Newsletter of the Charles River Radio Controllers, Inc.

CRRC Flight-Log

http://www.charlesriverrc.org

AMA CHARTER 339 JULY 2009 VOLUME 46 NUMBER 07

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NEXT GENERAL MEETING

Wednesday
August 12th
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

Table of Contents

Presidents letter 2
Treasurers report 2
June General Meeting Notes..... 3
I learned bout flying… 5
2009 Collings Foundation Open House 6
CRRC 2009 4th of July Fun-Fly 9
General Information 14
2008 CRRC Membership Application..... 15
Map & Directions! 16
Event Flyers 17

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

President's Letter

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

Treasurers Report

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
Total Starting	**$14,529.23**
Income	
Interest - CDs	$12.56
Total Income	**$12.56**
Expenses	
Davis field use (Sailplane contests), Check #1596	$720.00
Family Day Expenses, Check #1597	$57.76
Total Expenses	**$777.76**
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
Treasure

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

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

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.

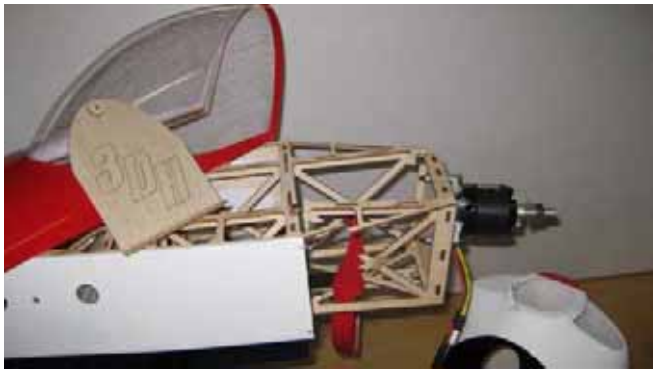


Figure 1 Broken motor mount and canopy

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***

Collings Foundation 2009 Open House

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.

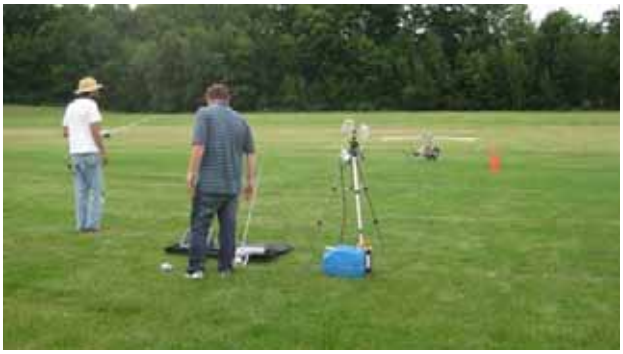


Figure 4 Raja and Istavn with their turbine heli and video equipment

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 4th of July Fun-Fly

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

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

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

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 crowed 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.. 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 14th 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: NEXT CRRC CLUB MEETING
August 12, 2009 (Second Wednesday)
Guests are welcome!

When: ***2nd Wednesday of every month***
Note: Check for the meeting announcement in our monthly Newsletter.

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

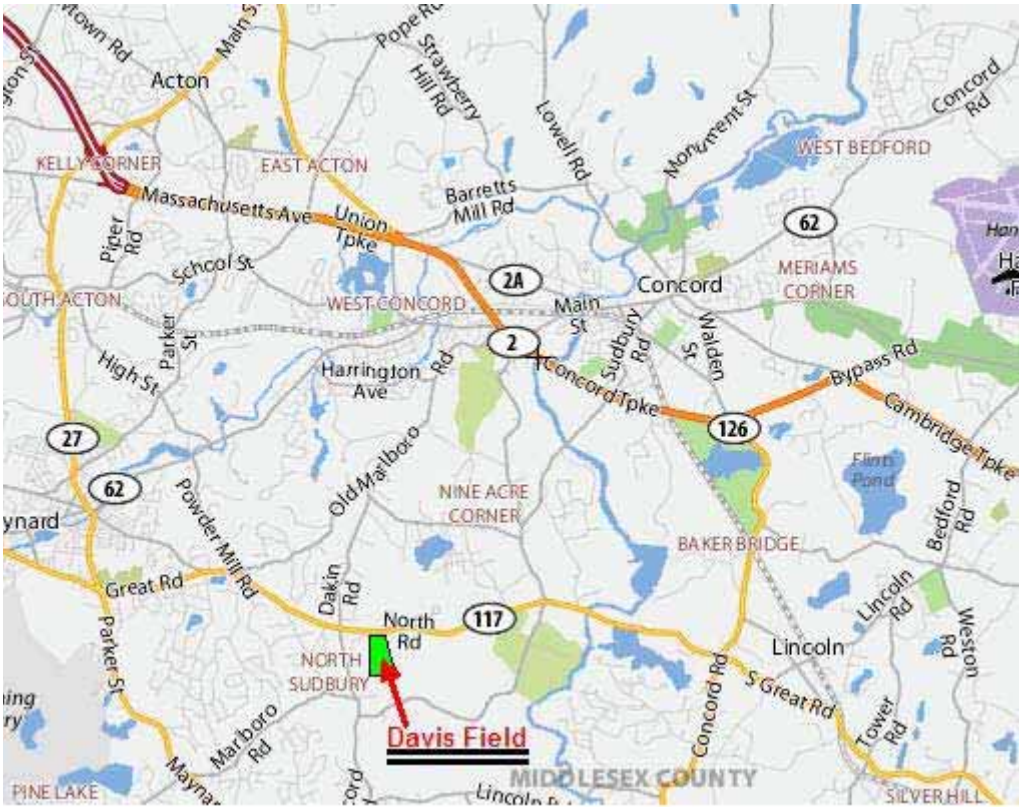
Where: ***Davis Field, Sudbury, MA – (June meeting only)***
Note: Starting in September, meetings will be held again at the Sudbury Library

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.



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