



AMA CHARTER 339

NOVEMBER 2010

VOLUME 47 NUMBER 11

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Richard (Dick) Williamson

978-618-5475

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GENERAL MEETING

Wednesday
November 17th
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
Tom Bauer

Our long time member Tom Bauer will give us the ins and outs about slope soaring. He will talk about building and flying tips. To further enrich the presentation **“Bring and show us your slope soarers”**.

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RAFFLE

First Prize

**Hobbico FlyZone
Albatros WWI EP
2.4GHz RTF 14.5"**



Second Prize



Upcoming CRRC Events

November 2010:

Davis Field - UNAVAILABLE

Sat Nov 13 - 9:00a - 3:00p

Model Rockets have the field.

CRRC 2010 RC Auction

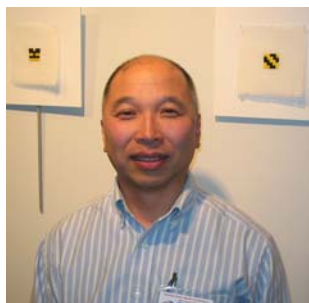
Sun Nov. 14, 11:00a - 4:30p

VFW on RT135, Natick, MA

Viewing 11:00 - Noon

Auction Noon - 4:30p

President's Letter



Board-of-Directors

Well, we almost have a full slate of candidates for next year's CRRC Board of Directors.

Back by popular demand (or as close as it is going to get to something like that), I

and several current board members have decided to stay on for another year, depending on the voting at the November meeting. We still have the VP position without a candidate, so if you would like to be on the board, you can let one of the current board members know so that we can add you to the ballot.

A few years ago, when I joined the Board of Directors, we had several goals. One of the goals was to increase our membership. To meet that goal, we added several new events and activities to publicize CRRC and its various activities. While we have added some successful new events (spring and fall float-flys, July 4th Demonstrations, and Minuteman Airport events), those events have not had any significant effect on increasing our membership. Regardless of who is on the board, the board will need to get suggestions and ideas from the CRRC membership on how best to generate interest in RC modeling.

Another goal of the board then and now is to make the monthly meetings be useful for the members. Please don't hesitate to give the next year's board feedback on what you would like to see: any suggestions for meeting topics, things you would like to see done differently, or whatever else is on your mind At our last board meetings, several topics that were brought up were a presentation on electric power and a build-night for giving/getting help on building and repairs.

Safety Issues

At the October board meeting, several safety concerns were raised. There were concerns about safety in the pit area at Medfield regarding the placement and orientation of the benches where

the planes would be pointing into the pit area. The main concern that was raised was the possibility of a prop flying off into someone in the pits. There was also concern about giant scale planes operating at the Minuteman Airport event with the spectators being too close to the flight line. I will be following up with the Millis folks regarding the Medfield issue, and the board will need to work with the CD for next year's Minuteman event to provide for a safety buffer between the flight line and the spectators.

Winter Projects

The weather has not been very cooperative the past few weekends. We have had to cancel the electric glider event in October, and the high winds or rain has kept me grounded for a couple of weeks. With darkness settling in so early now days, it isn't easy to get a couple of flights in after work during the weekdays.

With winter weather right about the corner, it is time to start thinking about what we are going to build for winter projects. If you have some interesting winter projects planned, we would love to see the kits, plans, damaged planes in need of repairs, or anything else interesting. Bring them in for show-n-tell so that we can see the before now and the result on our Winter Project Night in March. If you are like me, it is going to take many months to finish anything (assuming I start), so start planning now.

Hopefully, there will still be a few more weekends of decent flying weather before we start worrying about freezing our fingers. If so, I hope to see you at the field, and whether you are flying or working in the pits, please take care to be safe for everyone's sake.

***- John Eppling
CRRC President***

November Presentation

Over the last two years, as Vice President, I have been responsible for arranging guest speakers for our monthly meetings. To address our member's interest in gliders, it is great that this month our own long time member Tom Bauer agreed to give us a presentation on his extensive experience with slope soaring gliders.

Tom will be bringing some of his gliders as examples of different types of planes that work well in different wind conditions. He will have a slide presentation to help us understand some of the intricacies of riding the air currents when the wind is just right. Tom will also talk about the conditions when flying at the Cape Cod locations and Deer Island, where a few of our members often enjoy slope soaring.

If time allows, we also have a short video from cable TV on Red Bull Air Racing featuring the local boy, Mike Goulian, when he raced at NY/NJ this year.

- **Richard Gammon**
CRRC Vice-President

Treasurer's Reports

November Report Date 11/01/2010

Starting Balance 10/01/10

Checking	\$5,508.35
Cash Box	\$25.00
PayPal Acct	\$0.00
CD Accounts	\$6,829.59
Total Starting	\$12,362.94

Income - CDs

Interest Sept & Oct	\$7.80
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Income - Checking

Raffle	\$72.00
Membership	\$150.00
Float Fly	\$432.00
Total Income	\$654.00

Expenses - Checking

Speaker Expenses #1850	\$35.35
Float Fly Food	\$170.00
Raffle Gift Certificate #1851	\$75.00
Total Expenses	\$280.35

Ending Balances

Checking \$	5,882.00
Cash Box	\$25.00
PayPal Acct	\$0.00
CD Accounts	\$6,837.39

Grand Total Ending 10/31/10	\$12,744.39
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- **Richard Roy**
Treasurer

CRRC 2011 Board of Directors Candidates & Vacancies

The list below shows the current candidates for the different Board of Directors seats. As you can see several members are willing to continue in their current roles:

President: **John Eppling**
(Willing to continue)

Vice-President: **Open**

Treasurer: **Richard Roy**
(Willing to continue)

Recording Secretary: **Larry Wetmore**
(Willing to continue)

Membership Secretary: **Ray Harlan**
(Willing to continue)

Ex-Oficio/Raffle Master: **Tony Davids**
(Willing to continue)

Newsletter Editor: **Richard Roy**

Webmaster: **Thomas Stammberger**
(Willing to continue)

Chief Instructor **Dick Williamson**
(Willing to continue)

If you are interested in any of the positions or would like to nominate a fellow member, please make sure to let any of the current board members know. Also, please do not hesitate to ask if you have any questions.

CRRC 2011 Survey

For the next meeting, let us know your thoughts about the following:

- In addition to our regular major events, what our RC events would you like to see us host in 2011?
- What type of topics and guest speakers would you like to see and hear during our general meetings in 2011?



OCTOBER GENERAL MEETING MINUTES



General Meeting Minutes for October 20, 2010.

Business Meeting

The meeting was called to order by President John Eppling at 7:38 PM, at Goodnow Library, Sudbury, MA.



The September and October treasurer's report, and August and September meeting minutes were approved as written in the combined September-October newsletter.

Field Reports

Dick Williamson relayed a request from a local Cub Scout pack to relinquish our reservation for Sudbury Field on Saturday November 13 for a Rocket launch. The club voted to grant the request. Flying conditions at this time of the year tend to be less favorable, and this date immediately precedes our club auction on Sunday.

Dick also reported on a Sudbury planning meeting that is exploring development of the sandpit near Davis as a new sports complex. Developing this new field would relieve pressure on Davis field. Dick explained that he was not attending the planning meeting, because as a member of the Sudbury Park and Recreation Commission, his presence would violate the open meeting law, due to two other Park and Recreation members already scheduled to attend.

Dick wrote a letter explaining CRRC's present use and that we would like to continue using this great resource into the future.

There was one report that the new shed at Bill Martin Field is very nice. Tom Bauer and Tom Stammberger comment that slope soaring has been great at Deer Island.

Membership Report

Membership chairman Ray reports our membership remains at 96. Ray is recommending that we automatically enroll senior members for 2011 to encourage active participation. Senior members age 75 and older are entitled to free membership. Rather than waiting for seniors to request membership, Ray will mail out member badges to all who qualify.

Board of Director's Meeting

Wayne MacKeil volunteered to attend next week's BOD meeting as member at large.

Old Business

Election of officers for 2011 will be held at the November meeting. The following positions remain open: Vice President, and Newsletter Editor. These club officers have offered to serve for another year; President John Eppling, Treasurer Dick Roy, Recording Secretary Larry Wetmore, Membership Chair Ray Harlan, and Chief Instructor Dick Williamson. Nominations are welcome.

New Business

Dave Walter, Fritz Bien, and Lincoln Ross represented CRRC at the Pumpkin Fly, Brattleboro, VT, on October 17. The Brattleboro Area Flyers sponsored this great event on a beautiful day at the peak of the foliage season on the shore of the Connecticut River. Dave took first place, and Fritz took third place.

The CRRC Electric Glider Contest is scheduled for Saturday, October 23 at Davis Field. Mark your calendars for the CRRC Auction, Nov 14, at the Natick VFW. A few members are asked to assist with setup for this event, starting at 10AM.

New Wings

No new wings tonight.

Guests

Martin Nackman was a guest this evening. Martin has already joined the Millis club. He has been flying a Carl Goldberg Freedom 20. He is also learning to fly an autogyro that he built.



Raffle.

Brian Bracket won the first prize of a \$75 gift certificate to Ashland Hobby Town.



The second prize, an Ember2, a gift from Ashland Hobby Town, went to Hans Peterson.



Show and Tell.

Dick Roy's new BigBird XL from Skybench is a pretty ship. Dick built this plane to replace a lost BBXL. Dick is pleased to report that the lost BBXL has now been found, with the help of Alan and David Marshal's GPS tracking skills. The BBXL's weight went up by 2 or 3 pounds from moisture absorption.



Tom Stammberger showed his Parkzone Extra 300 foam RTF. This model comes as bind and fly for \$250.



Sky Andrew has built a flying wing from Dow Chemical's BlueCor foam insulation. Sky found an active build group on RC Groups. The BlueCor flying wing is a great flyer. He used a balsa spar, 30-minute epoxy, hot glue gun, and packing tape to complete the model.



Tom Stammberger was our Cool Tool winner.



Evening Program

Guest speaker Sam Schweighart is co-founder and VP of engineering at Terrafugia, headquartered in Woburn, MA.



Sam and a group of fellow MIT alums started Terrafugia in 2005 with the goal of creating a flying car. Their study of the history of flying cars found a number of examples, but none persevered.



Sam says vehicle design is the easy part, creating a sustainable business model was the more challenging task.

Research showed that the average pilot doesn't want to be a mechanic, requiring assembly and disassembly at each stop. Terrafugia's solution leaves nothing at the airport; you drive away with all parts intact, ready to go at the next stop.



Terrafugia's Transition roadworthy plane changes from land to air mode from within the cockpit.



The FAA's recent approval of the Light Sport Aircraft category simplified the certification

process, contributing to the short approval cycle for the Transition.



Terrafugia's first prototype was a proof of concept, and has had 28 very short flights, all within the airspace of the Plattsburg, NY's airport.

Ground testing was performed at nearby Lawrence Airport. The prototype has been retired and they are now in the process of a major redesign. Built from the ground up, with most every component custom designed using lots of carbon fiber, they expect to reach the next phase in 2011.



To date, eighty reservations have been placed for the Transition, secured with a \$10,000 deposit, and a target price of \$225,000.

Larry Wetmore
Recording Secretary

Slope Soaring

Slope soaring offers a unique brand of flying excitement not found in other types of RC model flying. You may enjoy watching your model “hang” in the air like a falcon hovering over its prey, or you may love the excitement of fast and furious aerobatics, or air combats, there is something for every skill level of pilot. Besides being a lot of fun, how many other model pilots do you know who want the wind to blow?



The slope

Wherever you can find a respectable-sized hill with a 10-20 m.p.h. wind blowing straight into the slope, you can slope soar. The wind is deflected upward by the slope of the hill creating the lift to soar on. The amount of lift generated by a particular hill is regulated by the wind velocity and the amount of slope in the hill. Also a hill that has a smooth approach to it (free of trees, buildings and etc.) will almost always produce stronger lift.

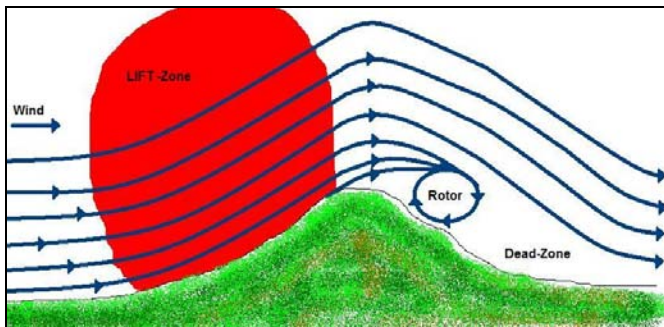


Diagram shows the approximate lift-zone for a typical slope site. Many times the lift-zone will extend much farther away from the slope than you

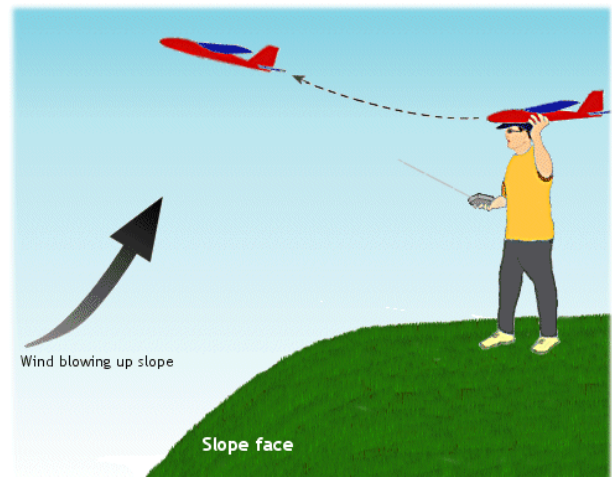
might expect. Stay out of the rotor behind the ridge. Especially when landing. The rotor can knock your plane out of the air and make it impossible to control.

Don't overlook places like dams, reservoirs, bluffs overlooking lakes and river valleys. They all make good flying sites. The ideal slope site is one in which there is a "bowl" created by either a curved hill or by a series of hills.



Launching your plane

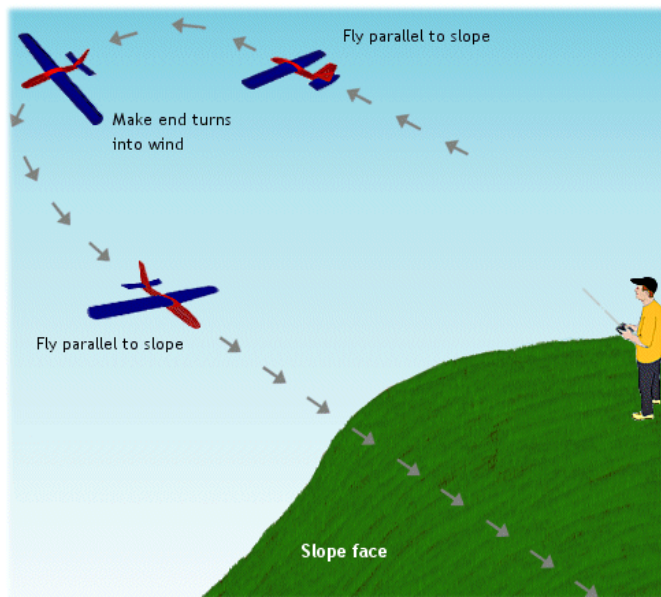
Check that your transmitter and receiver are on. (One member launched his glider without the receiver on and it glided straight out into the ocean. He never saw his plane again.) If the breeze is light 10-15Mph launch the Model into the wind out over the crest of the hill by throwing it with the wings level and nose pointed slightly down.



As the wind gets stronger you need to start directing the plane down the slope. (Another member didn't toss his plane down hard enough in a 50Mph wind and it went up into the rotor and out into the ocean at Deer Island. He never saw that plane again.) For first flights it is helpful to have someone toss the plane for you until you get the trims set right.

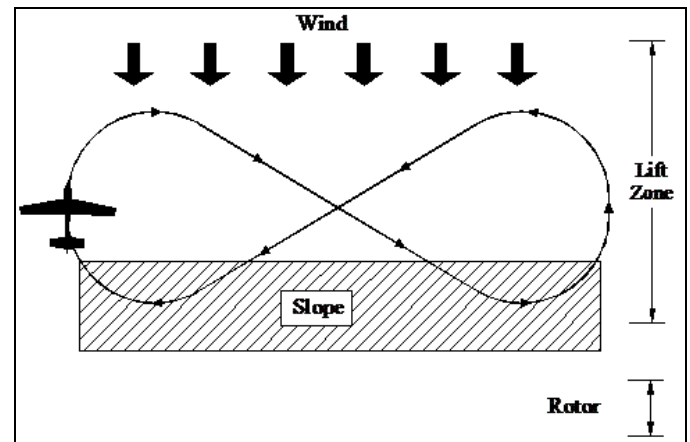


Let the model travel up a little ways to build up speed and then make a turn that brings the flight path of the model parallel to the slope. When you need to turn the model around, make your turn into the wind away from the slope and again fly parallel to the slope. Repeat the above procedure when it is time to turn again.



Flying this flattened figure eight course back and forth across the face of the slope is standard procedure. This helps keep the model in the

maximum lift zone which yields the most altitude gain.

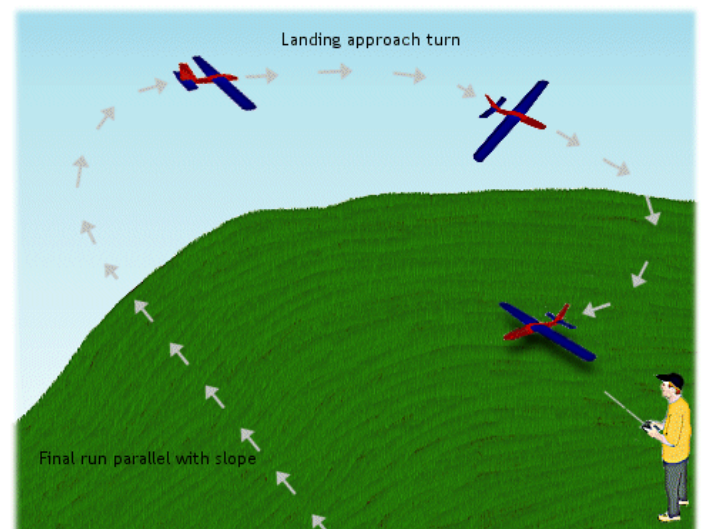


Adding weight (Ballast)

Depending on the model, when flying in winds of excess of 20 m.p.h. some additional weight (ballast) may be needed. Stick-on lead weights are ideal for adding ballast. Simply press them in place inside the fuselage directly over the C.G.

Landing

The basic idea is to lose energy by flying low out over the slope about half way up the slope and land at the edge of the slope crosswise to the wind. Start with a fair amount of altitude, then fly the model slightly behind the crest of the slope, and try to fly a steady descending path right down to a landing on top of the hill. If you are too high on your landing approach, make S-turns to lose altitude or go around and try it again.



Don't try flying too far behind the hill and land into the wind as you will most likely get caught in the rotor. Deer Island is nice because there is tall grass to catch your plane. The Cape is harder as it is all sand and the plane just slides along after touchdown. Check with fellow pilots to determine what the best approach is for landing at the site.

Aerobatics

Slope soarers don't have engines to pull them through acrobatic maneuvers like power models do, so they have to rely on the lift and the speed of the model to perform aerobatics. Always pick up speed by diving the model before entering a maneuver.



The amount of speed required, depends on the maneuver and the available lift. If you are new to slope soaring make your maneuvers into the wind at first until you feel comfortable.



A couple of good slope gliders to get started

Windrider Easy Pro (\$60)



The Windrider Easy Pro is easy to build and easy to fly. Its 55-inch wingspan and aileron control makes this the best little slope glider around. Toss it off your nearest slope for hours of fun! Flies well in winds from 10 mph up to about 20 mph.

Fully molded out of strong EPP foam, you will find the Easy Pro strong but light weight. Assembly can be done in as little as an hour.

Requires 4 HS-55 servos, micro receiver like the Electron 6 and a small 4.8V battery pack.

Available from: www.atlantahobby.com

The Eraser 48 (\$105)



This Eraser is perfect for learning to fly, it is easy to fly, flies in wind from about 8mph upwards and has no bad vices. EPP construction makes the Eraser virtually indestructible, just as hard as you can crash it, it will just bounce back for more, this gives you a lot of confidence to carry on learning, rather than

have to go home and rebuild your model - and confidence is what it takes to learn fast.

Specifications:

- Wingspan - 48"
- Length - 31"
- Weight - 21oz.
- Airfoil - Selig 3016

Available from: www.californiasailplanes.com

Flying at Deer Island

Deer Island is just minutes from downtown Boston in Winthrop, MA. The site offers both north and west facing slopes idela for slope soaring. The property is managed by the Boston Harbor Islands National Recreation Area. The parking area is at the end of Tafts Ave. There are several paved foot paths but the direct route to the launch areas is a well worn, uphill dirt path from the parking lot.



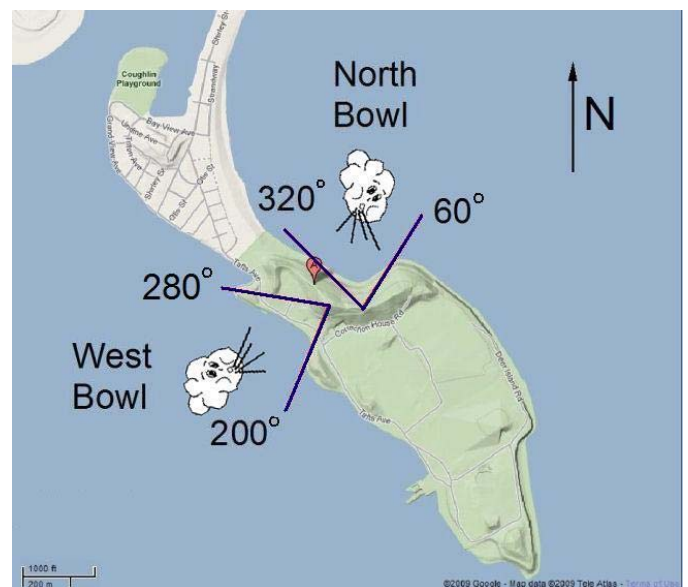
At the southern end of Deer Island is a \$4 billion technological marvel, a wastewater treatment plant that has ended centuries of sewage discharges into Boston Harbor. The treatment plant is operated by the Massachusetts Water resources Authority

Best flying conditions

- Wind speed: 12 - 40 mph
- Wind direction for West Bowl: 200 - 280 degrees
- Wind direction for North Bowl: 320 - 60 degrees

Additional Field Rules

- Hours of operation are dawn to dusk, seven days a week.
- All general AMA and CRRC rules apply
- Flights must be under 300 ft above sea level
- Be aware of full scale aircraft operating in the area
- Don't harass pedestrians, pets or wild-life.
- Ideal planes to fly Include: foamies, hand launch gliders, wood construction gliders up to a 2m wing span
- Be aware of new NOTAM No-Fly rules for Radio Controlled Model Aircraft
- This is a public facility. It is a privilege to fly there not a right.



It will take a little practice to master the art of slope soaring, but it is well worth the effort and a lot of fun. So, next time the wind blows, grab your model and head for your favorite slope.

Tom Bauer
Thomas Stammberger

CRRC BUILDING AND FLIGHT INSTRUCTORS

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

Richard (Dick) Williamson
978-618-5475

Dick will match you with one club instructors. Our instructors are qualified and willing AM A pilots and fellow club members.

See <http://www.charlesriverrrc.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	978 460-0305			Yes	Yes	
Lincoln Ross	Maynard	978 800-0608		Yes	Yes		
John Nilsson	Clinton	978 368-7136		Yes			
Dave Walter	Hudson	978 562-5400		Yes			
Jon Leehey	Wayland	508 358-5721				Yes	
Tony Davids	Stow	978 568-9598					Yes

TREE CLIMBERS, KEYS, MEMBERSHIP & BOARD MEETING

TREE CLIMBERS

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

Paul Harrington [Medfield]
508-376-2573

Monkey Man [Marlboro]
508-215-4290

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 e-mail Ken Antonellis at [kxa\(at\)verizon.net](mailto:kxa(at)verizon.net). Ken

is the key -master. The key for the 2010 season is key #15. Ken will have exchange keys at the meeting. A \$5 deposit is required the first time you receive a key. Keys are also available at Hobbytown in Ashland, MA (Valid CRRC membership required)

MEMBERSHIP

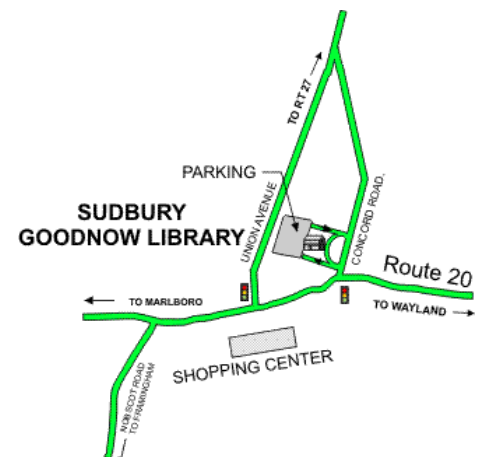
Here are the updated CRRC membership figures. The table summarizes the membership status from 2003 through current month, 2010.

Year	Renewals	New Members	Peak Totals
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	90	28	118
2010			96

-Ray Harlan
Membership Secretary

DIRECTOR'S MEETING

The next directors meeting will be, Tuesday, November 23th 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

2011 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, 2011	After Mar 1, 2011
☐	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

**Help reduce operating costs by
downloading the newsletter
from the CRRC website.**

- ☐ I DO NOT have access to a computer or the Internet - Please send me the Newsletter via US Mail.

NOTICE: THIS MONTH CRRC CLUB MEETING

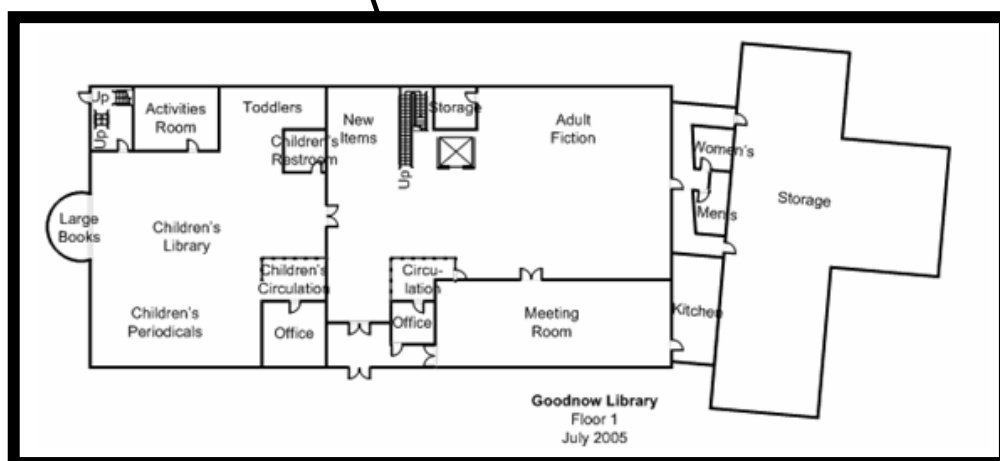
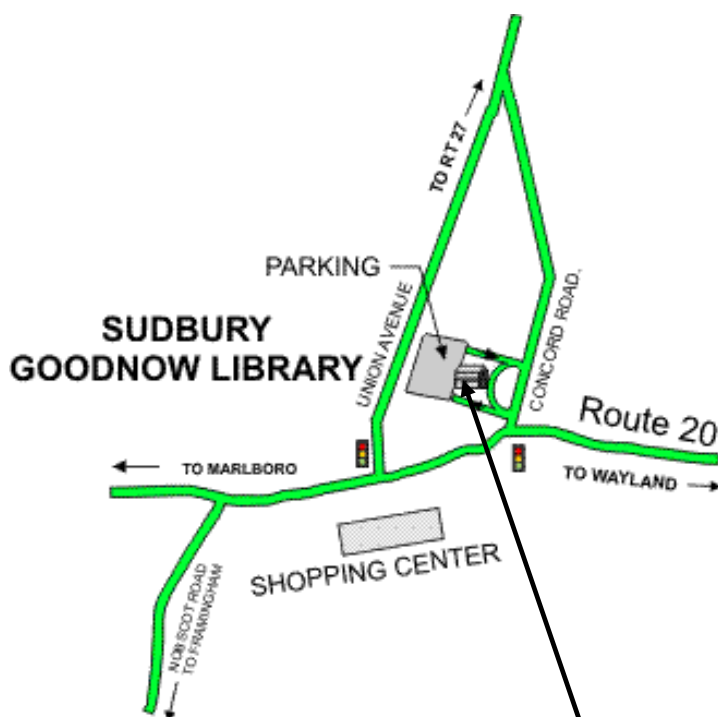
Guests are welcome!

When: *Wednesday November 17th, 2010 (3rd 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.*



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

Charles River Radio Controllers, Inc.

CRRRC 2010 R/C AUCTION

**Sunday November 14, 2010
VFW on RTE 135, Natick, MA
12:00 noon**

**Set up and viewing 11:00 AM to Noon.
Auction Noon to 4:30PM.**

**The Natick VFW is on RTE 135,
400 yards East of Speen Street intersection**

\$2.00 Entrance Fee

(Includes 1 raffle ticket. Additional raffle tickets are \$1.00 or 3/\$2.00)

All modeling items auctioned. Come buy and sell: engines, radios, models, kits & tools. Tables will be available for small items which can be sold without an auctioneer.

Hot dogs, chips, and drinks for sale!

CRRC receives 10% of proceeds from all sales.
Cash only PLEASE! No private sales.

For more information contact Ken Antonellis (kxa "at" verizon.net)