



CRRC Flight-Log

<http://www.charlesriverrc.org>

AMA Charter 339

September 2016

Next General Meeting

Wednesday, September 21, 2016 7:30PM at Goodnow Library

Sky Andrew will be our guest speaker

He will talk about his North Dakota experience and his work as a UAS pilot

Calendar

September 21, 2016
General Meeting
at Goodnow Library

September 24, 2016
Float Fly at
Wayland Town Beach
(Rain date Sept. 25)

October 19, 2016
General Meeting
at Goodnow Library

November 16, 2016
General Meeting
at Goodnow Library

November 27, 2016
Auction at VFW Hall
Natick, MA

December 21, 2016
General Meeting
at Goodnow Library





President's Letter, September 2016

School Street Rules Update

Acton's Town Counsel (as in lawyer, not council as governing body) has taken the proposals that I submitted and add some additional language. I've reviewed it and I have a couple of concerns that I will bring up at the next rec commission meeting at the beginning of October. It is my understanding that the legal counsel took our proposal and made the modifications in consideration of the current state and federal rules as well as what other towns have done for regulating "drones".

The two main issues that I had were that they added language that prohibited video monitors and a 400 feet ceiling. (They actually did some research!) The additional language states that video monitor or binocular type devices are prohibited from being used. I think the intent is that you shouldn't use binoculars or a camera to keep the aircraft in sight, but they just state that video monitors and binoculars are prohibited. When I fly FPV, I sometimes like to use a video monitor instead of goggles. It is also useful for spectators. The other issue of the 400 feet limit was clarified by the FAA recently, but they may not be aware of it.

Float Fly Events

The park and rec department in Wayland have received a number of complaints from residents near Wayland Town Beach. Besides just the noise level, the other complaints were mainly that it went on for too long during the days that we had it. Wayne and I met with the Park and

Rec director last month. She was under the impression that we had agreed to make the event an electric only event. I told her that we were not aware of that. Wayne and I explained that we have been making every effort to limit the noise level experienced by the neighbors, including moving the no-fly zone farther south every time we have the event. I explained that where the one main complainant wants the no fly zone would make it next to impossible to have an approach to landing from the north.

We also explained that limiting the event to electric only would severely cut down the number of participants. We invited her or someone from her office to stop by this month at the fall float fly to listen for themselves. Unfortunately, they have an all-day event someplace else that day, so they cannot attend. We told her that Wayne and I would work to gather sound readings from various places on the lake and the beach area so that we can get some actual numbers to see how we can mitigate the noise for the neighbors. I did explain that there is not a lot that we can do about the complaint that we "fly" all day long. It wouldn't be much of an event if we only had a window of 1 hour to fly.

Wayne and I discussed with her some possible changes that we could make. One of the changes that Wayne and I decided to make is to limit the event to just a one day event. We will have the event on Saturday (24th), and make Sunday (25th) a rain date. We may also limit the hours for glow/gas (start later in the morning), the number of glow/gas planes running the engines at the same time, and duration – maybe alternate one hour of flying glow/gas with an hour of no flying glow/gas. After the meeting, Wayne and I discussed that we may want to eliminate the spring float-fly event all together. I think the reality is that no matter how quite we can practically make the event, some people are still going to complain if they hear anything.

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I fear that our ability to hold the float-fly events in the future may be in jeopardy without some major changes. At some time in the future, if the complaints keep up, either they will no longer give us the permit, or it will be such that there is no point in having the event. We wouldn't be able to take off or land, so maybe we will end up just taxing the planes around on the water. Time to join the RC boat modeling club.

If you are a Wayland resident, please come out on Saturday 24th (or the following day in case of rain). The more Wayland residents, whether member of CRRC or not, we get to show up (I'm going to take the names and addresses of every spectator that shows up), the more we can argue that there are just as many residents that enjoy the event as those that don't want the event.

September Meeting

We are now meeting back at Goodnow library for the rest of the year. For September, our speaker will be Sky Andrews, who was CRRC president for several years before moving to North Dakota to become a commercial pilot as well as a UAS pilot. He will be discussing his experience at the University of North Dakota as well as his current work being a UAS pilot.

The meeting is September 21st at 7:30 pm.

Until then, enjoy the cooler temps and keep the noise down when flying!!

John Eppling

Safety Corner

Lets talk safety. Ive been flying my Flite Test AnyCopter multi-rotor and the practice is paying off. No more nervous jitters during flight. Even with the improved skills distractions during preflight setup almost cost me a crash. Pay close attention during all stages of flight. For me it means no talking and plain old focus on the quad copter.

Fly safely
David Spielman





First prize for the September meeting is: A Mini Arrow with flight pack.
Just add your receiver and propeller and you've got an awesome project.



Second prize is a pack of
high power magnets

Third prize is a
lost model alarm.



We also have a bonus
prize for one lucky person
with show and tell.

Non stick scissors great for
tape cutting.

The RES Contest

We had a great little RES winch and electric launch contest on the 3rd of September. 8 pilots turned out for what turned into a challenging event. Thermals were light and unforgiving so this was a battle of skill. 8 rounds of flight ended at just past 3:00 in the afternoon. If you flew in both the 2 meter and unlimited events you had a whopping 16 launches.

Mercifully my 2 meter plane gas grounded in the first round due to a careless launch, so i had a reasonable 8 flights. Lucas was almost grounded for the day when his Radians firewall broke on a hard landing. He got his first taste of winch launch by sharing my Oly IIS. For the the day. He fid great with the light air and fly expertly.

Dave Beach took home the first place unlimited award by flying most rounds with maximum times and in the landing zone. Great flying Dave! Second place went to Lincoln Ross who flew a vintage Sagitta winch launch sailplane. Anker Berg-Sone took third place with his mint Sagitta 600. Very pretty plane.

The two meter event was tougher for the pilots due to higher wing loading. Mixed in with the winch launch planes were Electric launch Radians. It was almost unfair because Radians fly so well even with a 100 meter launch limiter. In first place was Chris Schuch flying his winch launch RES plane (he left his radian at home). Second place was taken by Anker Berg-Sone with a ... Radian and third place was taken by Al Marshall with, you guessed it ... a Radian. Too bad I flew so poorly with my Allegro Lite or I may have been in the running. Since I'm talking hypothetically, Lucas would have given me a run for my money with his Radian. I almost brought my Radian too.

It was a great day. Thanks Dave and Adam for helping out. You made the day much more relaxed.

David Spielman
CD





2M Third Place, Alan Marshall



2M Second Place, Anker Berg-Sonne



2M First Place, Chris Schuch



Unlimited Third Place, Anker Berg-Sonne



Unlimited Second Place, Lincoln Ross



Unlimited First Place, David Beach



UAS

Why not 107?

Navigating the complicated regulatory environment has been a significant barrier to entry for many players in the commercial drone space. So far, some operators walked the line correctly, others thought they were doing it right but weren't. Other fliers just operated outside the regulatory framework altogether. Some will continue to do so. The lengthy time to process 333 and COA applications put the brakes on many potential applications. Finally, the pilot-certificate requirement alone, which can cost upwards of \$10,000, excluded a great number of otherwise qualified operators. As we emerge from the Section 333 era and ease into Part 107, the barriers to entry are dropping and the number of operators is poised to rise. I am ready for Pt 107, but on this early morning in late August, I'm on my final Section 333 flight over New England to collect imagery in western Massachusetts. As the aircraft winds its way over the area of interest, I have time to think about other flights taking place at this time.

August 29th 2016 marks a new day in commercial UAS history. Unmanned aircraft are powering a revolution in data collection and PT 107 will help increase the rate of innovation by opening the industry to a wealth of new operators. Will competition from the increased pilot pool drive the industry towards small operators with a Pt 107 certificate or will companies with vast pilot networks fill the servicing needs of the unmanned market? It's unclear exactly how the market will settle into its new regulatory framework so perhaps the most immediate question to ask is; are you going to jump in as a Part 107 operator?

With my aircraft cruising through the halfway point of the survey, I glance at the flight timer. With plenty of flight time left, and no manned traffic in the area I think again about the new sUAS landscape. Replacing 333 approvals and manned pilot training, I see the cost to procure equipment and the knowledge required for certification as the main reasons people might stay out. But let's be honest, hobbyists are no strangers to spending money on gear and new technology. Think about what you have spent over the years on equipment, planes, and building supplies; none of which presented

much opportunity to make money. What if you could pay for your hobby, with your hobby?

As hobbyists, we have witnessed first hand the increased capability and decreased cost of RC products over the last twenty years. Remember NiCADs? With equipment getting better and cheaper, it's never been easier to get into the business. The FAA written exam requires no prior approval, study materials are available free online, and the test only costs \$150 to try. As highly educated people, we are pilots after all, the test is not the end of the world. For the price of a high end LIPO why not study up and give it a shot?

A voice alert from the ground station signals the completion of my imagery collection flight. The aircraft initiates the landing cycle, smoothly descends from survey altitude and turns onto final approach. With a little backpressure for the flare, the aircraft skids to a stop a few yards from my feet. Pulling the LIPO from the aircraft I reflect. Not too long ago, in a field like this, I was just flying for fun. I've flown UAVs professionally as far away as Japan, but on this particular morning, I'm not far from Davis Field where I spent hours aloft learning and relaxing. We've all heard the adage; do what you love and never work a day in your life. You love flying, so why not get into a growing field you enjoy?

On mornings like the one I have described here I may be working but I still smile every time I go fly. As I pack up my gear and head for the office, I smile a little more knowing that this time, I got paid to do something I would gladly do anyway.

Sky Andrew

Editor's note: If you want to see the wide range of UAS aircraft here is a link:

http://media.aero.und.edu/uasresearch.org/documents/156-181_Reference-Section_UAS_All-Categories&Classes.pdf

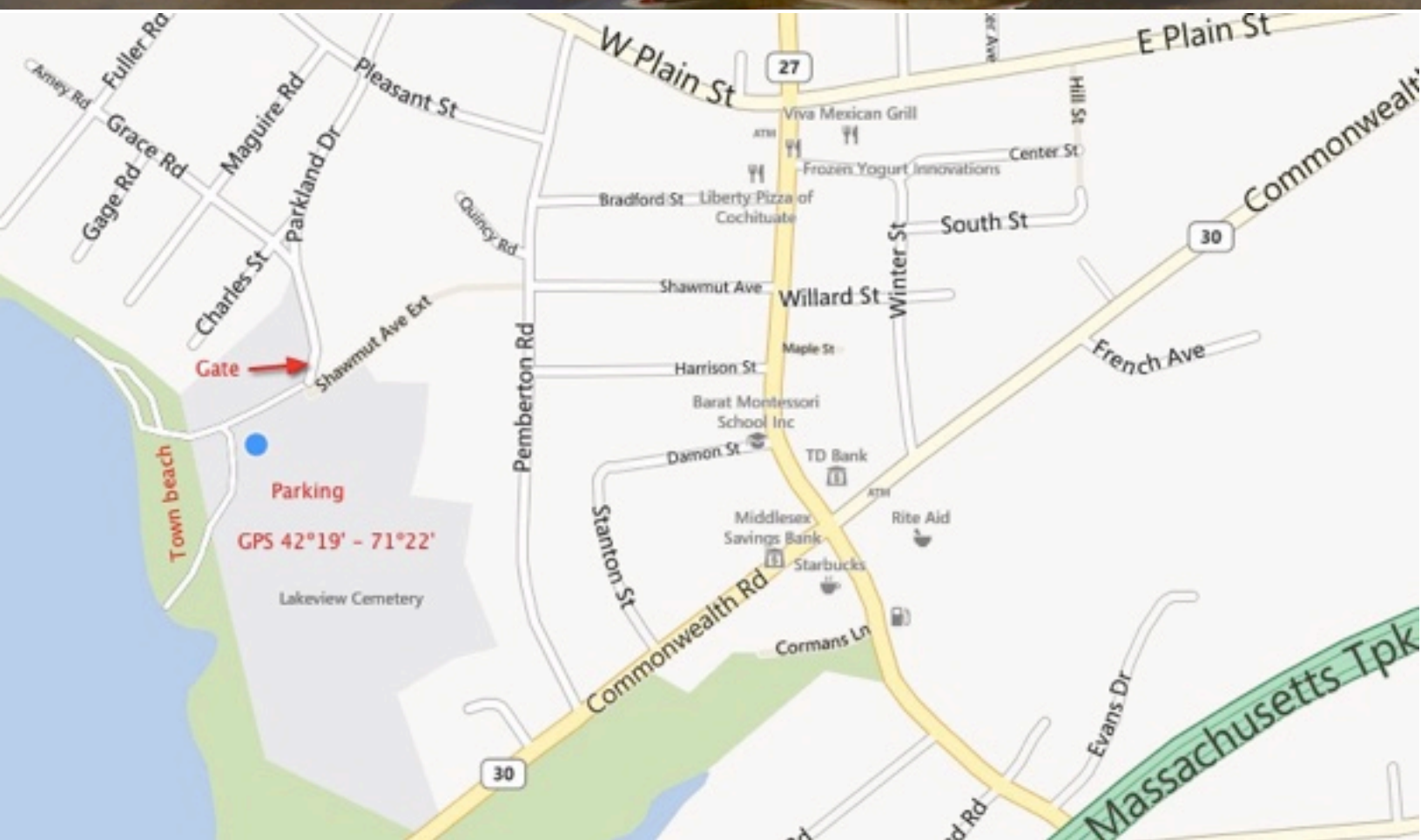
September 24, 2016

rain date on the 25th

Flying 9AM to 3PM
\$15 landing fee

There will be Raffle Prizes
&
Food and Drink

Wayland Town Beach,
25 Parkland Drive, Wayland MA



Officers

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president@charlesriverrc.org

Vice President

Bert Cohen

vicepresident@charlesriverrc.org

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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

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. The key for the 2016 season is key #15. 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

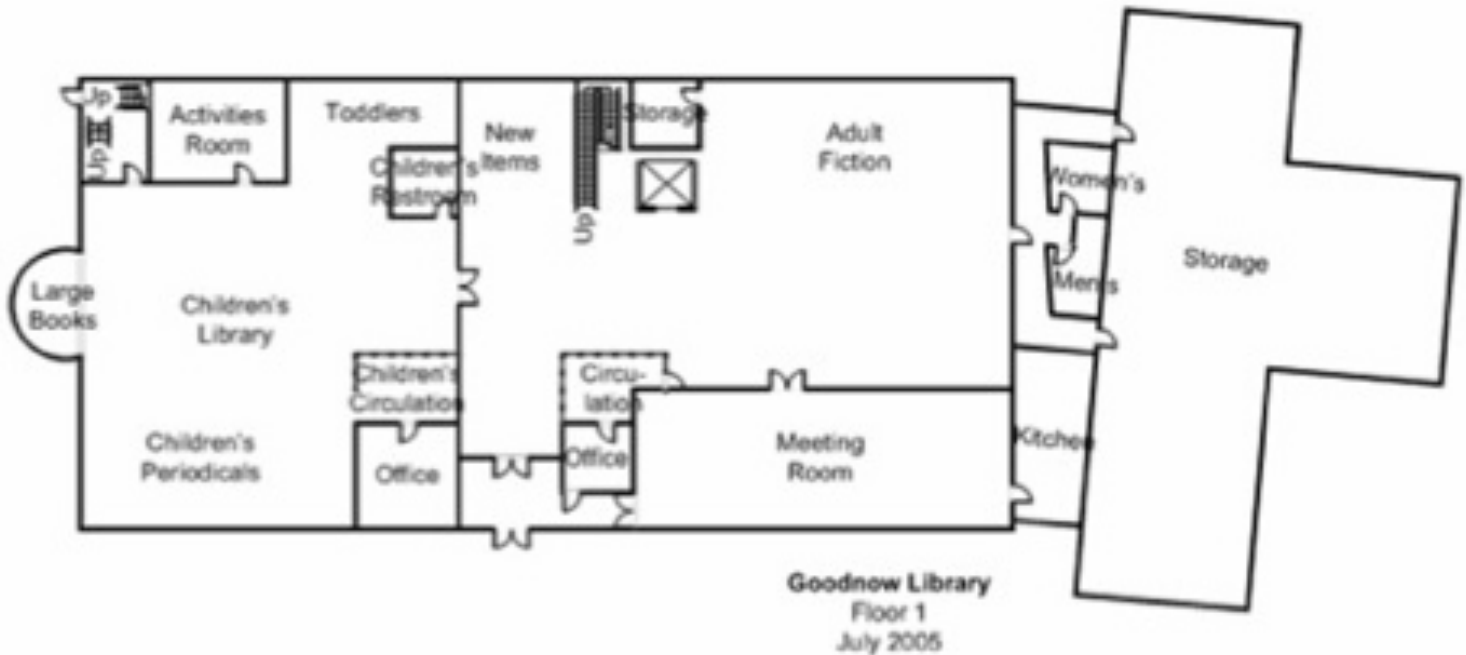
Hartney Greymont (Medfield)

Sean Comer

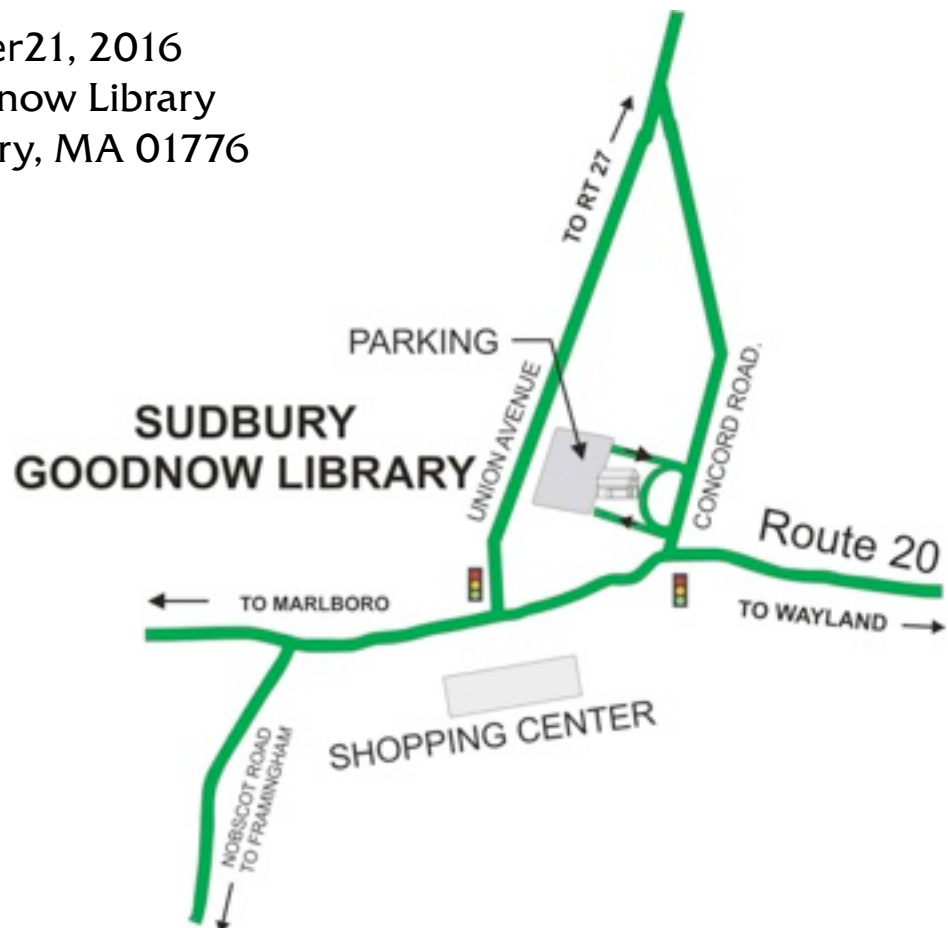
781-444-1227

thescomer@gmail.com

September Club Meeting Guests are Welcome



Tuesday, September 21, 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