



AMA CHARTER 339

JULY 2009

VOLUME 46 NUMBER 07

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### NEXT GENERAL MEETING

Wednesday  
August 12<sup>th</sup>  
7:30 PM

The July Club Meeting will be held at **Davis Field** in **Sudbury, MA**. Bring a friend or just come alone. See directions on the last page.

*Note: July meeting was canceled because of rain.*

**COME FLY WITH US**



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### CRRC Summer Events

July 11, 2009

**MINUTEMAN AIR-FIELD OPEN HOUSE**

9:00a – 3:00p

Minuteman Air-Field  
Stow, MA

July 11 – 12, 2009

**CRRC HAND-LAUNCH CLASSIC**

9:00a – 4:00p

Davis Field  
Sudbury, MA

July 14, 2009

**CRRC – BOARD MEETING**

7:30p – 9:00p

Goodnow Library  
Sudbury, MA

July 25 2009

**CRRC RES CONTEST**

9:00a – 4:00p

Davis Field  
Sudbury, MA

July 26, 2009

**CRRC ONE DESIGN CONTEST**

9:00a – 4:00p

Davis Field - Sudbury, MA

August 8 - 9, 2009

**CRRC SOAR-IN CONTEST**

9:00a – 4:00p

Davis Field  
Sudbury, MA

August 12, 2009

**CRRC – GENERAL CLUB MEETING**

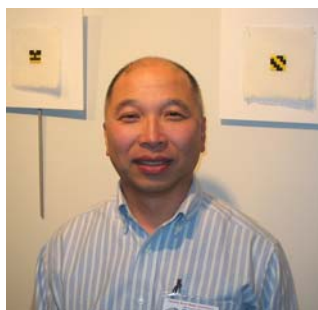
7:00p – 10:00p

Davis Field  
Sudbury, MA

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## President's Letter

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### July 4th Model Airplane Demonstration

Thanks to Dick  
Williamson and  
Thomas Stammberger  
for a very successful  
July 4th event at Davis

Field. We had a good turnout of pilots and an even greater turnout of people who wanted to find out more about RC flying. I think we will have some of these people returning to the field in the future. Thanks to everyone who brought winches, tents, and beverages.

I'm looking forward to next year's July 4th event.

### Stan Woodward

Stan Woodward, a former member of CRRC, is donating all his RC equipment to the CRRC. Due to some health problems, he will no longer be able to use the equipment, and he wanted to donate it all to CRRC. Steve, Stan's son, said, "He has had many years of enjoyment being associated with the club and would like to help the club in this small way.... and thanks for helping my Dad enjoy this hobby for the many years he has."

Thanks Stan and Steve.

### Safety

About 25 years ago, when I was taking lessons in a full scale Cessna 172, I used to read Flying Magazine. I especially enjoyed reading the regular feature "I Learned About Flying From That...." The articles usually described very small and simple mistakes that could have ended in big disasters. I always tried to learn something from those articles. Well, I had a close call that should have been easily avoided, except that I got very careless. You can read my version of the

column in this newsletter.

On that note, I'd like to borrow from my predecessor and sign off by saying,

**"Let's be [very] careful out there."**

- John Eppling  
CRRC President

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## Treasurers Report

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### Report Date 07/07/09

#### Starting Balance 05/01/09

|                       |                    |
|-----------------------|--------------------|
| Checking              | \$7,785.21         |
| Cash Box              | \$25.00            |
| PayPal Acct           | \$0.00             |
| CD Accounts           | \$6,719.02         |
| <b>Total Starting</b> | <b>\$14,529.23</b> |

#### Income

|                     |                |
|---------------------|----------------|
| Interest - CDs      | \$12.56        |
| <b>Total Income</b> | <b>\$12.56</b> |

#### Expenses

|                                                      |                 |
|------------------------------------------------------|-----------------|
| Davis field use (Sailplane contests),<br>Check #1596 | \$720.00        |
| Family Day Expenses, Check #1597                     | \$57.76         |
| <b>Total Expenses</b>                                | <b>\$777.76</b> |

#### Ending Balances

|             |            |
|-------------|------------|
| Checking    | \$7,007.45 |
| Cash Box    | \$25.00    |
| PayPal Acct | \$43.39    |
| CD Accounts | \$6,731.58 |

#### Grand Total Ending 06/30/09

**\$13,807.42**

- Istvan Sleder  
Treasurer



## **JUNE GENERAL MEETING MINUTES**



### **General Meeting Minutes for June 10, 2009.**



#### **Business Meeting**

President John Eppling opened the business meeting at 7:23PM at Bill Martin Field, Medfield, MA. This evening's meeting was the first "on the field" gathering for the 2009 summer season. Eleven members were present. The meeting was kept short.

#### **Old Business**

Reminder of upcoming activities:

- 1) Collings Foundation June 20 & 21. Meet on Friday evening to mow a runway in the grass
- 2) July 4th, Davis Field Fun Fly open to the public. Look for flyer in July newsletter.
- 3) Stow / Minuteman Airport 40th Anniversary scheduled for July 11. Plan to include static demos and flying by experienced pilots.



#### **New Business**

Tom Stammberger has offered to order hats and T-shirts with the CRRC logo again this year. Tom will send details via email.

#### **Guests & Solos**

New member Frank Muckian has soloed. New member Alex Shemenski is "in training."



#### **Board of Directors Volunteer**

Jon Leehey volunteered to attend the June board of directors meeting as a member-at-large.





### **Meeting Adjourned**

The meeting was adjourned at 7:31 PM. Flying commenced under a dark overcast.

Thanks to Tony Davids for recording minutes for the June meeting.

Also thanks to Dick Roy for sharing his pictures

- **Larry Wetmore**  
**Recording Secretary**

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## ***I Learned About (RC) Flying From That !!!***

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One Saturday, a few weeks ago, I had planned on getting out to Medfield early to get some flights in before my son's last soccer game of the season at 2:30 PM back in Acton.

Unfortunately, I didn't get to leave the house until 11:30AM, and heavy traffic on Route 27 delayed my arrival at Medfield until about 1:15 PM. Just enough time for one quick flight. I should have just stayed home (Bonehead Mistake #1).

I hurriedly flew my AJ Slick using one of my new FlightMax (Zippy) 4S, 3000 Mah lipos. It was labeled with the number '1' (I also three more packs labeled 2, 3, and 4.) After a 7 minute flight (time was 1:45 PM). I packed up and got to the soccer game late, but nobody seemed to notice. Whew!

After the game, the weather looked really great. What to do with an ammo box full of charged lipos (well, except for number "1")? I told my wife that I was going back to Medfield. She didn't say anything. I should have just stayed home (Major Bonehead Mistake #2).

I got to Medfield around 5pm. I took out several FlightMax 3000 Mah lipos. I measured the voltages on pack "1" and another so that I could ensure a fresh pack for the flight. I turned back to the plane and checked the servo connectors for the wings. Everything looks ok. I got the fresh pack and installed it, checked the controls, and I was off.

About 3 minutes into the flight, I was practicing harriers at about 15 to 20 feet above the ground, when I lost all power to the motor. I couldn't save the plane from the fall, but the only damage was a broken prop and a cracked carbon fiber landing gear.

As I was removing the battery, I saw it was labeled "1". I picked up wrong battery! I installed the pack that I had used earlier in the day. I measured the voltage on a very warm lipo, and it was near 12 volts. Yikes! Let's see, for

those of you keeping score at home, that makes it ... Idiot Mistake #3. I should have just stayed home!

I thought that maybe I should just pack it up and go home, but did I tell you how nice the weather was? Anyway, I decided to fly my 55" Edge (from 3DHobby Shop, of course). While I was getting the Edge ready, Val Petrov was flying a highliner. He was doing high-speed passes that were incredible to watch. Anyway, with a fresh battery into the Edge (yes, I double checked the voltage), I checked the controls, put the transmitter tray neck strap around my neck, picked up the Edge, and started walking toward the pilot stations with the Edge held out in front of. As I was walking, Val did another high speed pass. My eyes followed the highliner all the way across the field. (Super-duper Mistake #4)

Then, in a split second, I was falling forward through the air with a pain in my left thigh. I landed on my left side with my arm and head across the left wing. As I hit the ground, I heard the motor go to full throttle. The motor is a Reaper Brushless 45 (1050 watts with fresh lipo). As I fell, I had managed to extend my arms enough so that my head was about a foot away from the prop (APCE 14x7 with razor sharp tips). I also landed on top of my transmitter tray, with the radio trapped under me and with the throttle stick stuck at full up. As I tried to get up, I realized that my feet were not on the ground. They were on top of the short fence separating the pits from the pilot stations. I had run into the next to the last metal pole at one end of the fence. The pain I felt in my left thigh as the metal pole being jammed into my upper thigh (a few inches, and it could have been much worse).

Anyway, so here I am with my face about a foot away from something that could do some really nasty, if not fatal, damage to my head/face/neck, holding on the plane hoping that the plane wouldn't pivot in my hand, allowing the prop to get any closer. I needed to free up a hand to push myself off the ground, but I wasn't about to let go of the plane. Somehow, I freed the transmitter and the motor stopped running. Then, as I got my feet off the fence, I went to sit up, and the motor kicked back in again. This time, I heard the prop

hitting the ground followed by a couple of cracks. The sound turned out to be the motor box breaking in a few spots. I managed to shut off the throttle, and this time, I kept my fingers on the stick.

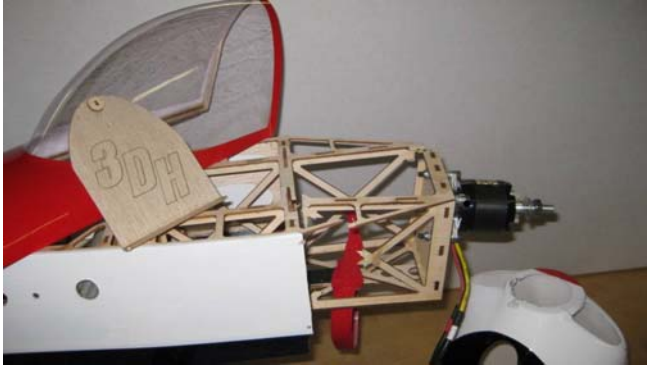


**Figure 1 Broken motor mount and canopy**

I lost both blades on the prop. There were two huge gouges in the ground where the prop had dug in. I didn't measure the depth, but it was more than a few inches. I imagined what my head, face or neck would have looked like if I had fallen on top of the prop as the motor wound up to full throttle. I got very lucky that I didn't get seriously hurt.

So, there are many lessons to take away from this story. The main rules that I now try to follow religiously are:

1. Don't carry a dangling radio (i.e. no hands) and a large plane at the same time when both the radio and the plane are powered up. If I have to carry a plane and the radio, I will disconnect the battery in the plane first. Maybe that should be, if I have to carry a large plane, disconnect the battery first, even if someone else is carrying the radio for me.
2. After landing, disconnect the battery as soon as the plane is taxied (or retrieved) off the runway. In the past, I've carried the plane and radio back to the pits first before disconnecting the battery.
3. Don't reach over the prop to connect the battery! I've done that many times before.

4. Watch where you are walking and not the aircraft that is in the air. Dohhhh!
5. Last, but not least, don't rush! If you don't have enough time to fly, don't attempt to do it fast.

The whole day was like a comedy of errors, bad decisions, and little things going wrong in a big way. For the sake of brevity, I didn't even mention trying to get that one last good flight in with my AJ Slick (Bonehead mistake #5), and I'll give you one guess as to which battery pack I stuck in the Slick. Yup! The same one that I ran down earlier. Bonehead Mistake #6. It didn't even have enough power to turn the prop (measured about 9.5 volts).

Let me add one last rule: If you are having a bad day, stop while you are ahead – no more, "got to leave the field on a good note!"

- *John Eppling*

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## **Collings Foundation 2009 Open House**

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We had a great turnout on the Saturday of the Collings Foundation Open House on Father's Day weekend. The weather did not look promising on Friday, but the rain stopped in the late afternoon, and Tony Davids and I managed to mow a 250' by 40' runway.



On Saturday, the weather was partly cloudy and the winds were low. This made the flying great for both full scale and models. The nice weather also brought a lot of spectators to the field. There was a lot of interest from the spectators, and the CRRC members spent a lot of time answering questions and talking to people interested in RC modeling.



**Figure 2 AT-6 and Stearman**

We had Dave Walter's two pop-up tents set up next to the runway, but far enough from the full scale aircraft to avoid prop wash.



**Figure 3 Setting up the RC tents in the morning.**

We had 11 pilots registered. Among the pilots were guest pilots Raja Bortcosh and Istvan Hauer. They brought their newest, custom made flying video platform turbine heli. The heli is all aluminum frame with a 2.5 meter diameter blades.

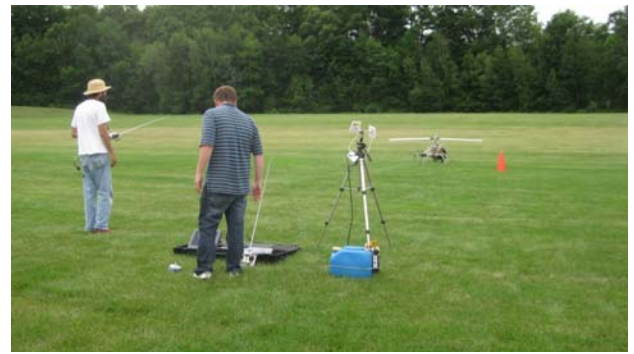


**Figure 4 Raja and Istavn with their turbine heli and video equipment**



Raja (in the hat) piloted the heli, while Istvan monitored the video downlink and controlled the camera. The tripod next to Istvan were the receiver antennae for the downlink. They recorded videos of the full scale AT-6 and the Stearman taking off and landing. On takeoffs, Raja would hover by the side of the runway. As the full scale aircraft picked up speed on the takeoff roll, Raja would fly along with the aircraft about 50 feet above and to the side of the aircraft.



**Figure 5 Heli following the AT-6 on landing**

The full scale planes were pretty much on schedule with 45 minute flights for the AT-6 and 30 minute flights for the Stearman. At the end of the day, the lucky passengers of the last flights for the AT-6 and Stearman enjoyed more aerobatics than the passengers in the earlier flights.

In addition to the helis that Raja and Istavan brought, we had Val Petrov and Tony Davids with their helis. I brought some of my 3D planes as well as a high wing trainer, the easy glider (for static display) and the E-Flite AT-6, which unfortunately was unfinished. Lincoln Ross brought a DLG and flew that in between flights of the full-scale planes. Kip Sluder, David Spielman, and Alan and David Marshall brought and flew various aircraft. Kip had the only nitro fixed wing airplane (an Extra?).



The low winds and hardly any cross winds made for a lot of great RC flying. With the conditions, even my landings looked respectable. Luckily, I brought an 85 amp hour, deep cycle marine battery. The battery supplied power for Tony's huge 5000 mah lipos as well as the batteries for the heli crew.



**Figure 6 Tony Davids**

As good as the flying was on Saturday, the weather on Sunday was lousy. The AT-6 was grounded all day. The Stearman flew some flights in the morning. It started to drizzle early, and then by 11 AM, there was a steady rain.

I was the only CRRC member to show up. I manned the tents for a bit. I even flew my light profile 3D plane (Aeroworks Extra 260 EP), but the winds were a bit strong and gusty. The plane also got soaked pretty well. I actually got several people coming by to talk about RC modeling.

Around 11:30 AM, the rain was getting everything wet, so I decided to call it a day. Even though the weather on Sunday was disappointing, Saturday's flying and crowds more than made up for Sunday.

- **John Eppling**

## ***CRRC 2009 4<sup>th</sup> of July Fun-Fly***

According to Dick Williamson, it had been many years since the club offered an RC demonstration during the 4<sup>th</sup> of July celebrations. 2009 marks the beginning of the re-birth of the CRRC 4<sup>th</sup> of July Fun-Fly.

Setup began around 8:00 a.m. A couple of EZ-UPs were raised, the registration table was setup and the fun began.



Pilot's meeting took place around 9:00 a.m. As always, safety had to prevail. The glider launch and landing area, and the pilot stations were setup at the front of the field. All other electric aircraft pilot stations, take-off and landing area were setup on the southern side of the field. Electric flights were restricted to the bowl area. Since the grass was a little tall, we even improvised a short runway with several tarps.



The local newspaper had run a small write-up to announce the event. Spectators started to arrive as early as 8:30 a.m. The turnout was great. Over the 3 hour period there were well over 100 people.

Visitors enjoyed a great display of RC planes. From large to hand-launch gliders, from 3-D to EDF jets, from park-flyers to helicopters, there was a great variety of planes.





Derik's son who is getting ready to soon have his little hand on the controls, provided key support to his dad.



Throughout the fun-fly, several of the pilots were talking to the crowd, talking about our great hobby, and answering all kinds of questions.



In total we had 13 registered pilots that contributed to putting on a great show. Our thanks go out to all pilots that participated.





No, we did not have fireworks. However we had a great potato air cannon making some noise.



A diverse crowd joined us at the field. Youngsters and adults, there was something for everybody.



In addition to all the flying there two other activities that were a great success. John Eppling's wife and son Ben taught other kids to

make paper planes. It was not just building them, they also had to fly.



The funniest part was the Ben had put up a small tip jar for contributions to his effort. Thanks John to your family for helping out.

Another great success was the Real Flight Simulator. Several kids had fun getting their hands on the control sticks.



And it wasn't just the kids, adults also had a blast.



It was a great event. While the official end time was noon so people could go and see the parade, several of us stuck around and did some more flying.



Thanks again to all of those who participates and helped during this event. Also thanks to Dick Roy, and Derick Veliz for some great pictures.



- *Thomas Stammberger*

## 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

**Monkey Man** [Marlboro]  
508-215-4290

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

**Loyd Keyes:** [Wayland]  
508-358-9197 or 508-341-0110

**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](mailto: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 | 85       | 21          | 106         |

-Ray Harlan

### THIS MONTH'S DIRECTOR'S MEETING

The next directors meeting will be, Tuesday, July 14<sup>th</sup> 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](mailto:membership(at)charlesriverrc.org))

Please make check payable to:

**Charles River RC**

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

E-mail: [membership\(at\)charlesriverrc.org](mailto:membership(at)charlesriverrc.org)

|                          | MEMBERSHIP<br>CATEGORY                            |  | After<br>Mar 1, 2009  |
|--------------------------|---------------------------------------------------|--|-----------------------|
| <input type="checkbox"/> | OPEN Member                                       |  | \$45.00               |
| <input type="checkbox"/> | JUNIOR member,<br>(Under 19 before Jul. 1)        |  | \$10.00               |
| <input type="checkbox"/> | SENIOR member,<br>(If age 60 before Jul. 1)       |  | \$35.00               |
| <input type="checkbox"/> | SENIOR member,<br>(If age 75 before Jul. 1)       |  | Free if AMA<br>member |
| <input type="checkbox"/> | Full time STUDENT                                 |  | \$25.00               |
| <input type="checkbox"/> | Family member<br>additional to OPEN<br>membership |  | \$25.00               |

**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

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## **NOTICE: NEXT CRRC CLUB MEETING**

### **August 12, 2009 (Second Wednesday)**

### **Guests are welcome!**

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**When:** **2<sup>nd</sup> Wednesday of every month**

Note: Check for the meeting announcement in our monthly Newsletter.

**Time:** **6:30 p.m.**

**Where:** **Davis Field, Sudbury, MA – (June meeting only)**

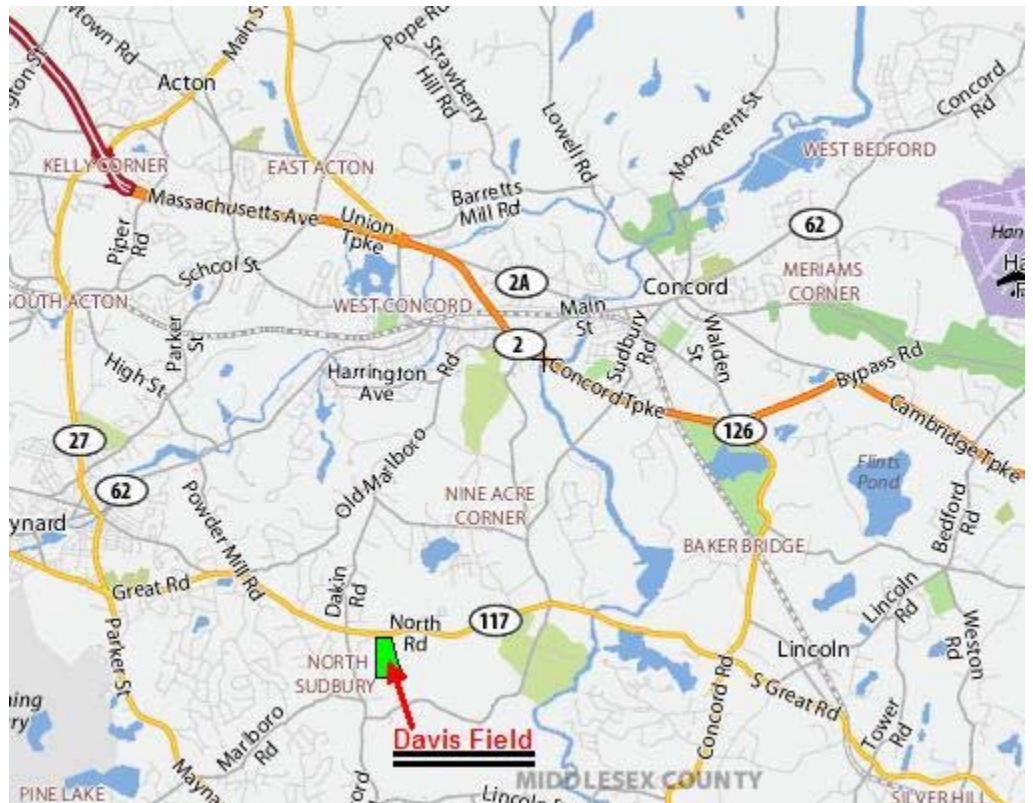
*Note: Starting in September, meetings will be held again at the Sudbury Library*

**Directions:** **From the West**

Take the Massachusetts Turnpike to Rt. 495 North. Take Exit 27 "Bolton and Stow" off of Rt. 495 and turn east toward Stow. You just stay on Rt. 117 all the way. The field is almost exactly 11 miles from Rt. 495. You will pass the following landmarks:

**From the East:**

From Rt. 128 (I95), take Rt. 2 west. At second set of lights turn left to stay on Rt. 2 (Mobil station will be on your right after the turn). Turn left at 4th set of lights onto Sudbury Rd (it's the next set of lights after you cross Rt. 126). Follow Sudbury Rd. south to intersection with Rt. 117 (Rossini's Restaurant is on the right at intersection). Turn right onto Rt. 117 going west, follow it for 1.5 miles. Field is on the left.



Thomas Stammberger  
Newsletter Editor  
Newsletter(at)charlesriverrc.org  
(617) 501-7403

