Newsletter of the Charles River Radio Controllers, Inc.

CRRC Flight-Log

http://www.charlesriverrc.org

AMA CHARTER 339 APRIL 2009 VOLUME 46 NUMBER 04

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GENERAL MEETING

Wednesday
April 15th
7:30 PM

The Club Meeting will be held at the **Goodnow Library in Sudbury.** Bring a friend or just come alone. See directions on the last page.

GUEST SPEAKER: Doug Jacobs

Doug will do a presentation on the art of thermalling, in big gliders. That will be very interesting, and should provide many helpful ideas that will work with RC gliders. Doug will also have some photos and specifications on his current sailplane, of interest to scale modelers. Bring your scale model for show and tell.

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RAFFLE

First Prize

Model Tech Apex EP ARF

Second Prize

HZ040 New Screw Driverse

President's Letter

Spring is here!

With the improved weather in March, I've been able to make it out to Davis Field a few times in the past month. It was good to see the regulars coming out. After a couple months of no flying (no, I'm not counting the 15 seconds in 20mph winds at the Frozen Finger Fun-Fly), I'm pretty rusty. Exhibit #1 is a broken landing gear plate on my 40" Edge. Exhibit #2 is the ripped out bottom of my 51" AJ Slick. But, I've repaired the Edge (even had a half-dozen perfect landings at Nara Park during lunch time on the only calm day of this past week), the Slick will be back, and I have a few new planes to put together. Just got an extra charger, a few new batteries…. I just need the winds to die down and the rain to stop. I even have my Easy Glider balanced and trimmed out, so hopefully, I'll be able to learn a little soaring. I'll be busy this year. Hopefully with flying and not so much repairing.

Davis Field Landing Strip Experiment

Except for the short grass close to the parking lot, I've always found trying to land my electrics out in the field's thick, bumpy grass to be hard on the landing gears and props. My Electristar (tricycle gears) lands fine, but taking off in the middle of the field in the summer time is not easy.

Since we can't put anything permanent at Davis, I got a pair of 12'x40', lightweight tarps. I nailed them down end-to-end to form a temporary 12'x80' landing strip. That sounds like plenty of space. How hard could it be to land a plane on it? (Ok, you glider guys that can hit a spot within a few inches can stop laughing now….)

Well, 12' is not as wide is it sounds, when you are used to just picking a direction into the wind without trying to hit any particular spot. And 80'?

I managed to get some practice crabbing with crosswinds, but just couldn't hit the tarp. Even with power off, my Electristar floated on by for the full length on the first few tries. I could only hit the runway and stay on it with my Slick by coming in slow with the nose high with some power (not exactly a full harrier landing).

Hmm, … maybe 24'x120'?

Actually, I think with little less wind and some practice, I'll be able to hit the tarp without any trouble. I'll be packing the tarp in my truck whenever I'm at the field, so if you want to give the strip a try, come on out. A few of us have tried it a few times, and it has been pretty fun. Oh, don't try this with your glider if it has one of those pointy things on the nose. I only have so much duct tape for the holes in the tarp. Now, I just need to come up with a new excuse when I break my next landing gear.

Nyanza Superfund Site Update

The chance of obtaining a flying site at the Nyanza Superfund site in Ashland is not very high. At least, not in the near future. Attempts to contact the owner were not successful. I heard through the grapevine that the owner was attempting to get approval to put a solar panel farm on top of the capped dome. It is kind of hard to argue that a model airplane flying site would be better than a solar energy farm.

Field Cleanup

Speaking of Superfund cleanup sites, …by the time we have our April meeting, Davis Field's

spring cleanup will have come and gone (and hopefully all the doggie you know what), but don't forget the Medfield cleanup on the 18th.

So, bring all your completed winter projects out, and I'll see you at the field.

- John Epplin
CRRC President

Treasurers Report

Report Date 04/08/09

Starting Balance 03/01/09	
Checking	$6,523.26
Cash Box	$25.00
PayPal Acct	$38.54
CD Accounts	$6,678.15
Total Starting	**$13,264.95**
Income	
Interest - CDs	$13.49
Membership dues	$680.00
Raffle	$125.00
Transfer from Paypal	$81.93
Total Income	**$900.42**
Expenses	
Annual Report, Check #1587	$15.00
Field Expenses, Check #1586	$415.00
Total Expenses	**$430.00**
Ending Balances	
Checking	$6,980.19
Cash Box	$25.00
PayPal Acct	$86.78
CD Accounts	$6,691.64
Grand Total Ending 03/31/09	**$13,783.61**

- Istvan Sleder
Treasurer

UPCOMING EVENTS

April 15, 2009
CRRC – GENEAL CLUB MEETING
7:30p Goodnow Librbary, Sudbury, MA

April 18, 2009
BILL MARTIN FIELD CLEAN-UP
9:00a Bill Martin Field, Medfield, MA

April 19, 2009
CRRC – ELECTIRC GLIDER CONTEST
(Open to CRRC members & guests only)
9:00a – 1:00p Davis Field, Sudbury, MA

April 21, 2009
CRRC – BOARD MEETING
7:30p Goodnow Librbary, Sudbury, MA

May 30, 2009
CRRC – FAMILY FUN-FLY
(Open to CRRC and Millis members)
10:00a – 3:00p Bill Martin Field, Medfield, MA

ELECTRIC GLIDER CONTEST

April 19th , 2009 at Davis Field, MA

Pilot's meeting at 9:00 am. Contest starts at 9:15 am, and will finish around 1 pm. Here are the rules:

1) Any electric powered airplane may be entered.
2) Any power system may be used.
3) Maximum motor run is 2 minutes. There is no minimum motor run. Once the motor is turned off, it must stay off for the duration of the flight.
4) Target glide time is 6 minutes. Glide time starts when the motor is turned off.
5) Score is calculated as 1 point per second of glide time, up to a max of 360 points. Each second over or under 6 minutes is a 1 point penalty.
6) Landing points will be awarded based on a standard 4 points per foot tape. 100 points are awarded for landing exactly on the spot. 4 points are deducted for each foot away. Measured to the nose of the plane.

Note: There will also be a 20 minute duration flight

General Meeting Minutes for March 11, 2009.

Business Meeting

President John Eppling called the meeting to order at 7:40 PM, at Goodnow Library, Sudbury, MA.

The treasurer's report and secretary's meeting minutes were approved as written in the March newsletter.

Field Reports

Dick Williamson has filed a permit with Sudbury Park & Recreation for use of Davis Field for eight Sundays, 11AM - 1PM, commencing April 20. Saturday, April 11 is Sudbury's annual town wide clean-up day, and CRRC has volunteered for Davis Field clean-up duty. We are awaiting approval from Park & Rec to allow CRRC to obtain and post "Clean Up After Your Dog" signs at the field.

No report for Medfield. Ken Antonellis has new keys to access Bill Martin Field. Key number 7 is now in use.

Membership Report

Membership Chair Ray Harlan reports our membership at 61.

Board of Directors Volunteer

Ruane Crummett volunteered to attend next week's BOD meeting as member at large.

Old Business

John Eppling reports that there has been insufficient interest for an indoor flying event. However, the general consensus of the meeting members is to go ahead and schedule an event.

New Business

Richard Gammon reported on his search for a speaker for the April general meeting. Doug Jacobs is a national champion full-scale glider pilot. Jacobs also teaches thermal hunting techniques to FS pilots. Richard's suggestion was met with great enthusiasm.

Solos: No solos to report this month.

Guests

Wayne MacKeil, a former CRRC member is rejoining CRRC. Wayne is flying glow planes.

The business meeting was adjourned at 7:56 PM.

Raffle Winners

With thanks to Rafflemeister Tony Davids, this month's raffle winners were:

1st Prize: Ray Harlan: Polaris Seaplane Parkflyer

2nd Prize: Tom Bauer: Robart Wing Incidence Meter

Show And Tell – Winter Projects

The theme for the March meeting is Winter Project's Night, so there was no featured speaker.

Tom Stammberger showed his new A-7 Corsair. This brushless turbine powered jet from Hobby Lobby is rated for 80 to 90 mph, and includes a 45-amp speed control.

Ken Antonellis displayed his new electric Easy Fly ST-330 from Hobby City. A good deal at $120, this ARF is receiver ready and a good flyer. The Easy Fly is a knock-off of the Easy Star.

Fritz Bien has a new Drela designed Supra. The wing span is 139-3/4" and weighs in at 64 ounces with servos. Fritz crafted his own rectangular wing pins from carbon fiber. The tail boom is from Rick Walba. Fritz stiffened the wing cores with carbon fiber.

Dick Roy has a new EZ Sport electric from Mountain Models. This built up kit has a foam wing and a balsa fuselage. Dick is anxiously awaiting its maiden flight. Dick also brought along a new E-flite PT-19 ARF. This electric has an interesting feature that allows it to be flown as either a RC or control line model. Dick admitted to being a bit over anxious to fly the PT-19, and damaged the wing while "flying" along the basement floor.

John Eppling was pleased to show off his new AT-6 25e Texan ARF from E-flite. This model is powered with a Reaper Brushless GR-35 motor, and comes complete with retracts and flaps. John found the retracts difficult to set up. A 12" prop and 3S Lipo complete the power plant, for a flying weight of 4 ½ pounds.

Ruane Crummett found a kit for an L-19 Bird Dog at the recent WRAM show. The kit is laser cut, and Rue plans to cover it in tissue.

Tom Bauer is building an Allegro-Lite. Tom had one wing spar and ribs on display. The ribs have carbon cap strips. Tom's next task is to wrap the spar with tow.

Istvan Sleder has completed the tail feathers for his Drela designed Allegro-Lite project. The rudder and horizontal stabilator are built with balsa and strengthened with carbon fiber for a light but strong structure.

Richard Gammon gave us a preview of his Extra 330L last month. Tonight he was happy to report that the Extra has had its first flight at Davis Field. This 3-lb. beauty pulls 240 watts.

Dan Murphy has been taking it slow with his Oly IIS woody build. Dan is in the process of constructing the wing. He has added carbon spar caps and kevlar wrapping. Dan showed off his fuselage at last year's Winter Project Night.

Jeremy Harken is making great progress on a Mojo .25 kit, designed by Paul Swansen. Jeremy has completed the wood fuse, wing, and control surfaces. This electric 3D model will have a 35" wing span and an expected flying weight of 28 ounces.

Lincoln Ross showed us his own design wing bags for his Oly-II. Lincoln says the quilted fabric bags are easy to sew together.

Dave Rocheschi gave us a flying demonstration of a cool $30 Electric Flyer. This little plane uses an infrared hand held unit to provide line of site remote control.

Dick Williamson showed us three planes he has worked on, standardizing on the same brushless outrunner and electronics in all three. Dick has been favorably impressed with the vertical climb rate of his refurbished Zagi. A Denny Maze Wind Dancer that spent an entire winter in a tree was the second plane to get returned to flying status with this beefy power plant. Dick's third upgrade is a "Speedee" that he snatched up at the auction a year ago.

Tony Davids has been busily transforming the big box of TREX 600E Heli parts he showed us at the December Show & Tell into a functioning helicopter. Next on his agenda is to add a 1000 watt brushless outrunner and the electronics. A pair of 600mm blades will keep this baby in the sky.

Len Woronoff demonstrated a non-contact thermometer he recently received as a “box filler” from Hobby City.

With the completion of Winter Projects Night, everyone is looking forward to the return of good flying weather so we can get all our new planes in the sky!

The evening meeting concluded at 9:30 PM.

- ***Larry Wetmore***
Recording Secretary

Safety Tips on LiPo batteries

Now that the flying season is getting into full swing, it is time to make sure those LiPo battery packs are in good conditions. Here are a few safety tips that will help you make sure that your LiPo batteries are airworthy:

- NEVER allow LiPo batteries to be charged or discharged on or near combustible materials, including paper, plastic, carpets, vinyl, leather, wood, inside an R/C model or fullsized automobile!
- ALWAYS charge batteries in a fireproof container or LiPo-Sack
- ALWAYS provide adequate ventilation around LiPo batteries during charge, discharge, and during storage. If a battery becomes overheated IMMEDIATELY place it in a fire-proof location until it cools.
- NEVER allow LiPo cells to come in contact with moisture or water at any time.
- NEVER allow LiPo cells to become punctured, especially by metallic objects such as screwdrivers, T-pins, or hobby knives.
- DO NOT allow the battery’s internal electrolyte to get in the eyes or on skin. Wash affected areas with soap and water immediately if they come in contact with the electrolyte. If electrolyte makes contact with the eyes, flush with large amounts of water for 15 minutes and seek medical attention immediately! If a battery leaks electrolyte or gas vapors, do not inhale leaked material. Leave the area and allow the batteries to cool and the vapors to dissipate. Remove spilled liquid with absorbent and dispose.
- ALWAYS balance and properly charge your batteries after having been stored for a long time. You may need to cycle through a series of discharges and charges.

Lipo batteries involved in a crash

It is very important to remember that crash damage to LiPo batteries is much more dangerous than with NiCd or NiMH cells. It might appear that no physical damage occurred to a pack after a crash. However, LiPo batteries can often have a

delayed chemical reaction, and while they may appear to be safe immediately after removing them from the crash they can suddenly begin to smolder, emit smoke and catch fire even after 30 minutes or an hour!! After a crash, remove the LiPo battery from the model but DO NOT immediately place it in a car, pocket or flight box. Instead, place the battery in a fireproof location and observe it for safety reasons. If possible, leave the battery in the safe location for 24 hours. Carefully inspect LiPo batteries which have been involved in a crash for even the smallest of cracks, splits, punctures or damage to the wiring and connectors.

Disposal of LiPo batteries

Unlike NiCd batteries, lithium-polymer batteries are environmentally friendly. For safety reasons, it's best that LiPo cells be fully discharged before disposal (however, if physically damaged it is NOT recommended to discharge LiPo cells before disposal - see below for details). The batteries must also be cool before proceeding with disposal instructions. To dispose of LiPo cells and packs:

1. If any LiPo cell in the pack has been physically damaged, resulting in a swollen cell or a split or tear in a cell's foil covering, do NOT discharge the battery. Jump to step 5.

2. Place the LiPo battery in a fireproof container or bucket of sand.

3. Connect the battery to a LiPo discharger. Set the discharge cutoff voltage to the lowest possible value. Set the discharge current to a C/10 value, with "C" being the capacity rating of the pack. For example, the "1C" rating for a 1200mAh battery is 1.2A, and that battery's C/10 current value is (1.2A / 10) can be used, such as a power resistor or set of light bulbs as long as the discharge current doesn't exceed the C/10 value and cause an overheating condition.

   For LiPo packs rated at 7.4V and 11.1V , connect a 150 ohm resistor with a power rating of 2 watts (commonly found at Radio Shack)to the pack's positive and negative terminals to safely discharge connecting it to an ESC/ motor system and allowing the motor to run indefinitely until no power remains to further cause the system to function.

4. Discharge the battery until its voltage reaches 1.0V per cell or lower. For resistive load type discharges, discharge the battery for up to 24 hours.

5. Submerse the battery into bucket or tub of salt water. This container should have a lid, but it should not need to be air-tight. Prepare a plastic container (do not use metal) of cold water; mix in 1/2 cup of salt per gallon of water. Drop the battery into the salt water. Allow the battery to remain in the tub of salt water for at least 2 weeks.

6. Remove the LiPo battery from the salt water, wrap it in newspaper or paper towels and place it in the normal trash. They are landfill safe.

References:

Great Planes, "Lithium-Polymer Battery Safety and Handling Instructions"

ThunderPower, "Disposal of LiPo Batteries"

- ***Thomas Stammberger***
Newsletter Editor/Webmaster

DOUG JACOBS
WORLD-CLASS GLIDER PILOT

Few pilots have had the racing success of Doug Jacobs. This 59 year old retired financial executive from Providence, Rhode Island has won the US National Championships eight times and the prestigious Hatcher "Top Gun" Trophy in 1994, 1995, and 2003.

Internationally Doug became World Champion in the 15-Meter Class and was awarded the Umberto Nannini trophy at the 1985 World Gliding Championships in Reiti, Italy. Overall Doug has represented the United States in eight previous World Gliding Championships, finishing as the 15-Meter Bronze Medalist in both the 1987 and 1991 Championships. Most recently he was won the Seniors contest twice and placed fifth in the Standard Class World Championships in Sweden in 2006. Beyond US National and World Gliding Championship success, Doug has competed in the Hitachi Masters of Soaring three times, winning the event in 1986.

Doug also was a participant in the 1995 Takikawa Masters of Soaring in Japan and a Bronze Medalist in the 1998 Samedan Jubilee Competition in Switzerland. Having soloed at age 27 in 1973, Doug flew his first Nationals at Elmira, New York in 1980 and has earned Diamond badge #478. He has approximately 5000 total soaring hours.

A strong supporter of the sport, Doug is the current Chairman of the US Team Committee and served as past Treasurer and Director-at-Large of the Soaring Society of America. He is also a Lincoln Award winning contributor to Soaring Magazine, a member of Sugarbush Soaring Club (Vermont), and the Greater Boston Soaring Club (Massachusetts). Doug was elected to the US Soaring Hall of Fame in 1990.

Scale Model of Doug's ASW-27

CRRC BUILDING AND FLIGHT INSTRUCTORS

To start your flight instruction; please call our chief instructor:

Brian Rickman
774-249-2494

Brian will match you with one club instructors. Our instructors are qualified and willing AMA pilots and fellow club members.

See http://www.charlesriverrc.org for directions to the flying fields. If you have any questions about the construction of your airplane, or want to have an experienced pilot pre-flight check your airplane before heading to the flying field, then call Brian or any of the building instructors.

Name	Town	Phone	Building	Glider	Electric	Fuel	Helicopter
Dick Williamson	Sudbury	978 618-5475	Yes	Yes	Yes		
Fritz Bien	Concord	978 369-1720	Yes	Yes	Yes		
Tom Bauer	Wellesley	781 235-7344	Yes	Yes	Yes		
Brian Rickman	Marlborough	774 249-2494	Yes		Yes		
Derick Veliz	Acton	978 337-7867	Yes		Yes		
John Weigel	Natick	508 655-2138	Yes				
Richard Gammon	West Boylston	508 835-2049	Yes	Yes	Yes	Yes	
Ken Antonellis	Natick	508 653-8369		Yes	Yes	Yes	
Bruce Schneider	Hudson	978 562-9900		Yes	Yes		
Lincoln Ross	Littleton	978 800-0608		Yes	Yes		
John Nilsson	Clinton	978 368-7136		Yes			
Dave Walter	Hudson	978 562-5400		Yes			
Tom Stammberger	Winchester	617 501-7403			Yes		
Jon Leehey	Wayland	508 358-5721				Yes	
Tony Davids	Stow	978 568-9598					Yes

TREE CLIMBERS, KEYS, MEMBERSHIP & BOARD MEETING

TREE CLIMBERS

Paul Harrington *[Medfield]*
508-376-2573

Rusty's Tree Service *[Sudbury]*
978-443-9469

Scott: *508-203-3845 [Sudbury]*

Tony Morais
A1 Tree Services [Framingham]
508-626-0088 or 800-657-7788

Editors Note: If you know of any tree climbers or tree services, please send contact information to the Newsletter Editor

Keys to the Bill Martin Field

To get a Key for Bill Martin Field in Medfield please email Ken Antonellis at kxa(at)verizon.net.. Ken is the key-master. He will send out instructions as soon as he hears from you. A $5 deposit is required the first time you receive a key.

Alex of Alex's RC in Belmont also has keys. Show him a club badge to get the key.

MEMBERSHIP

Here are the updated CRRC membership figures. The table summarizes the membership status from 2000 through current month, 2009.

Year	Renewals	New Members	Peak Totals
2000	112	62	174
2001	124	50	174
2002	138	58	196
2003	156	40	196
2004	153	42	195
2005	144	20	164
2006	124	26	150
2007	132	32	164
2008	100	23	123
2009	74	11	85

-Ray Harlan

THIS MONTH'S DIRECTOR'S MEETING

The next directors meeting will be, Tuesday, April 21st at 7:30 PM, at the Sudbury Goodnow Library. All club members are invited to attend. Please volunteer to attend at the next club meeting.

THE CHARLES RIVER RADIO CONTROLLERS, INC

2009 MEMBERSHIP APPLICATION

AMA Charter 339

Name_____AMA No._____

Street_____Birth Date (AMA req'd)_____

Town_____State___Zip _____Tel. ( )_____-_____

E-mail _____

IMPORTANT: You must be an AMA member in order to receive your CRRC membership card.

To receive membership card and field pass, bring this application to a club meeting, or mail to the membership secretary (address below). You can pay by check or use PayPal.

(PayPal to membership(at)charlesriverrc.org)

Please make check payable to:

Charles River RC

	MEMBERSHIP CATAGORY		After Mar 1, 2009
☐	OPEN Member		$45.00
☐	JUNIOR member, (Under 19 before Jul. 1)		$10.00
☐	SENIOR member, (If age 60 before Jul. 1)		$35.00
☐	SENIOR member, (If age 75 before Jul. 1)		Free if AMA member
☐	Full time STUDENT		$25.00
☐	Family member additional to OPEN membership		$25.00

Ray Harlan
Membership Secretary CRRC
15 Happy Hollow Road
Wayland, MA 01778
508-358-4013

E-mail: membership(at)charlesriverrc.org

Please chose from the options below:

☐ DO NOT include my personal contact information in the club phone book

☐ Send Newsletter via US Mail.

Help reduce operating costs by downloading the newsletter on line. CRRC pays roughly $20 per year for each mailed newsletter subscription

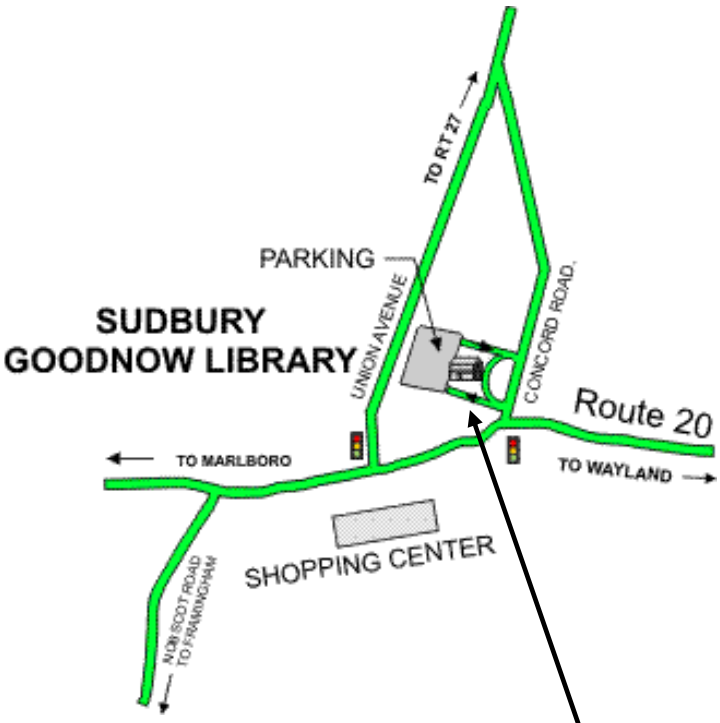
NOTICE: THIS MONTH CRRC CLUB MEETING
April 15, 2009 (Third Wednesday)
Guests are welcome!

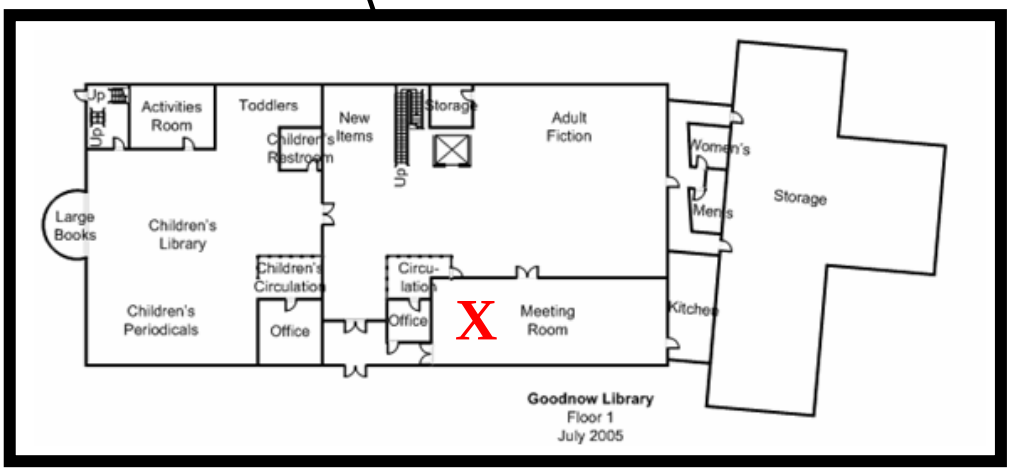
When: ***This month only: 3rd Wednesday. Usually on 2nd Wednesday***
Note: Check for the meeting announcement in our monthly Newsletter.

Time: ***7:30 p.m.***

Where: ***Goodnow Library in Sudbury, MA***
21 Concord Road
Sudbury, MA 01776

Directions: ***0.1 miles on Concord Rd off RT 20 in Sudbury.***





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