



CRRC Flight-Log

January 2016

<http://www.charlesriverrc.org>

AMA Charter 339

Next General Meeting

Tuesday January 20, 2016 7:30PM at Goodnow Library
The Speaker, Bert Cohen, will present a video program
of some WWII aircraft

A reminder from David Spielman

There is a discount if you renew your membership early
Fees and dates are listed in the last page of this newsletter

Calendar

January 20, 2016
General Meeting at Goodnow

February 17, 2016
General Meeting at Goodnow

Tuesday, March 15, 2016
General Meeting at Goodnow

April 20, 2016
General Meeting at Goodnow

May 18, 2016
General Meeting at Goodnow

May 21 and 22, 2016
Float Fly at Wayland Town Beach

June 15, 2016
General Meeting at Davis

July 4, 2016
Davis Field Demo

July 16 & 17, 2016
ALES Contest at Davis Field

July 20, 2016
General Meeting at Davis

August 6 and 7, 2016
Soar-In at Davis Field

August 17, 2016
General Meeting at Davis

August 27, 2016
RES at Davis Field



CRRC General Meeting Minutes for December 16, 2015

The December 16, 2015 meeting was called to order at about 7:30PM. This meeting was out of order of the usual third Wednesday of the month schedule due to the impending holidays.



This was also the last meeting for David Spielman as President. He is moving on to the role of Raffles Prize Chair for 2016, replacing John Epling. John, in turn, is moving on to the Club President Chair for 2016.

Skye Andrew, a past club president, has recently relocated to the Boston area. He was in attendance for part of the meeting.

Davis Field and Medfield sites were both reported as being in excellent condition.

The auction was reported as being profitable and is now scheduled for the weekend post-Thanksgiving in 2016.

The Finance Chair reported on the status of the Club accounts. This included income from club memberships, the net of the auction, and expenses incurred for raffle prizes. The report was accepted as presented.

The current state of plans for development of Davis Field by the Town of Sudbury was reported upon. Currently, the favored plan appears to be to level off part of the site, moving fill from the east to the southwestern marshy side, at a cost in the range of a few \$100K. This plan would not change the number of soccer fields accommodated by the site. There are other, more ambitious plans in contention for the site. However, the Sudbury Conservation Commission is reported as currently in possession of more town-wide development proposals than it has the resources to fund.

It is anticipated that the next soccer season would be starting, pending weather conditions, around April 1, 2016. However, time would be required to establish vegetative conditions on the Davis playing surface so that play there would likely not start before July 1, 2016. This might impact club plans for some of the contest dates that would ordinarily follow.

The Club voted on and approved the following:

\$600. for the Davis Field site use permit for Spring 2016.

\$600. for CRRC share of the mowing cost of the Medfield site for 2016.

\$119. for the website maintenance cost.
Reelection of Dan Sullivan as Recording Secretary.

(cont'd)

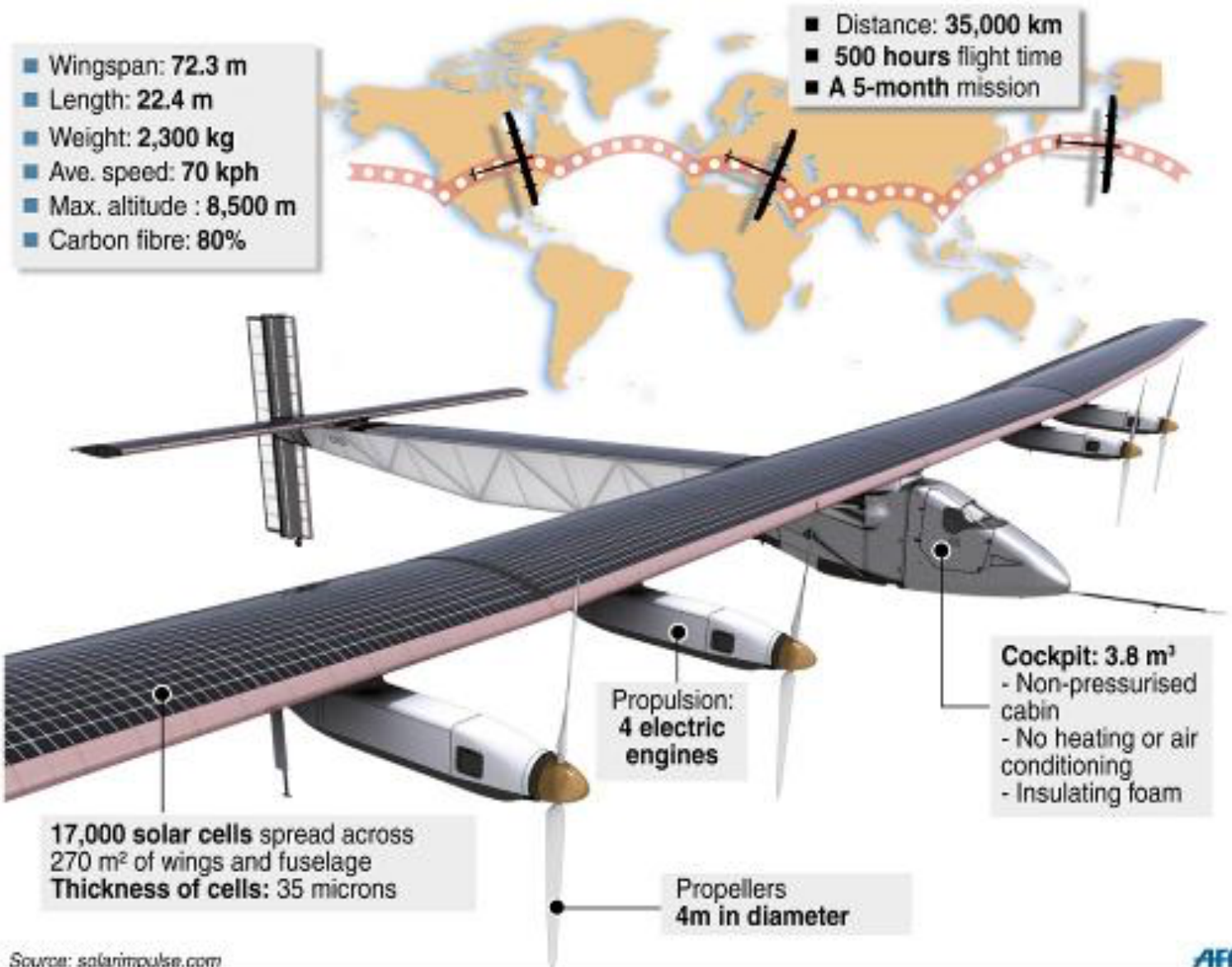




Evan Hadingham presented video excerpts from a documentary, now being prepared under NPR auspices, of the Solar Impulse around the world aircraft flight. This aircraft is entirely electrically powered, and is being flown on the 13 stop route by a pair of Swiss and French pilots, André Borschberg and Bertrand Piccard. The aircrew is supplemented by a ground crew of 17 personnel located at the control center in the Principality of Monaco and on duty 24/7/52.

Solar Impulse 2 ready for round-the-world flight

The solar-powered plane is scheduled to take to the air at the beginning of March, 2015



The Solar Impulse departed Abu Dhabi on May 9, 2015. Evan's presentation concentrated upon the Japan to Hawaii flight leg. This was 118 hours in duration and approximately 4000 miles in extent. At leg's end, problems with the storage batteries required that the flight winter over in Hawaii, to restart the Hawaii to U.S. leg sometime in April 2016. This would be followed by the Atlantic crossing and, finally, on to Abu Dhabi.



Some technical specifics are:

2 pilots, swapping alternate flight legs in the 1 man cabin. Daytime, climb to and cruise at 30,000 ft. on sun energy. Nighttime, descend slowly to 5000 ft and run on stored sun energy. Power is via 4 x 18HP electric motors. Energy storage is 4 x Lithium Ion batteries of 70 cells and about 17KWH each, weighing about 1400 lbs total. Approximately 5% to 8% of stored charge remains at the end of nighttime cruise. Wingspan is 237'. Wing loading is 1.75#/sqft vs. typical light glider at 6#/sqft. Cruise is 40MPH, stall is 22MPH. At takeoff, max headwind 11.5MPH, max crosswind 5MPH.



Several other electric flight development programs were also briefly discussed.



A Miles M20 scratch built from recently featured MA plans, by Neil Kauffman



A flying wing built at a cost of less than \$100, including FPV gear and a horizontal quad copter, by Kyle Smith



A Garuda Dragon kite, adapted to be flown RC with no strings attached, by Dan Frey



A small balsa L19 under construction from a Guillow's kit and a DJI quad copter with gimble stabilized camera system, by Richard Gammon.



Presidents letter January 2016

Happy New Year! I hope everyone had an enjoyable holiday break.

First, I want to thank David Spielman for his leadership the last few years. The last few years have brought some uncertainty for the club, but David and the other board members, especially Dick Williamson, have worked hard on the behalf of our club. While Davis Field seems safe from any major development for this year, there are other proposals for changes to Davis Field that could affect using it as an RC field, so we will have to remain vigilant.

I also want to thank Brian Rickman who served as the club VP for the second half of 2015. He and his wife Terry are moving to Pennsylvania (near Philadelphia) in January. In addition to his VP duties, in recent years, Brian held multiple classes in the surrounding communities teaching people how to make and fly their own foam trainers. We wish Brian and Terry the best in their new home. If anyone is in the Philadelphia region in the future, please be sure to look him up and maybe go flying together. I'm sure he will be scouting the area for the best places to fly. My wife's brother lives in Philadelphia, so I plan on

taking a few planes with me the next time my family goes down for a visit. In addition to our flying site worries, 2015 brought us the public's concern over "drones." Well, maybe not as much as the general public's concerns as the concerns of the politicians and the FAA, and much hype from the media. As most of you know by now, the FAA is requiring all UAS operators to be registered with the FAA. This isn't just for multi-rotor aircraft. Anything between 0.55 lbs and 55 lbs that are remotely operated requires that the pilot register. The registration is for the pilot. You do not have to register each aircraft. A single registration number will be assigned to the pilot. If you have an existing UAS, you must register by February 19.

Last month, the AMA advised all its members not to register until further notified. The AMA wanted everyone to wait so that they could follow various legal and political avenues for either eliminating the requirement or streamlining the registration process for AMA members. This week, the AMA announced that the FAA has agreed in principal to some initiatives for streamlining the registration process. You can read the announcement here: <http://amablog.modelaircraft.org/amagov/2016/01/11/advocacy-updates-with-uas-registration/>.

To summarize the AMA announcement, the AMA and FAA are working to allow AMA members to use their AMA numbers as the primary identification on their models. It still requires AMA members to register with the FAA. The AMA members' FAA registration will automatically be renewed if member is in good standing with the AMA. However, the procedures may not be in place by the February 19 deadline for FAA registration.

(Continued)

And, for you sailplane pilots that are worried about the 400 feet limit in the FAA rules, don't panic. The AMA announcement states that 400 feet limit is intended for those operating outside of the AMA's safety program. As long as you abide by the AMA Safety Code, which permits flights above 400 feet under appropriate conditions, you are protected by the Special Rules for Model Aircraft under the 2012 FAA Modernization and Reform Act, according to the AMA.

Regardless of what happens, anyone flying a UAS within the weight range of 0.55 lbs and 55 lbs must register by February 19. If you want to take advantage of the "free" registration period, you must register by January 19. The AMA is suggesting that if you want to take advantage of the free registration (well, you get reimbursed for the cost of registration), you should register by the January 19 deadline.

There are new challenges for our club and the RC hobby in general, but I look forward to our club having another great year. We

have an active membership with a full year of events planned, so there should be plenty of chances to get out and enjoy our hobby.

I want to thank the CRRC members for your trust in my taking over the President's position for 2016. I would welcome all suggestions about anything that you feel we could do better as a club. Also, if you have any other issues that you feel the board should be considering, please let me know.

Because of the relatively mild weather in December, I actually got out to fly a few number of times. There are no major storms forecast in the near future, so I hope everyone can get out a few more times before the flying sites are covered with snow (may need some gloves). And if flying in cold weather doesn't excite you, just realize that the days are now getting longer!!

John Eppling

Safety Corner

Here's an important shop safety tip. We all know safety gloves help prevent cut hands, especially working with razor and #11 blades. But do you know when not to wear safety gloves? Do NOT wear them around rotating machinery. Gloves can get snagged in cutting tools and pull you in. Drill presses, lathes, milling machines and table saws are all powerful enough to cause real damage. A good friend was injured, pulled into a milling machine, partially amputating his thumb when his glove was hooked on a rotating bit.

Play safe,
David Spielman



Officers

President

John Eppling

president@charlesriverrc.org

Vice President

Bert Cohen

vicepresident@charlesriverrc.org

Treasurer

Dave Marshall

treasurer@charlesriverrc.org

Membership Secretary

David Spielman

membership@charlesriverrc.org

Recording Secretary

Dan Sullivan

secretary@charlesriverrc.org

Webmaster

Adam Smith

webmaster@charlesriverrc.org

Newsletter Editor

Robert Sisson

newsletter@charlesriverrc.org

Chief Instructor

Dick Williamson

chiefinstructor@charlesriverrc.org

Raffle Chairman

David Spielman

xofficio@charlesriverrc.org

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 Williamson - B, G, E

978-618-5475 - Sudbury

Fritz Bien - B,G, E

978-369-1720 - Concord

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

781-901-0332 - Waltham

Dave Walter - G

978-562-5400 - Hudson

Jon Leehey - F

508-358-5721 - Wayland

Tony Davids - H

978-568-9598 - Stow

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. Effective April 1 the key for the 2015 season is key #4. Ken may have keys at the meeting. A \$5 deposit is required the first time you receive a key.

New Wings

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.

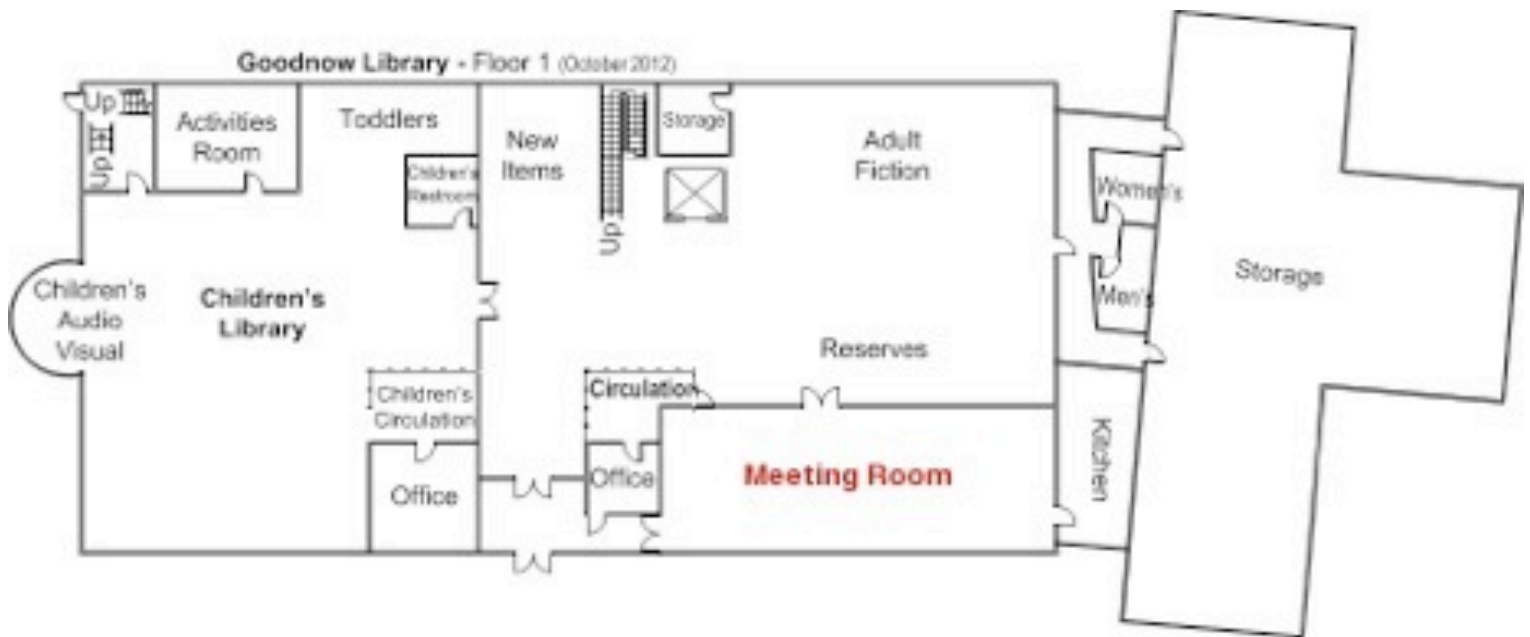
Tree Climbers

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

Scott (Sudbury)
508-203-3845

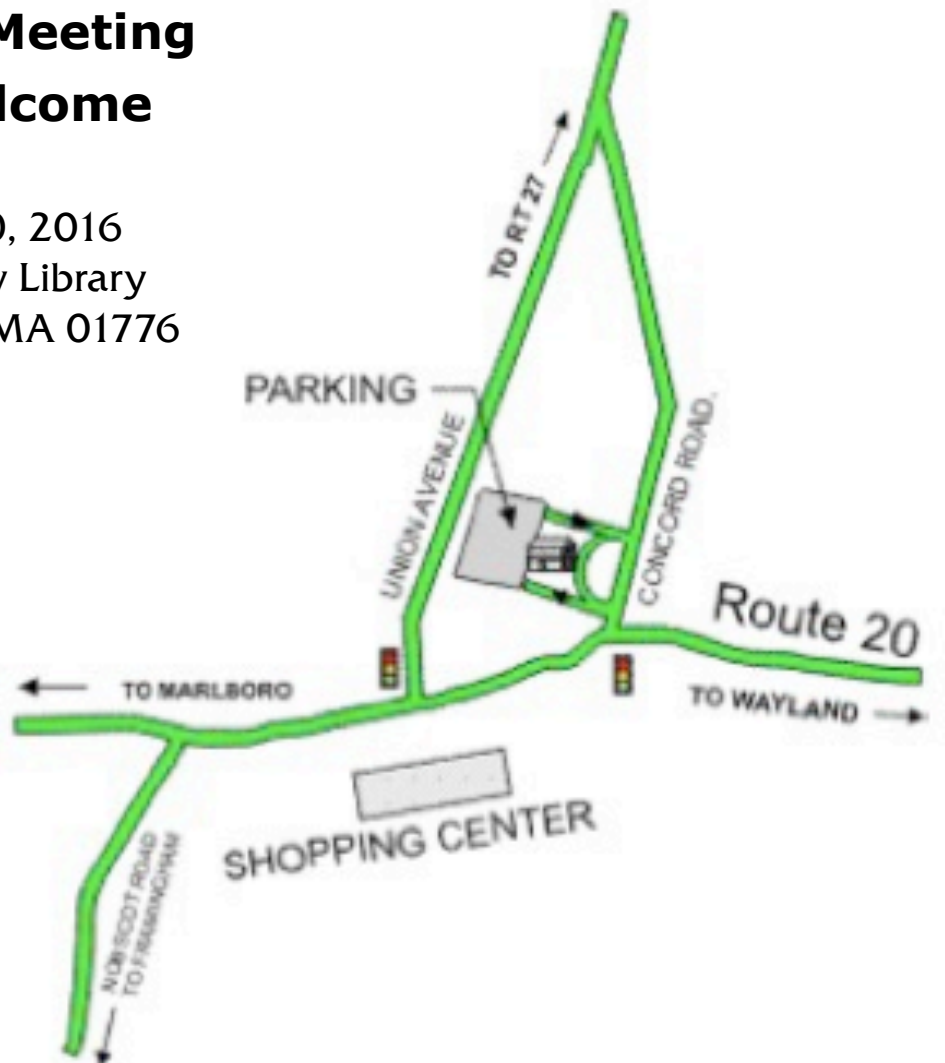
Stephen Canessa
The Tree Guy
978-460-1000

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



December Club Meeting Guests are Welcome

Wednesday January 20, 2016
7:30PM at the Goodnow Library
21 Concord Rd, Sudbury, MA 01776



2016 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

Junior membership is free apply at <http://www.modelaircraft.org/membership/youth.aspx>

By submitting this membership application you agree to comply with the AMA safety code including documents 550 and 560

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).

David Spielman

Membership Secretary CRRC

66 Oak St, Wellesley MA 02482

781-489-5450

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, 2016	After Mar 1, 2016
☐	OPEN Member	\$40.00	\$45.00
☐	JUNIOR member, (Under 19 before Jul. 1)	Free if AMA member	Free if AMA member
☐	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

☐ DO NOT include my personal contact information in the club phone book