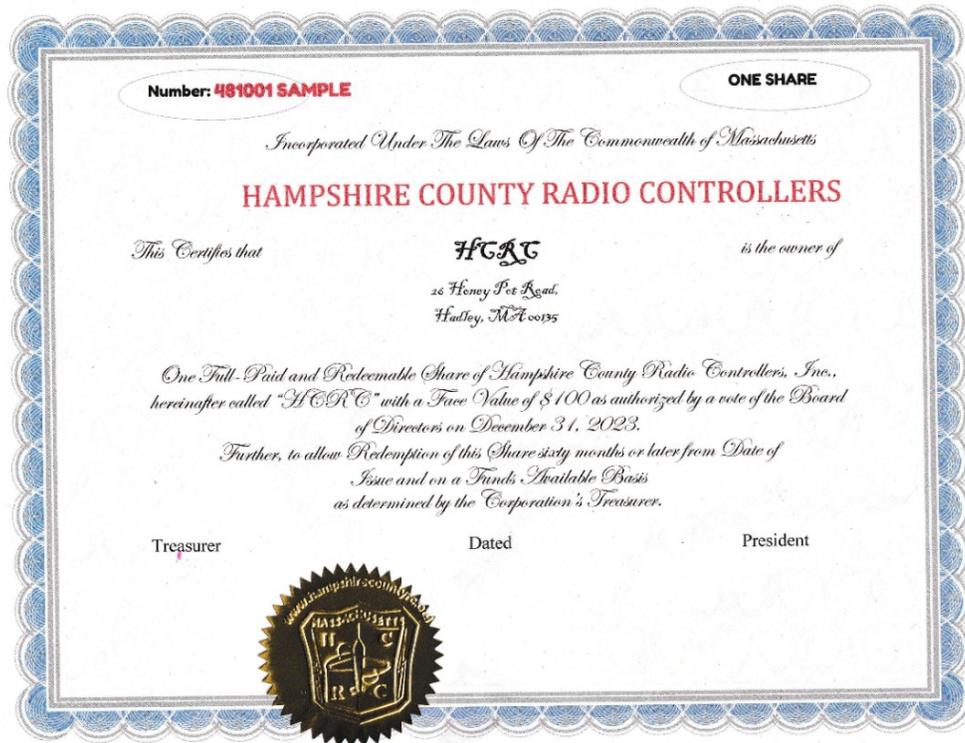
SHARES CERTIFICATE FUNDRAISER PROGRAM

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.

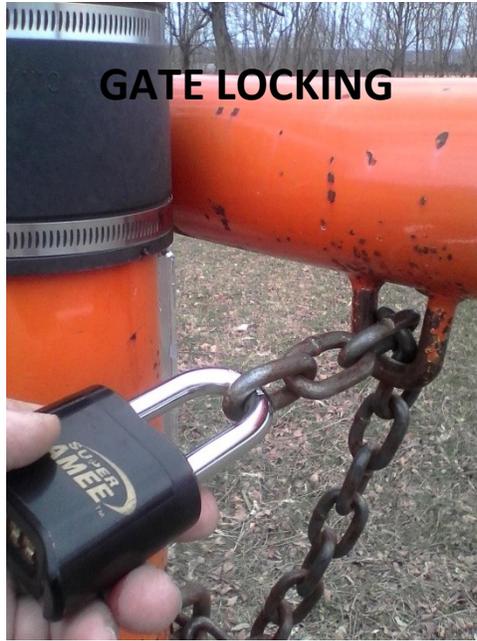
Donations have already started to come in but this program will only be truly successful and meet our goal with all of our help to promote it. All donations for the property purchase are being deposited into a dedicated bank account in the club's name and will be returned to the donor if the land purchase 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 following are the best tips I have compiled from many sources and contributors. Many of these did not come directly from me, and I chose them for my list.

#1 Practice:

There is 3 things involved in flying. Seeing, interpreting what we see, and stick action; Eyes – Brain – Fingers. Practice can improve any of these aspects. 3D is particularly demanding on orientation; the bridge between the eyes and the fingers. The best tricks bypass the brain interpretation and become automatic. At this point, I believe most movements for me are automatic, and are a direct result of practice.

#2 Land keeping plane pointed at yourself until late:

When Landing on final, point the nose of the plane directly at yourself until you get a short distance before the runway begins. It is easy to just make a slight left or right adjustment to find runway center. This is a remarkably good tip that solved landing issues countless times as I trained pilots. Trying to line up straight from a long approach confuses your eye because of perspective issues. Your eye is confused at the plane's actual direction. This is why so many just keep missing the runway. Also, Improve the softness of your landings by looking at the wheels instead of the plane as a whole in the last moments of the landings.

#3 Take off with Speed:

With warbirds and Jets especially, do not take off without plenty of speed... Especially on a maiden flight. Stay on the runway as long as possible. Biggest cause of crashes is lifting off early with scale planes where the initial speed loss of ascent or sharp ascent causes a tip stall. At this point, you are so slow all flight controls get very mushy and ineffective. Then it is not possible to recover. An overpowered plane eliminates this, but many scale planes can be very susceptible to this. It is easy to lift off accidentally as well. The extra speed is a necessary safety step.

#4 Elevator for speed and throttle for altitude:

While landing, the elevator should be used for AOA and airspeed, while the throttle should be used strategically for controlling for altitude during landing. Since you want to stall the plane near the ground to land and not bounce down the runway, you need to be slow. All full-scale planes land this way. They land with power on. The biggest and most common mistake I see is just coasting to the ground and landing too fast. Then the plane bounces and lifts off again and causes all kind of problems. Land slower by slowing down a lot and then adding a bit of power back. Again, full-scale planes do it this way.

#5 Sticks together or sticks apart for knife edge

To enter Knife edge flight from level flight move rudder/ aileron sticks in opposite direction Sticks or Same direction (aileron slightly before rudder). When rolling right, move the sticks apart and this will have rudder in correct direction. When rolling left, move the sticks together. Of course when doing from inverted, left and right are opposite. Also, another tip is if you're seeing the canopy move rudder stick to the tail, and if you're seeing the belly then move it towards the motor.

#6 When control is lost. Keep flying the plane.

When in a crisis, don't panic. Keep flying the plane. So you're about to go down while trying a move close to the ground or at altitude. Don't immediately panic and give full throttle to (hopefully) pull out or just give up. Get the plane under control first then add an appropriate amount of throttle. Sometimes you'll crash it anyway, though. But hey, at least you tried.

#7 Power into turns when slow or on approach

Power into turns while making final turns for landing when going slow. Many warbird or jet crashes happen flying slow on the corners. The turn simply slows the slow flying plane even more, and the banked wings alters lift. The plane tip stalls, then your ailerons and elevator fail to do anything. It often feels like you lost radio signal, but you didn't. Every club I go to, someone will come up to me and say "there is a mysterious dead zone in the corners" I generally laugh to myself knowing they have witnessed what I discussed repeatedly.

#8 Power for altitude in knife-edge flight

knife-edge flight is pretty easy to master. Getting low seems to be a universal problem until you know and understand this tip. Use the rudder only to establish angle of attack. And get the nose level or pointing upward. Then, reduce the power and the plane will descend. When you get low enough, just add throttle. Do not change the rudder. Although in truth, you may be adjusting rudder all the time, the principal is that power alone will be responsible for altitude. Early in my career, this gave me a real headache and I just couldn't get it. Then I discovered this on my own. I could have mastered in one day what took 3 months.

#9 When hovering belly in move rudder in direction of falling wing.

When hovering with the belly facing you, or in the 180 degree point of a torque roll, if the wing drops in one direction or the other, use the rudder direction to lift that wing to level. In other words, think of the rudder as lifting the falling wing back up (because that is what it is doing). **PUSH THE RUDDER STICK IN THE DIRECTION OF THE FALLING WING.**

#10 When inverted, push the end toward in direction you want to go or move rudder to pointy end.

When flying inverted, it is best to imagine the plane being a disk, and the rudder will turn which ever pointy end (nose, tail, or either wing tip) is closest to you in the direction you move the stick. Whatever part of the plane you're looking at, use the stick to "push" that part of the plane in the direction you want it to go.

For instance: If you're inverted coming towards yourself, if you want the plane to make a turn to your right you push the rudder right, and that'll push the nose to the right relative to you.

Likewise if the plane is heading away from you, and you want the plane to go to your right, you'll "push" the tail to the left, so rudder stick left, and that'll push the tail to the left and the plane will turn right, relative to you.

PLUS 1 Bonus tip) Trim and mix for knife-edge flight:

When flying normally we all trim our airplanes by adding a bit of elevator, rudder or aileron to make it fly straight hands off. One of the absolute dumbest advice I see as rampant throughout the flying world is to fly through knife edge without trimming. This is absolutely ridiculous. Would you ever fly a plane perpetually without trimming it and fighting just to stay level or stop rolling without input? Absolutely not! No one would. Then why when you go knife edge would that be acceptable. Use rudder/elevator or rudder/aileron mixing to trim it to fly straight. Most good aerobatic planes are pretty close with no mixing, but a Cessna or biplane, you absolutely need it. A lot of things affect it, but once you trim it for knife edge and mix out the coupling issues, flying knife edge is much easier and you still make adjustments for wind and so on as you would in any other situation. Another important thing to keep in mind that when you roll the plane, if it is not mixed and trimmed for knife edge, it will not roll straight. If you perform a 4-point roll, it will not end up straight. In level flight it will, but when it goes on knife edge, it will push or pull with the bad tendencies if not adjusted. Rolling harriers and all slow rolls get really ugly as well if not mixed out. (I have a mixing guide available to instruct you on mixing)

Other Good Tips

- To learn to harrier, perfect the “elevator” maneuver, then add throttle. The elevator is an easy, safe maneuver.

Transitioning to harrier is easy.

- Perfecting the Vortex maneuver.

1) Fly a level knife edge at a slow cruising speed, maybe half throttle or so.

2) If you are flying from right to left in front of you, you will have a specific amount of right rudder to hold level flight. In this example let's say you are using 1/3 right rudder to hold a level knife edge.

3) When the plane gets directly in front of you begin the Vortex. Simply apply full down elevator and 1/3 left rudder. The plane will tumble tightly in knife edge and as it passes 180 degrees or so of rotation immediately reverse the rudder back to 1/3 right rudder and neutralize the elevator at 360 degrees again and continue flying off in knife edge flight.

This is a fairly easy maneuver to get comfortable with and is easy to do in any KE flight path, right, left, climbing or descending. The key component is just switching the rudder from one side to the other and back with full down elevator. It also works for tight KE snap turns for 90 degrees, 180, or the full 360. It can be done without reversing the rudder (just neutralizing it) if down elevator is applied when the fuselage is level but the rudder reversal thing really helps prevent the vortex from becoming a waterfall. I sort of stumbled onto this by accident, saw that it worked, and stuck with it. It is a nice maneuver and can be used in all kinds of transitions.

- Wing rock in harrier Cure: Increase angle of attack and check C.O.G.
- Harrier landings:

The key is AOA and throttle for a smooth decent (elevator) to about 1 foot and then a smooth increase power with a slow release of the elevator. The increase in power is so you don't plop but move forward as you release the elevator.

- P-factor compensation:

Typically up-elevator moves are already P-factor compensated with built-in right thrust. But hard down-elevator / high throttle pushes like avalanches will have big P-factor the other way (since the plane is sloshing high alpha upside-down), and needs left rudder during the momentum fall and definitely as you pump throttle. Similarly, holding a straight inverted harrier needs left rudder pressure, more or less proportional to throttle as you harrier around.

Knowing that you need left rudder in inverted high alpha can help diagnose those weird days when those moves don't feel right.

- Hover closer to yourself to perfect. It is much easier to see and react to your corrections.
- Do 4 point rolls around the field and/or very slow rolls to help get rolling harriers.
- Watch the nose on rolling harriers.
- Throttle for altitude for Knife edge.
- When hovering, don't focus on keeping the plane from falling, focus on keeping it from rising.
- Perfect the COG. This is a universal cure for most of what ails an airplane not flying well.
- To find the COG, put the plane on a 45 degree climb at 2/3 throttle while inverted. The plane should make a very slow arc toward the ground. It should not climb or move obviously toward the ground. If it goes nose up, it is tail heavy. If it noses toward the ground, it is nose heavy.

Officers

PRESIDENT

Mike Shaw
15 Overlea Drive
Springfield, MA 01119
(413) 330-1827

mshaw.spfld@gmail.com

VICE PRESIDENT

Pat Malone
117 Lake St.
Florence, MA 01062
(413) 270-0172

pmalone60@comcast.net

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

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



RT 8 Adams, MA



www.rcmadness.com

101 North Street Enfield, CT 06082
860.741.6501

Please support your local Hobby Shops