CRRC Flight-Log

http://www.charlesriverrc.org

AMA Charter 339

September 2013

Next General Meeting

Wed Sept 25, 2013 7:30PM at Goodnow Library Sudbury. Guest Speaker is Dave Reed of NASA

Next event: CRRC Float Fly Sept 21 & 22, 2013 9:00AM on Wayland Town Beach



CRRC General Meeting Minutes for August 21, 2013

Business Meeting: Dave Spielman opened the business meeting at 7:30 PM at Davis Field in Sudbury MA. Around 20 CRRC members and guests were in attendance.

Meeting minutes and treasurer's report from last month's meeting were approved as written in the June newsletter.

Next Meeting

The next CRRC general meeting will be on September 25 at Goodnow library. Dave Reed of NASA will present an A.V. slideshow. As always, guests and visitors are welcome. Note that this meeting is one week later in the month than usual to accommodate Goodnow library scheduling.

Field Reports:

Medfield: Field is reported to be in good condition.

Davis: Davis field is excellent condition. There are soccer games normally beginning at 11:30 AM on weekends in the fall, so any flying needs to accommodate the soccer games. A detailed schedule can be found at www.sudburysoccer.org.

The business meeting was closed at 7:50PM

Guests/New Members

Dave Pearson is new member to the club. Lou Fiori is also a new member and was awarded wings at the meeting.

Upcoming Events:

Fall Float Fly: The fall float fly will be held on September 21 and 22, 2013 at the Wayland town beach. The Marine Modelers Club of New England plans to participate with a picnic and boat operations on Saturday (9/21).

Electric Streamer Combat: Electric combat contest is scheduled for Saturday October 5, 2013, starting at 9:00 AM. The 'Fast and Furious' foam model will be the weapon of choice for some contestants, but other designs of similar weight, power and size are welcome. Contact Brian Rickman or Dan Sullivan for details. Details on building a Fast and Furious model have been posted on the CRRC Yahoo Groups site.

CRRC Auction: The CRRC annual auction will be held at the Natick VFW hall on December 1, 2013, 12:00 -4:00 PM.



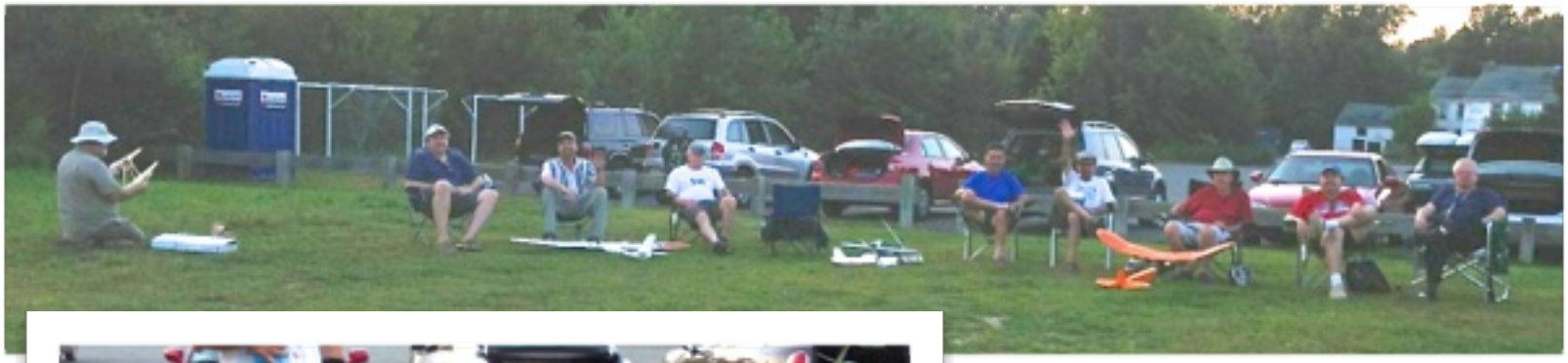
Members were treated to another nice summer evening for flying.

Fritz Bein made a valiant attempt at glider aerotowing with his electric (converted from a glow version) Sig Kadet. Unfortunately the Kadet's oil soaked fuselage structure was not up to the task and the tow plane nosed over on takeoff, forcibly removing the motor from nose

Brian Rickman had his usual collection of unusual planes, including a big Blu Baby foamy and a rudder-elevator flat foam delta that resembled a big paper airplane.








AMA
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Presidents letter September 2013

Wow, we've had a lot of fun at events this summer. Great weather for flying has been the hallmark on the field with one exception, the ALES. It was so rainy that day it was comical. Everyone was drenched, except the transmitters.

Best of all, there's more fun to come! We have the float fly September 21st and 22nd, and the electric combat contest on October 5th. We also have a fabulous indoor event on December 1st. It's our annual auction. I personally find this event fascinating. Seeing all the models and parts traded at amazing prices is exciting. I hope to see you at all these events and on the field.

Did you know that behind and to the side of Davis field lay commercial cornfields? Over the years I've wandered through or past them while searching for a lost plane or two. The weekend of the 40th Soar-In, we lost a whole flock of birds to the cornfields and their trees. A couple of Fritz's old planes soared away and are now waiting in the woods.

On my trip to recover the first few run away planes during the Soar-In, I met Tim the farmer starting up the air cannons. Tim referred to the fields as his office and was concerned about the traffic he has been seeing lately. The dog population has been growing a lot, including professional dog watchers with packs of 5 or 6 unruly animals.

Tim has asked us to stay off of the cornfields because of potential damage both to his crops and to you due to exposure to pesticides. If you can't find your plane in the open area adjacent to a field, it's not the end of the road for your plane. When Tim finds a plane in his office...I mean his fields, he will leave it on the edge of the access road at the notch in the trees. If your phone number is visible on the plane he will call you to let you know where he put your plane.

If you do decide to hunt for your plane in the fields, only walk down the wide access paths. Don't damage the crop, don't take corn, don't pull up signs and don't cut down trees. Most importantly, don't drive into the fields, because your car will sink and become one with the field.

If you do go to the backfields, say hello to the farmers in the trucks and let them know what you are up to. Tim was a nice guy and said the sailplane guys were not the big problem. We don't mess up his office much or steal his husky yellow pencils.

If you need me to get ahold of Tim, contact me and I'll give him a call.

David Spielman
CRRC President





What does hunting season mean to you?

Hunting season is coming up. The farmers who tend the fields adjacent to Davis field are also hunters. Between October 15th and January 1st, it's hunting behind Davis field. From Monday through Saturday each week they may be out there and would appreciate no disruptions. It's a pretty frustrating sitting in the hunting hides on your vacation day in absolute silence, only to have someone come stomping through and scaring off the deer.

The take away? Hunt for deer Monday through Saturday and hunt for planes on Sunday. One of our own club members found this out first hand. A few years ago he was quite startled as he walked past a hunters screen and heard the voice of a gun-toting hunter.

David Spielman

From John Eppling
The September raffle prizes are:



The Hobby-Lobby Waco EPO biplane ready-to-fly (comes with 72Mhz transmitter, not 2.4 Ghz).

http://www.hobby-lobby.com/waco_v3_epo_biplane_rtf_w_2.4ghz_radio_1034469_prd1.htm

This kit has been built by Sky Andrew (our former President), but never flown. He had originally won it in a raffle at one of our meetings, but he donated it back to the club when he moved to North Dakota.



The second raffle prize is a FliteTest Spitfire Speed Build Kit.

http://shop.flitetest.com/aircraft/ft-spitfire-speed-build-kit/

I've seen videos of this model flying, and it looks to be a great flying model.

I'll be bring in some other stuff donated by Sky Andrews over the next several meetings. Some will be raffled and others will be given away. For the September meeting, I will be bringing a jug of nitro fuel (about 3/4 gallon) and a Master Airscrew 3-Blade 16x8 propeller that I will give to the first person that comes to me at the meeting to tell me that they want either item (only one item per person per meeting).

40th Annual CRRC Soar-In Saturday

The Charles River Radio Controllers celebrated their 40th year hosting the CRRC Soarin on August 10 and 11, 2013. What a long way we've come from the polyhedrals and Dodgson designs that were prevalent when I first started flying in the late 80's. We now have sleek molded ships with high strength wings and purpose-designed airfoils… and, boy, would we need them with the windy conditions that blew in on Saturday!

Luckily, most of the moisture in the atmosphere was wrung out on Friday, when a brief 30 minute window was the only break available for us to pre-stage the tent and other support equipment. But it was all sun on Saturday as 24 pilots turned their attention to the next challenge, a 10-15 mph wind from the north-west that presented us with cross-wind/down-wind launches and the usual smattering of ships that didn't make it back over the far tree line.

The CD called for 8 minute tasks in the first two rounds of random ordered man-on-man. In the early morning conditions, 8 minute flights were achieved by most flight groups. The remaining 5 rounds were bumped up to 10 minute tasks and the flight groups were seeded. As the day wore on and the wind speed increased, the thermal cycles became more of a factor in the results, as many flight groups had only one or two pilots max, while other flight groups were won by flight times as low as 4 minutes!

At the end of the day, Bob Rondeau had won the Sportsman class with Jim Otis very close behind in 2nd place. Mark Higgins managed to capture 3rd place. In Expert class, Dave Beach blew everyone away, achieving a max (or near max) in every one of his flights. Dave Walter's 2nd place and Steve Lucke's 3rd place scores were just 86% of Dave Beach's winning total, which is pretty unusual in the ESL as the top Experts typically score within 10% of the top score.

In addition to notching his first win in the ESL, Dave Beach also now qualifies for LSF Level 5. Congratulations, Dave! It was a convincing win on a very challenging day.

CD Dave Walter



40th Annual CRRC Soar-In Sunday

After the very windy and difficult conditions on Saturday, Sunday was a beautiful day with thermal winds pointing to the lift. We had 27 entries, 21 in Expert and 6 in Sportsman, making for 8 groups of flyers to start. Except for a few stragglers, the contest was all ready to start at 8:45, so a pilot's meeting was called 15 minutes before the posted time.

The calm conditions meant we could make the field boundaries tighter, and put all of the rounds at 10 minutes duration with the thought that in flying man-on-man each person in a particular group an equal chance to make his time. The task was again 2 rounds of random order followed by seeded man-on-man with the C-Delta scoring for landings.

Except for the pilots in the first flight group, 10 minutes was achievable to everyone in the first round, and then the lift became very cyclic. Strong thermals would cross the field from the trees on the west of the launch area and be far downwind to the east within the less than 1 minute window it took to launch all four airplanes. Pilots in the right place at the right time reigned supreme over less lucky flyers when these gusts came up. Several groups had only one person making his time and others having a hard time to achieve 3 minutes, while at other times it was only a matter of getting higher landing points.

After two rounds of random seeding, the top pilots rose to the top of the order. However, the fickle lift caused a lot of place scrambling. Several planes were lost due to winds together with pilot misjudgment. The contest was called after the 6th round, which started at 1:40pm and the contest concluded at 2:15pm. Final placing had David Walter, the co-CD in first, followed closely by Steve Lucke, and Leszek Zyga. In looking at the raw scores, both Steve and Leszek had higher totals than Dave; 3988 and 3983, compared to 3960.

There were 6 Sportsmen entries, flown in two groups until attrition brought the groups to one. Robert Rondeau was in top form winning all of his rounds with his new Supra except Round 5, when he was edged by Dick Williamson flying his trusty Bird of Time. Final standing showed Bob in 1st, followed by David Spielman in 2nd, and Istvan Sleder in 3rd.

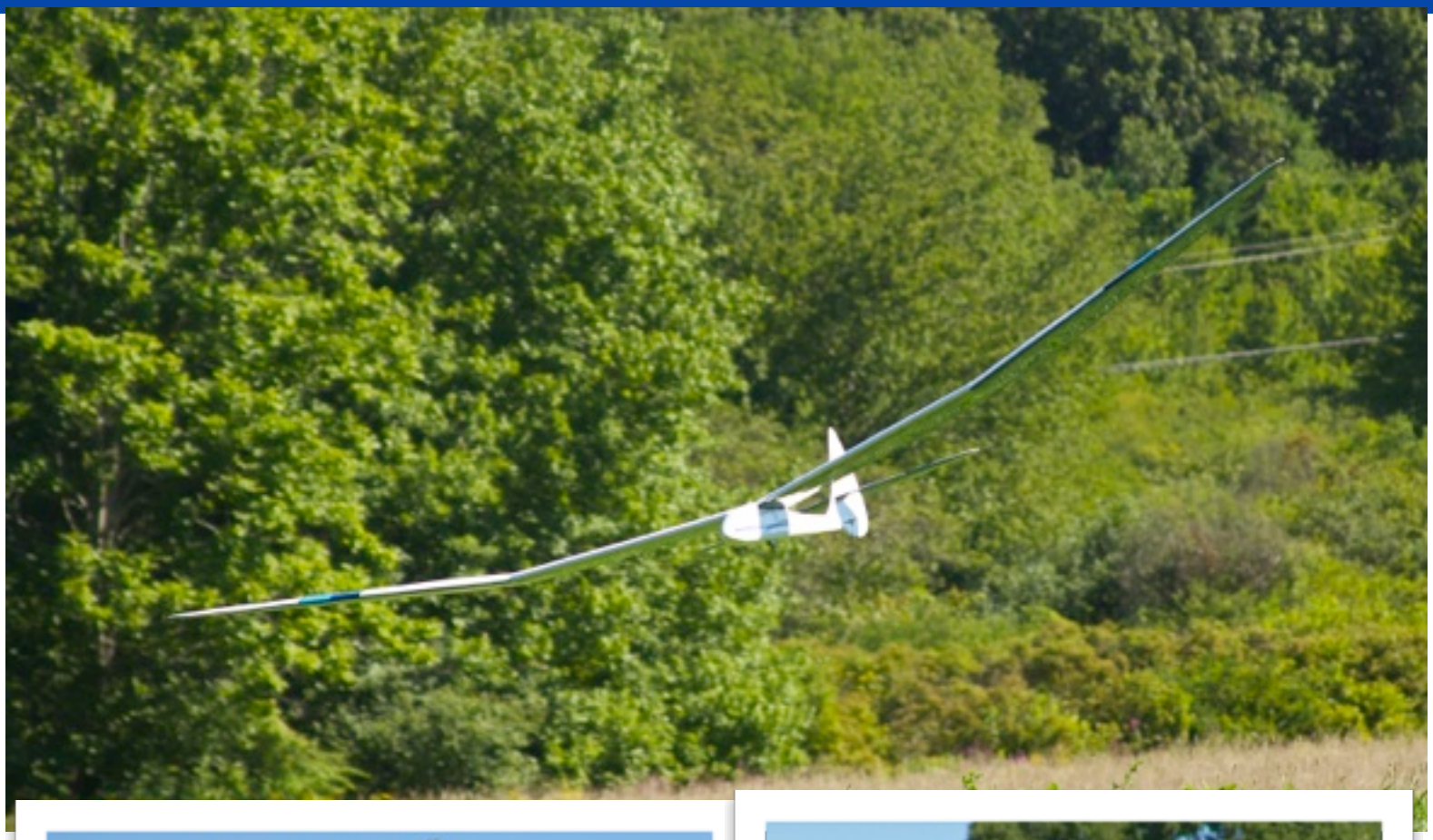
Many volunteers came to the Soar-in to help. Notable were Steve Billington and Richard Roy who worked both Saturday and Sunday to run the dolly system, designed and provided by John Nilsson who could not be there, to bring back winch-lines, Welcome Bender worked at the far end of the field all of Saturday to return lines. David Marshall and Ray Harlan worked both days at the scoring tent to record scores and set up the flight order. Ken Antonellis provided the lunches and drinks for both contest days.

We would also like to thank all of the ESL members who helped to make this a successful contest, including David Beach and Steve Lucke who brought and loaned us equipment, David Beach for his scoring program,

CD Fritz Bien



CRRC Flight Log







September 1st ALES Contest

The good news:
22 pilots registered for the event. We had people from PA, NY, ME, and MA. It is clear that ALES is growing in popularity. We might make this a two day contest next year.

The bad news:
The weather gods were against us today. We got in 1 1/2 rounds before the rain became so severe that we gave up.

Thanks:
A big THANK YOU to everyone who volunteered and to everyone who participated. Running a contest is not easy, and I certainly could not have done it without your assistance.

Brian Rickman



CRRC Flight Log

September 2013











DYNAMIC SOARING: A wandering albatross spends weeks, even months, at sea without ever returning to land. With precise GPS data and custom navigation software, researchers have finally figured out how.

Since at least the 1880s, scientists have wondered how the wandering albatross (Diomedea exulans), soars for as long and as far as it does, over open water, without a bit of thermal updraft. It's no accident that the bird makes its home in exceptionally windy places—the wind is essential for such a heavy animal to get airborne in the first place. Once in the air, the bird performs a flying trick that seems to involve characteristic repetitive up and down maneuvers, sometimes dipping nearly to the water's surface, and all in the face of more wind than most cruise passengers can withstand without going green with seasickness.

This type of flight is known as dynamic soaring. Just watch an albatross, and you can easily discriminate its four phases of flight: There's a windward climb, then a curve from windward to leeward at peak altitude, then a leeward descent, and finally a reverse turn close to the sea surface that leads seamlessly into the next cycle of flight.

Students of the albatross's flight understood early on that the bottommost layer of wind blowing above any surface, including that of water, will incur friction and thus slow down. This layer itself then becomes an obstacle that slows the layer just above it (though not by much), in a process that continues upward. The result is a 10- to 20-meter-high region known as a boundary layer or shear wind field, through which the wind speed increases smoothly and dramatically the higher you go in the field. Dynamic soaring maneuvers extract energy from that field, enabling the albatross to fly in any direction, even against the wind, with hardly any effort.

Exactly how the bird extracts energy from a horizontally blowing wind, however, was a puzzle. Scientists over the decades have attempted to find the solution using increasingly sophisticated computer simulations. Yet elaborate as they may be, these models can't capture the full complexity of what's happening. How do you simulate, for example, a sea troubled by strong winds that breaks up into irregular, meter-high waves, chopping the air into discontinuous blocks? Because of such unknowns, researchers long debated whether the shear wind field alone explained the soaring or whether there might also be other effects, such as gusts or vertical wind components.

The open sea isn't the only place that offers a shear wind field suitable for dynamic soaring, and wandering albatrosses aren't the only pilots that rely on it to conserve energy. Such boundary layers also exist within the high-altitude jet streams that encircle Earth; even though these layers are much thicker than the one the albatross flies in, the physics are the same. That means that UAVs with the proper aerodynamics and programming might one day exploit them to stay aloft for weeks or months on end, allowing them to serve as surveillance nodes or radio relay links.

The preceding is from an article that was suggested by Jon Leehey. If you want to read the whole article go to:
http://spectrum.ieee.org/aerospace/robotic-exploration/the-nearly-effortless-flight-of-the-albatross

CRRC 2013 Fall Float Fly

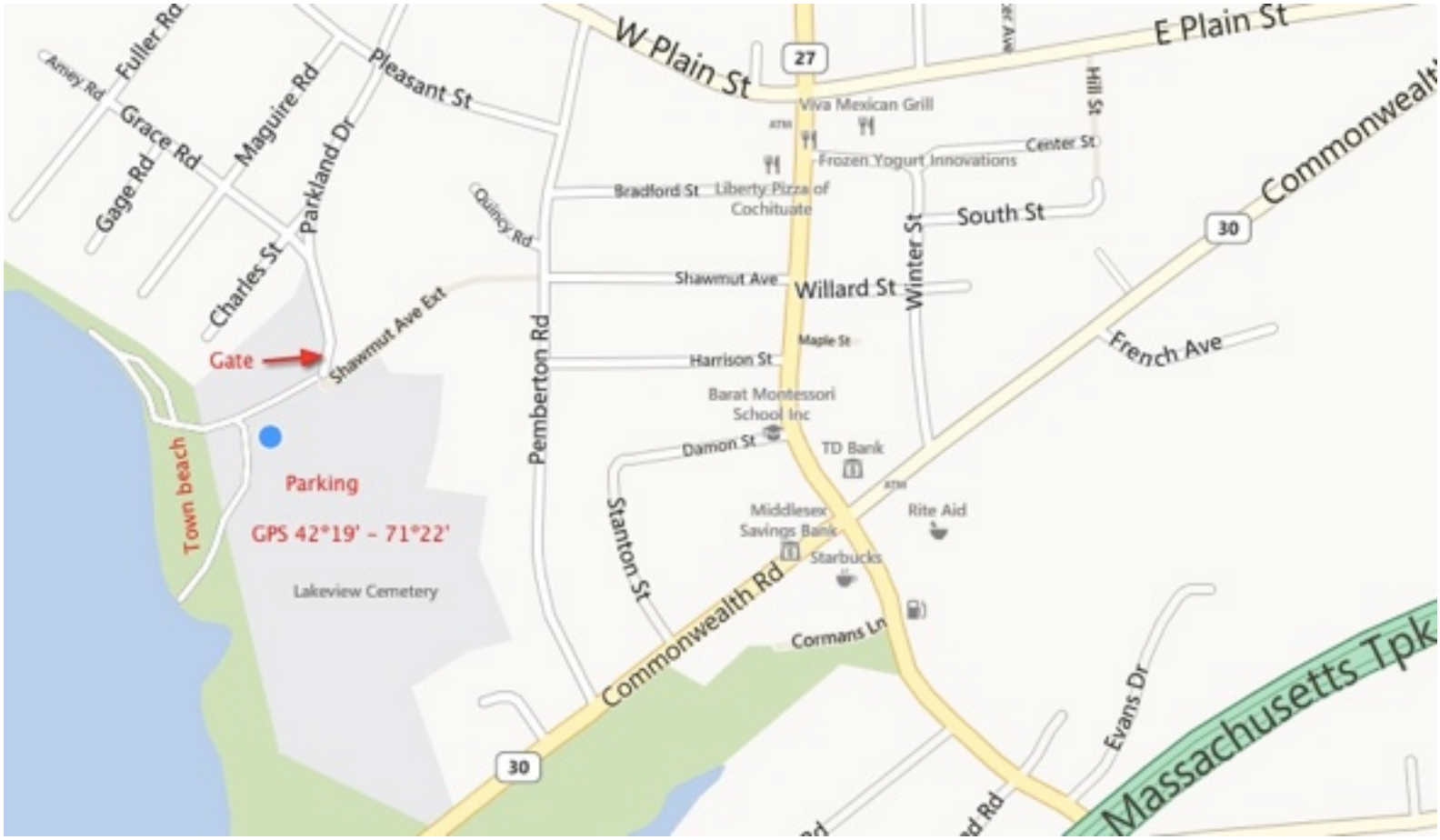
(AMA Membership required)



September 21 and 22, 2013

Flying 9AM to 3PM both days
$10 landing fee for the weekend

Wayland Town Beach, 25 Parkland Drive, Wayland MA





Location: Cow Common off Rte 27 in Wayland

GPS Coordinates: Latitude: 42.37, Longitude: -71.37

Cow Common Conservation Area lies northwest of the Wayland Town Center, off of Old Sudbury (Route 27), between Bow Road and Glezen Lane. The entrance to Cow Commons is off of Old Sudbury Road. A public parking lot, with the conservation area sign, is located directly across from the entry to the Old North Cemetery.

The Rules

Any size and type of plane is allowed, but the power system must conform to one of the following limits:
At full throttle the power system uses 100 watts or less or
The battery has a capacity of no more then 1000 Mah and a no-load voltage of
no more then 8.4 volts (2S LiPo).

Streamers will be 2" wide crepe paper, 18' long.

Each round will last 4 minutes.

If your streamer gets cut or falls off, you must land and sit-out the rest of the round.

If your plane touches the ground, you must sit-out the rest of the round.

Scoring:
10 points for cutting a streamer
5 points for being in the air at the end of the round with a full-length streamer attached to your plane

Recommended planes include, but are not limited to:
3d profile planes (http://www.racores.com/FlatFoamies.html) ,
Mini Gremlin (http://www.racores.com/MiniGremlin.html), and
Fast and Furious (http://groups.yahoo.com/group/crrc/files/Fast%20and%20Furious%20Combat%20Plane/).

The New England Great 2013 Pumpkin Glider Fest



Bring your own lunch

We'll bring water, apple cider, and pumpkin pie!

Friday October 18th - open flying at 9:00 AM (free)
Practice, LSF Tasks, 1K & 2K Cross Country Courses
43 Beaver River School House Road, Richmond, RI, 02892

Saturday October 19th - registration begins 9:00 AM
Unlimited Thermal Duration Contest - $20 entry fee
Pilots meeting 9:30, open winch with retriever, raw scoring
52 Dugway Bridge Road, S. Kingston, RI, 02892

Sunday October 20th - registration begins 9:00 AM
Altitude Limited Electric Soaring Contest - $20 entry fee
Pilots meeting 9:30, 200 Meter limit, Random MOM
52 Dugway Bridge Road, S. Kingston, RI, 02892



CD - David Beach
(603) 801-6951
david.s.beach@gmail.com

Host: Rhode Island Soaring Club
(http:www.risoaringclub.org)



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Treasurers Report

August Activity

2013 Activity Report	August
Starting Balance	
Checking	$8,281.50
Cash Box	$25.00
PayPal Acct	$352.67
CD Accounts	$6,913.25
Total Starting	**$13,572.42**
Income - CDs	
Interest	$0.97
Total Interest	**$0.97**
Income - Checking	
Membership	$225.00
Raffle	
Soar In Receipts	$880.00
Marine Modelers	$30.00
Total Income	**$1,135.00**
PayPal Activity	
Membership	$45.00
less PayPal fee	
RES Contest	
ESL Sanction- Hand Launch	-$16.00
ESL Sanction- Soar In	-$100.00
Transfer To Checking	
Total activity	**-$71.00**
Expenses - Checking	
Ray Harlan	$13.02
Supplies - David Spielman	$62.04
Ken Antonellis - RES Contest	$114.75
Richard Wiliamson- ALES Inventory	$441.00
Fritz Bien - Soar In	$109.30
Ken Antonellis - SoarIn Contest	$230.34
Total Expenses	**$970.45**
Ending Balances	
Checking	$6,446.05
Cash Box	$25.00
PayPal Acct	$281.67
CD Accounts	$6,914.22
Grand Total Ending	**$13,666.94**

David Marshall
CRRC Treasurer

Calendar

September 21 & 22, 2013
Float Fly
Wayland Town Beach

September 25, 2013
General Meeting at Goodnow

October 5, 2013
Electric Combat at Cow Common

October 23, 2013
General Meeting at Goodnow

November 20, 2013
General Meeting at Goodnow

December 1, 2013
Auction at VFW Hall, Natick

December 18, 2013
General Meeting at Goodnow

January 1, 2014
Frozen Fingers Fun Fly
at Davis Field

January 15, 2014
General Meeting at Goodnow

February 19, 2014
General Meeting at Goodnow

March 19, 2014
General Meeting at
Springhouse Pond Clubhouse

April 16, 2014
General Meeting at Goodnow

May 21, 2014
General Meeting at Goodnow

General Information

Keys to the Bill Martin Field

To get a key for Bill Martin Field in Medfield please email Ken Antonellis at kxa@verizon.net. Ken is the key-master. The key for the 2012 season is key #27. Ken may have keys at the meeting. A $5 deposit is required the first time you receive a key.

New Wings

Lou Fiori

Flying Sites

Go to the CRRC Website and select the Flying Sites tab to see the various sites. The site page will give current weather and site information.

Building and Flight Instructors

To start your your instruction please call the Chief Instructor, Dick Williamson. You will be match with one of the Instructors.
All Instructors are qualified AMA pilots and willing to give assistance to fellow club members.

Types of instruction - B = Building, G = Glider, E = Electric, F = Fuel, H = Helicopter

Dick Willamson - B, G, E
978-618-5475 - Sudbury

Fritz Bien - B,G, E
978-369-1720 - Concord

Tom Bauer - B,G, E
781-235-7344 - Wellesley

Brian Rickman - B, E
774-249-2494 - Marlborough

Derick Veliz - B, E
978-337-7867 - Acton

John Weigel - B
508-655-2138 - Natick

Richard Gammon - B, G, E, F
508-835-2049 - West Boylston

Ken Antonellis - G, E, F
508-653-8369 - Natick

Bruce Schneider - G, E
978-460-0305 - Hudson

Lincoln Ross - G, E
781-891-0332 - Waltham

Dave Walter - G
978-562-5400 - Hudson

Jon Leehey - F
508-358-5721 - Wayland

Tony Davids - H
978-568-9598 - Stow

Tree Climbers

LloydKeyes(Wayland)
508-358-9197 or
508-341-0110

Michael Lynch
(Wayland/Sudbury)

Paul Harrington (Medfield)
508-376-2573

Monkey Man (Marlboro)
508-215-4290

Scott (Sudbury)
508-203-3845

Tony Morais
A1 Tree Services
(Framingham)
508-626-0088 or
800-657-7788

Stephen Canessa
The Tree Guy
978-460-1000

Hartney Greymont (Medfield)
Sean Comer
781-444-1227
thescomer@gmail.com

Jason (Davis Field)
978-460-0477

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

2013 MEMBERSHIP APPLICATION

Name
Street
Town State Zip
Telephone
E-mail

IMPORTANT: You must be an AMA member in order to receive your CRRC membership card.
AMA No.
Birth Date (AMA req'd)

To receive membership card and field pass, bring this application to a club meeting, or mail to the membership secretary (address below).

Ray Harlan
Membership Secretary CRRC
15 Happy Hollow Road Wayland, MA 01778
508-358-4013
Email: membership@charlesriverrc.org

Please make check payable to: **Charles River RC**

You can pay by check or use PayPal.
(PayPal to membership@charlesriverrc.org)

SAVE $5 - EARLY BIRD DUES RATES ARE LISTED

	MEMBERSHIP CATAGORY	On or before Mar 1, 2013	After Mar 1, 2013
☐	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.