



AMA CHARTER 339

MARCH 2009

VOLUME 46 NUMBER 03

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GENERAL MEETING

Wednesday

March 11th

7:30 PM

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

(See back for directions).

WINTER PROJECTS NIGHT.

We have had plenty of snowy, rainy and windy weather over these past few months. From a positive perspective, thanks to the weather we have had plenty of time to work on our winter projects. So the time has come to show off what we have been working on or any of the new planes that have joined our fleet.

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RAFFLE

First Prize

**Polaris Seaplane
Parkflyer**

Wing Span: 29"
Length: 38.4"
AUW: 17 - 22 oz
Wing loading: 8.4 oz./sq. ft
Throttle/Rudder/Elevator/Aileron



Second Prize

Tony's surprise

WON
a
COOL TOOL
for
Show-n-Tell

President's Letter



My winter project... (yet to be started !!!)

It is almost time to show off your winter projects. I assume that everyone is just putting on their final touches ... unless you are like me. My winter project is still in its box. Good thing it is an ARF. I decided to go the warbird route with the E-Flite AT-6 Texan. Since I may not get it finished in time for the meeting, here is a picture of what it will look like.



(Photo courtesy of E-Flight RC.)

The ARF comes with mechanical retracts and split flaps. I'll be using a ReaperBrushless GR-35, which should provide it almost 1-to-1 power-to-weight ratio.

I expect it to handle quite different from the lightly loaded 3D planes that I have been (trying) to fly. I have been reading on the web about people ripping off their gears in rough grass (wish I had read that before I ordered it), so I may have to limit the flights to Medfield. My goal is to keep it in one piece so that I can fly it at the Collings Foundation Open House.

Indoor Flying

The Lincoln-Sudbury Regional High School rents out their facilities for \$65/hour, with a minimum of 4 hours required. There may also be an additional charge for after hours and weekend times. Unfortunately, they do not rent any facilities from March 16 to April 12. It is probably a little late to schedule something for

before March 16, so it looks like the second half of April would be the earliest that we could have. (Still have a couple more places to checkout for availability and prices.)

Some of you may not want to do any indoor flying once spring weather arrives, but if you are interested in indoor flying sometime in April, let me know by sending me email or posting on Yahoo forum, if you have not done so already.

With enough interest, we could have several indoor sessions during the spring/summer/fall seasons. (Maybe we could negotiate a frequent flyer discount on the rent!) I'm looking forward to seeing everyone's projects at the meeting!

- John Eppling, President

Treasurers Report

Report Date 03/07/09

Starting Balance 02/01/09

Checking	\$6,379.76
Cash Box	\$25.00
PayPal Acct	\$38.54
CD Accounts	\$6,663.27
Total Starting	\$13,106.57

Income

Interest - CDs	\$14.88
Membership dues	\$225.00
Raffle	\$84.00
Transfer from Paypal	\$149.30
Total Income	\$473.18

Expenses

Raffle expense, Check #1584	\$164.80
AMA club chartering, Check #1585	\$150.00
Total Expenses	\$314.80

Ending Balances

Checking	\$6,523.26
Cash Box	\$25.00
PayPal Acct	\$38.54
CD Accounts	\$6,678.15

Grand Total Ending 02/28/09	\$13,264.95
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- Istvan Sleder, Treasurer

FEBRUARY GENERAL MEETING MINUTES

General Meeting Minutes for February 11, 2009.

Business Meeting



President John Eppling called the meeting to order at 7:43 PM, at Goodnow Library, Sudbury, MA.

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

Field Reports

Fritz Bien reports that Davis still has lots of snow, especially in the trees where he was retrieving his plane. Tom Stammberger relayed a report from the Millis Club that Bill Martin Field remains wet.



Membership Report

Membership Chair Ray Harlan reports our membership stands at 49, but it was increasing as he accepted new members and renewals while he was speaking.

Board of Directors Volunteer

Richard Roy volunteered to attend next week's BOD meeting as member at large.

Old Business

John Eppling reported on his search for an indoor flying site at a few local venues that were asking \$125 and \$150 per hour. John is hoping to find a lower cost alternative, such as a local high school gym.

New Business

Tom Stammberger displayed the new calendar page on the CRRC website highlighting flying events for 2009.

The Millis Model Aircraft Club will be changing the lock at Medfield's Bill Martin Field following their February 25th meeting. The new key will be key number 7.

Solos

No solos to report this month.

Guests

Glenn Scraider and son Ben were returning to our club after a 10-year absence. Ben reports that they have a number of planes but all are in disrepair.



Joe Lanansky has been flying at a field in Westborough, but is interested in joining CRRC and flying at Davis, nearer to his Framingham home. Joe is interested in electric aircraft.



Jerry Schaufeld, an acquaintance and former neighbor of Dick Williamson, has an electric Cherokee under construction. Jerry has piloted full-scale aircraft, but is turning his interests toward the smaller version.



The business meeting was adjourned at 8:03 PM.

Raffle Winners

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

1st Prize: Anker Berg-Sonne was the winner of an F6F Bearcat ARF



2nd Prize: John Eppling went home with a Balsa and Paper Wright Flyer.



Show And Tell

Anker Berg-Sonne showed his latest prototype wing and tail feathers for a 2-meter Supra. Anker explained that the wing's wide chord and low aspect ratio will result in an improved Reynolds number and promises to be a great flyer.



The wing and tail feathers weigh in at 17.4 ounces (without the fuselage), with a wing loading of 6 to 7 ounces per square foot.

Richard Gammon showed his Extra 330L low wing ARF that he received as a Christmas present. Richard plans to power it with a 650-Watt RimFire brushless motor.



Glenn Schraider demonstrated an AH64 twin rotor mini coaxial helicopter. This foam model is great for chasing the cats around the house, but

tooth marks on the fuselage show that the cats got their revenge.



Fritz Bien displayed his vintage Super Sinbad sailplane. This Sig reproduction came up for auction 5 years ago, and Lincoln Ross was the winning bidder. Lincoln passed the kit to Fritz last year as he was cleaning house in preparation for a move. Fritz covered the model with GM's iron-on polyester tissue. A newly installed tow hook says Fritz is anxiously waiting for the first good spring day to put the Super Sinbad up on the winch.



Len Waronoff demonstrated a great little \$5 digital voltmeter from GT and Hobby City. The LED display can monitor up to six cell Lipos, and reports the voltage on each cell, and the total voltage.



Glenn Schraider was tonight's cool tool winner.



Guest Speaker

VP Richard Gammon introduced Bob Rullie, this evening's guest speaker. Bob has a passion for jets, and has flown and crashed many ducted fans, but the plane he brought for display this evening is a veteran of 75 flights and not one crash.



The DV8R (as in deviator) is a beautifully crafted turbine powered model. With a top speed of 160 mph this aircraft can go by-by in a jiffy, so Bob keeps the speed well below that.

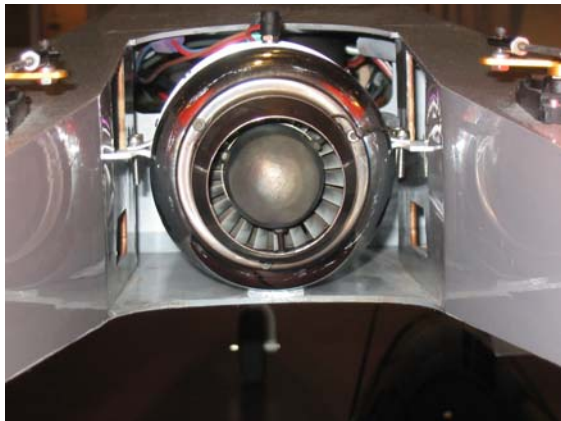


A few stats about the DV8R.

Manufacturer:	PCM Models
Wingspan:	83"
Length:	87"
Top Speed:	160 Mph
Turbine:	JetCat P80, 28-lbs. thrust
Fuel:	Kerosene, with Propane starter
Fuel capacity:	100 ounces
AUW:	30 lbs.

The DV8R's fuselage is plywood, and covered with Monokote. Bob says construction took one winter building season, and was not that difficult to build. The wings are built from foam, ply, and balsa. Robart retracts, with pneumatic brakes on the mains form the landing gear.

The JetCat turbine is controlled by an onboard ECU (electronic control unit) that controls the start up process and all flight operations. The turbine is started with propane from an onboard tank, and then switches to kerosene under control of the ECU.



Although flight times can vary greatly as a function of throttle position, Bob limits his flying time to 10 minutes to ensure a powered landing. Dead stick landings are to be avoided at all cost with this plane.



Bob was hesitant to tell us how much he has invested, but did offer that the turbine has a price tag of \$3200. Ten digital servos, a gyro controlled rudder, and multiple battery packs complete the electronics package.



Bob's T-33

Bob is a regular participant at local jet rallies, and if you have the opportunity to attend, doesn't pass up the opportunity to see this plane in the air.

- **Larry Wetmore**
Recording Secretary



Bill Martin Field Lock Change



On February 25, Millis RC club changed the lock on the access gate to the Bill Martin Field. This year's lock is #7.

Ken Antonnellis "kxa(at)verizon.net", our key master will bring keys to our next meeting. Make sure to bring your old key to exchange it for a new one. If this is your first key there will be a \$5 deposit.



**Be kind
Don't leave your
dog's poop
behind.**



The Davis Field clean-up on April 11th is just around the corner. As we all know, several of us come together and volunteer to sweep and clean the field from debris, dog excrements and trash. I am sure you do not want your plane or glider to land in a pile of "Dog-do", as Fritz calls it. If you have children participating in soccer or lacrosse training, I am sure you would hate to see them step on or fall on dog-do, wouldn't you?

Over the past few weeks the problem of irresponsible dog-owners has gotten worse. One morning at Davis I counted more than 10 dog-poop piles around the bulletin board and the pits area. What makes it worse, is that piles are right next to the Mutt Mitt box and the garbage can.



I think the time has come to take some action to help solve this situation. Here is what I propose:

First, I think this issue needs to be brought to the attention of the Sudbury Parks & Recreation Commission (SPRC) and hear their recommendations.

Second, I propose to invest and post the following signs by the access areas to the field and the bulletin board. (It would be great if SPRC could help out)



There are three access areas to the field, left by the gate, center by the bulletin board, and one to the right side of the parking lot. Here is a link to website with more examples of signs that could be considered:

<http://www.allsignsco.com/nopoop.html>

Third, obtain permission from the SPRC to become a watch group that will help report those dog owners that do not clean up after their pets. All we would have to do is submit the license plate number.

For those of you that fly at Davis on a regular basis and all the other members, I would be interested in hearing your thoughts and suggestions about this matter.

Let's have a brief discussion about this during our next club meeting.



- **Tom Stamberger**
Editor



SEEKING EXPERT ADVICE

You probably all remember my HotPoint EP that I had won at the April 2007 general club meeting.



However it wasn't until January 2008 when I decided to finally get it out of my secret storage place and put it together. The maiden flight took place on February 2, of 2008.



In March I was taking the plane for a spin at Davis and it came in pretty hard on the landing. Yes, my landing-gear broke off. I was lucky then that it was a clean break and it was easily fixed with epoxy.

It wasn't until the April field clean-up at the Bill Martin field, when the plane hit some turbulence during landing that literally pushed the plane to the ground. Yes, my landing gear snapped again. This time however that damage was greater. The break had taken out part of the frame and siding.

First I decided to take on the repair by myself. I had talked to people to get some ideas. The common answer was, you need to reinforce the frame by the landing-gear area. Some had suggested balsa and plywood. Anyhow, I put my brain-cells to work, bought some balsa sticks and considered building an "H" frame for the landing gear.

The idea made sense. The issue was that I kept being distracted away from fixing the plane. At least that was the excuse. It even got to the point where I moved the plane from my active hangar down into the basement.

Almost a year had passed when I decided to fix the plane and get it back into the air again. This time however I chose to seek expert advice. I contacted Fritz Bien and asked him if he could give me a hand. I figured, Fritz has a wealth of knowledge and he was also the person who inspected my WingDragon and my foamy Cessna 182 when I first joined the club. It didn't take more than 15 minutes when I received Fritz's reply. We agreed on a day and time.

I brought my HotPoint out of the dark corners of my basement. I grabbed my plane, the covering and all the stick I had bought and headed out to Fritz's place. After ringing the bell Fritz greeted me at the door and had me follow him down into his basement.

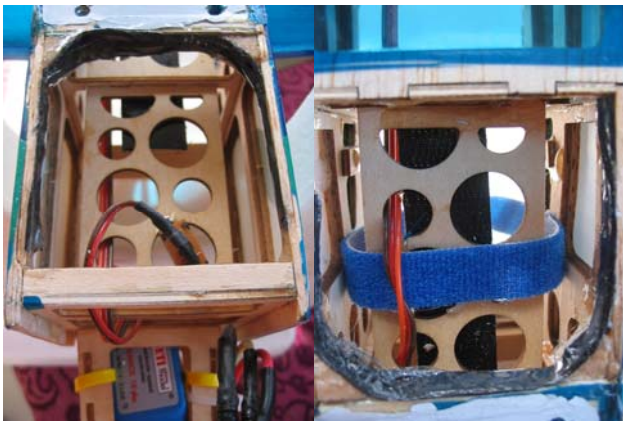
It had been more than two years since I had been in Fritz's basement; just like I remembered it, the workbench on one area and the hangar on the other side. However it was my impression that the hangar was a little more organized.

Fritz inspected the damage and all the loose pieces and said it was going to be an easy fix. The first step was to decide how we were going to secure the landing-gear. He suggested using nylon screws and self-locking nuts.

Fritz dug around his vast supply of parts and pieces, found a pair of 6-32 nylon screws and a pair of self-locking nuts. He proceeded to drill the holes of the base and landing-gear to ensure they had the appropriate width. He then secured the nuts on the main support and then glued in the

broken pieces. It does make a difference having the appropriate tools and materials to your disposal. It took Fritz less than 10 minutes to complete these first few steps.

Fritz had also suggested to strengthen the landing-gear area to distribute the load. However his approach was slightly different. While others recommended building an H frame covered with plywood to support the landing gear and distribute the load, Fritz suggested to add triangular wedges in the corners where the gear based joined the sides of the fuselage. The idea was to provide support and to eliminate any 90 degree angles. He then recommended using carbon fiber to strengthen the landing-gear area and help distribute the load.



We applied the carbon fiber strips with thin CA. I later covered the carbon fiber with epoxy. Fritz asked to me to help out gluing in the carbon fiber strips. By the way, if you forget your glasses, don't worry, Fritz has got plenty of spare glasses in his workshop.

After the glue settled, we continued by covering the plane again. I learned a few good tricks to separate the clear cover film from the rest of the covering. I also learned a few tricks to properly tack the covering and avoid wrinkles.

The last step was to fasten the landing gear to the fuselage. The idea of the nylon screws is that they become the weakest link, and when landing stresses are too great, rather than breaking and ripping out the base, they will simply snap with no damage to the plane. So the biggest lesson that I learned is not to epoxy on the landing-gear and secure it with metal machine screws.

I was happy that my HotPoint EP was airworthy again. After the last snow storm, I knew that Davis Field was still snow covered. I wanted to take the plane out for a spin and most importantly test out the new landing-gear setup.

I got to the field on Friday afternoon. The plane took off in a little patch of grass about 3 feet long. I adjusted the trim and tested basic maneuvers. The plane handled great, just like the last time I had flown it.

For the landing I had no other option than to land on bumpy snow and ice filled with footprints. I lined up for my final, adjusted the throttle and got ready to set it down. As expected the surface was too bumpy. The plane nosed in and I heard a snap. Yes the landing-gear had come off. Upon inspection, there was no damage to the plane. The nylon screws showed a clean break. Fritz's fix had worked as planned.



- Thomas Stammberger

UPCOMING EVENTS

March 11, 2009

CRRC – GENEAL CLUB MEETING

7:30 p.m. Goodnow Librbary, Sudbury, MA

February 17, 2009

CRRC – BOARD MEETING

7:30 p.m. Goodnow Librbary, Sudbury, MA

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](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

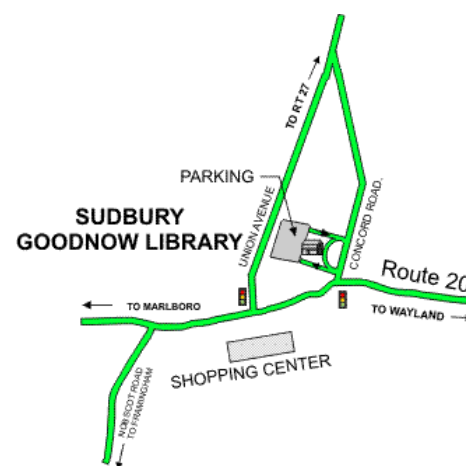
Here are the updated CRRC membership figures. The table summarizes the membership status from 2000 through current month, 2009.

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	41	3	44

-Ray Harlan

DECEMBER DIRECTORS MEETING

The next directors meeting will be, Tuesday, March 17th 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)

SAVE \$5 - EARLY BIRD DUES RATES ARE LISTED

	MEMBERSHIP CATAGORY	On or before Mar 1, 2009	After Mar 1, 2009
☐	OPEN Member	\$40.00	\$45.00
☐	JUNIOR member, (Under 19 before Jul. 1)	\$10.00	\$10.00
☐	SENIOR member, (If age 60 before Jul. 1)	\$30.00	\$35.00
☐	SENIOR member, (If age 75 before Jul. 1)	Free if AMA member	Free if AMA member
☐	Full time STUDENT	\$20.00	\$25.00
☐	Family member additional to OPEN membership	\$20.00	\$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

NOTICE: THIS MONTH CRRC CLUB MEETING
March 11, 2009 (Second Wednesday)
Guests are welcome!

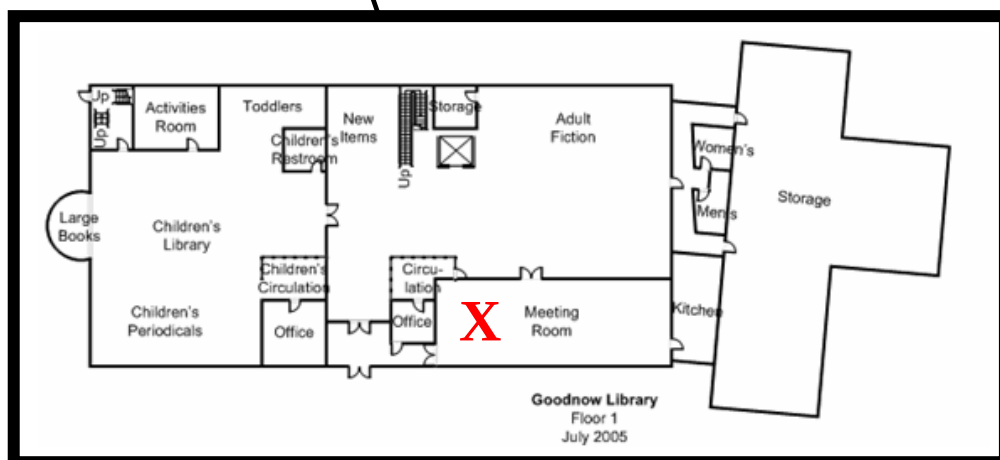
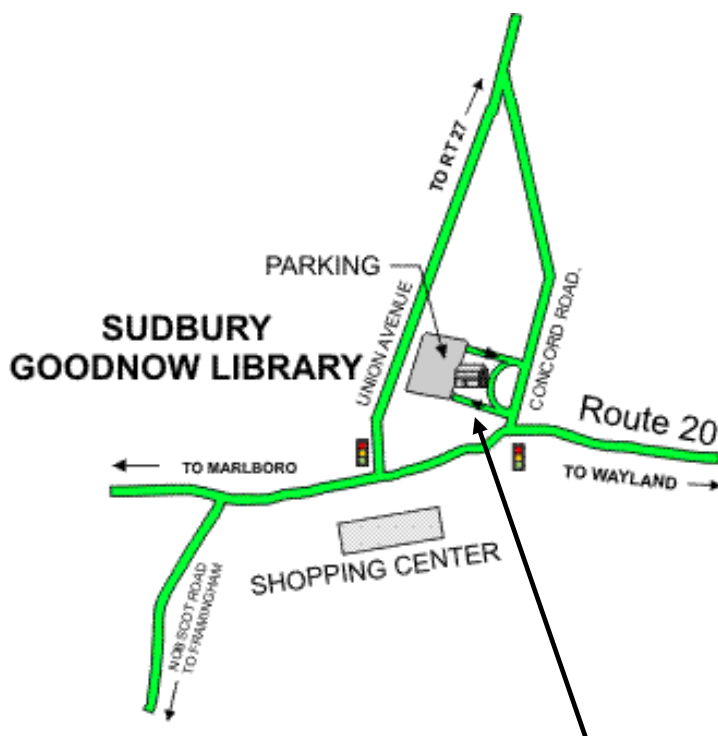
When: 2n^d Wednesday of the month

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.



Thomas Stammberger
Newsletter Editor
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