

Charles River Radio Controllers Flight Log



Two racers leaving the starting blocks at the re-scheduled NERDs/CRRC drone race.



November Meeting:
Wednesday, November 15th, 7:30PM
In Person at
Goodnow Library, Sudbury

President's Message



Dear CRRC'ers -

Colder temperatures are here! I hope you all are enjoying the beautiful backdrop of autumn in New England as you fly. Unfortunately, our should-have-been-second-annual participation in the Sudbury Fall Fest was cancelled due to rain. But...

The rain held off and didn't wash out our re-scheduled NERDs Drone Race at Davis field on September 30. The original race scheduled in July was cancelled due to rain. Though the night before was wet, race day favored us with pleasant temperatures and dry, though cloudy, weather. We had 9 racers, including some who have spent some time at national events, so there was some very exciting flying going on. We had some visitors from the community come out to watch, some of whom were there to learn about getting into the hobby, and some who had simply seen it advertised and wanted to see what was going on. In the end, our own Scott Ritter placed 6th, and this humble author ended up in a 3-way tie for dead last!

Photo by Pedro Caceres



Looking forward to November, please plan on attending our club's annual meeting, and please do consider offering a little bit of your time, creativity, and ideas to our club by running for any one of our club positions. It is rewarding and really makes a difference.

Fly Well,

- Mike Whidden, CRRC President

November Meeting - Weds. 11/15

Our next general meeting is scheduled to be ***in-person at Goodnow Library, Sudbury*** on **Wednesday, November 15th, at 9:45AM**. Join us inside for the club's Annual Meeting, including the election of 2024 officers.

Club meetings are open to the public, we welcome visitors and guests to learn about model aviation and CRRC!

Meeting Raffles

The October meeting raffle saw Bert Cohen win a Flite Test kit, Adam Smith picked up a servo, and Mike Whidden took home a can of "Corrosion X".



There will be a raffle at the November meeting, and unofficial selections indicate there could be both a BNF foamie and a buildable balsa kit. No matter which you'd prefer to take home for winter building, don't miss this meeting!

Elections for 2024 Officers

November is the club's Annual Meeting and we will elect officers to the Board of Directors for 2024. To be elected as an officer, you need to be nominated by a fellow member, and accept that nomination. The officer positions forming the Board are: President, Vice-President, Treasurer, Recording Secretary, Membership Secretary, Newsletter Editor, Safety Coordinator, and Webmaster. We also have a Chief Instructor, and welcome the efforts of Contest Directors and other event volunteers, in particular. The following pages have descriptions of the various roles. The Board meets monthly (usually the Tuesday after the club meeting, via Zoom) and most of the positions have a modest "required" effort, but also the chance to be creative in how you apply yourself to the club's benefit. If you have any interest, contact a current or former Officer.

Our club Bylaws encourage spreading the load of running the club, by suggesting that officer positions are changed regularly. Ideally this distributes knowledge and experience within the club, and helps prevent individuals from burning out. Specifically: "At the end of two consecutive terms in the same elected office, a person may be nominated for further terms in the same office only if there are no other nominees." In point of fact, though, over the last 5-10 years many Board members have served repeatedly - and five current officers have been continuously in one office or another for a decade or more.

While contributions to the club come in many forms, please consider whether the coming year might be one in which you could take on an a more "official" role within CRRC. If a Board position isn't in the cards for you at this time, that's fine! Consider nominating/encouraging someone you think would be a good choice to get involved - and remember to thank the officers and other volunteers who keep the Club running!

- Adam Smith

CRRC President (by David Spielman)

The president's position has awesome powers associated with it. From the president's pilot seat you can get things done, especially if you do them yourself. Make friends with other club members and you'll get people to help you. The president's job is to be yourself, advocate for the club where you can and help to promote goodwill between the public and the club. Go to the flying field, bring some planes, see your friends, talk to visitors and promote the club. Delegate tasks when you can, and remember not to ask for anything that you wouldn't be willing to do yourself, but delegate so you aren't the only contributor. You do not have to go out of your way very often. Fly at your usual locations, see your friends who put you in the roll and write about what's happening once a month. Also, help the Board of Directors plan out the events calendar.

The president's position is not difficult and not very time consuming. As president, I like to attend all the general and board meetings. I visit the field about once a week, but also understand that I have work and family obligations that keep me from visiting the fields as often as I want. The position uses about 8 hours a month including attending general meetings, board meetings, scheduling events at the library and writing the president's letter. Your family may think you're spending more time, but secretly you're shopping for parts for your next project or googling stupid things people do with quads.

There is a "term limit" for president, to help you move on to do other things and if need be recharge your internal batteries. I remember leaving the newsletter editors position and really enjoying reading the next person's newsletter. Reading the newsletter cover to cover, rereading my presidents letter and seeing all the fun our club members are having is one of many rewards of the president's position.

Vice President (by Brian Rickman)

The primary responsibility of the Vice President is to find guest speakers or activities for the monthly meetings. Scheduling speakers usually takes an hour or two per month. I feel obligated to attend all the monthly CRRC meetings (3 hours per month), and the BOD meetings (2 hours per month). So the total time commitment for this position is about 7 hours per month. Doing this job requires some organizational skills, and a willingness to contact people you don't know on behalf of the club. Club members often suggest guest speakers, so doing this job does not require that you have a huge social network.

[Editor's note - the Vice President also acts as a stand-in for the President, in case that officer is unavailable for a meeting, event, etc.]

Treasurer (by Dave Marshall)

Treasurer, or caretaker of the club's funds, is a straight forward job that takes relatively little time. With online banking, you may only visit the bank two times, once to transfer the account to your name and once to transfer the account to your successor. Writing checks and making deposit runs is a thing of the past, since this is all done online too. You do have to be computer savvy with skills in online banking, PayPal, Quicken and Excel. Honesty is the best policy in this job, so if temptation is your weakness, another CRRC job would be better. You will be responsible for balancing the books and providing a treasurer's report each month. If you have been in finance, accounting, or are a home book keeper, this job is easy.

Recording Secretary (by Daniel Sullivan)

The recording secretary's role is to take notes and prepare minutes of each CRRC meeting for the newsletter. Mostly this means he/she must attend all the CRRC meetings and record any official decisions. In addition, other activities at the meetings (raffle winners and show and tell descriptions) are recorded for publishing in the newsletter.

Membership Secretary (by John Epling)

The membership secretary maintains the membership list. This involves processing membership applications and any fees received (checks are deposited via mobile banking application while PayPal payments go directory into CRRC banking account), and sends out membership ID cards. The membership secretary also maintains the CRRC Handbook. Besides attending the monthly general meeting as well as the Board-of-Directors' meeting, the role does not take much time. It takes just a few minutes to process each application as they come in. The application processing is enter the member info into Excel spreadsheet, write member name on ID card, stick it in an envelope, address it, stamp it, and put it in the mail box.

Webmaster (by Adam Smith)

CRRC Webmaster is a simple or complex job depending on your interest and abilities. Regular duties include timely posting of Newsletters and other announcements to the website, and maintenance of the "upcoming event" and calendar information for club meetings and events. This requires as little as a few minutes a week, though it's good to be able to post promptly when updated information is available. Some technical experience is required to deal with the site content via FTP or the web Panel interface; depending on your objectives, experience with more complex web technologies could be useful. The existing web site has lots of great content, but most of it is static and doesn't need ongoing maintenance. Irregular updates may be required as field access and use or other details of the club's activities change. For a motivated webmaster with online publishing experience, more extensive updates could be possible to update and extend the CRRC site. Like the Newsletter post, being Webmaster is a good way to learn about and stay connected to a broad range of Club activities and people.

Newsletter Editor (by Bob Sisson)

Being a newsletter editor can be as simple as a sheet of paper with plain text or as complex as your mind wants it to be. The most important value is to make it an interesting document, something members will enjoy reading and viewing. It does require some sacrifices in time. If you want to include photos of club contests and you also want to participate in the contest then you have to enlist the help of others to capture the activity. Being the newsletter editor can be a good way for a new member to become more familiar with the Club's activities. It does require some dedicated time to put everything together but most of the text is supplied by others. Text is another area where you can enlist the help of others for newsletter content. Overall being the newsletter editor is enjoyable and rewarding.

Chief Instructor (by Brian Rickman)

The primary responsibility of the Chief Instructor (CI) is to match new pilots who want help with experienced pilots who can provide that help. The CI also needs to maintain the list of volunteer flight instructors. The CI does not need to be an expert pilot. He (or she) does need to be organized, easy to contact via phone and email, and willing to help people. The time commitment for this position varies widely. If the CI chooses to do a lot of the teaching himself, then he is likely to spend 5 or more hours some summer weeks working with student pilots. If he chooses to do no teaching himself, then he might spend less than one hour per week matching student pilots with instructors. I found this role to be very satisfying. I met many interesting people and greatly improved my own piloting skills.

Safety Coordinator (by Adam Smith)

Since these descriptions were written, we've (re?)formalized the role of Safety Coordinator. This individual is responsible for promoting safe flying practices at the club's activities and at the fields, and is a point of contact to and from the AMA on safety related issues. There is precedent for the Safety Coordinator to contribute articles to the Newsletter, but no requirement to do so every month. This would be a good role for someone who likes to spend time at the fields and who can get along with both club members and others and lead by influence and example.

CRRC Hosts NERDs Drone Race

New England Racing Drones (NERDs) once again put on an exciting MultiGP drone race, hosted by CRRC at Davis Field (and rescheduled due to weather to September 30th).



Above - the race course isn't simple! And, a racer prepares their drone.
All photos this page courtesy of Mike Whidden.

New Club Trainer Donated

Thanks to Emilio Arce's donation, a new Trainer (a Flite Test "Storch") is ready for students. It's set up with a club buddy-box transmitter pair.



Repairing Stick and Tissue Airplanes

A few of my neighbors know I build and fly model airplanes, so it wasn't a surprise when my friend's 40 something-year-old son showed up with two planes that were crushed by an out-of-control soccer ball. Indoor soccer and stick and tissue planes do not mix! The two planes built by his grandfather were at least forty years old and were cherished heirlooms.



SE5-A with all the broken pieces

The planes showed up in multiple pieces, but all the pieces were there. Remember this when you collect your crashed RC plane. This was key to the successful repair. These scraps allowed me to just apply glue or make a new piece that matched the original.



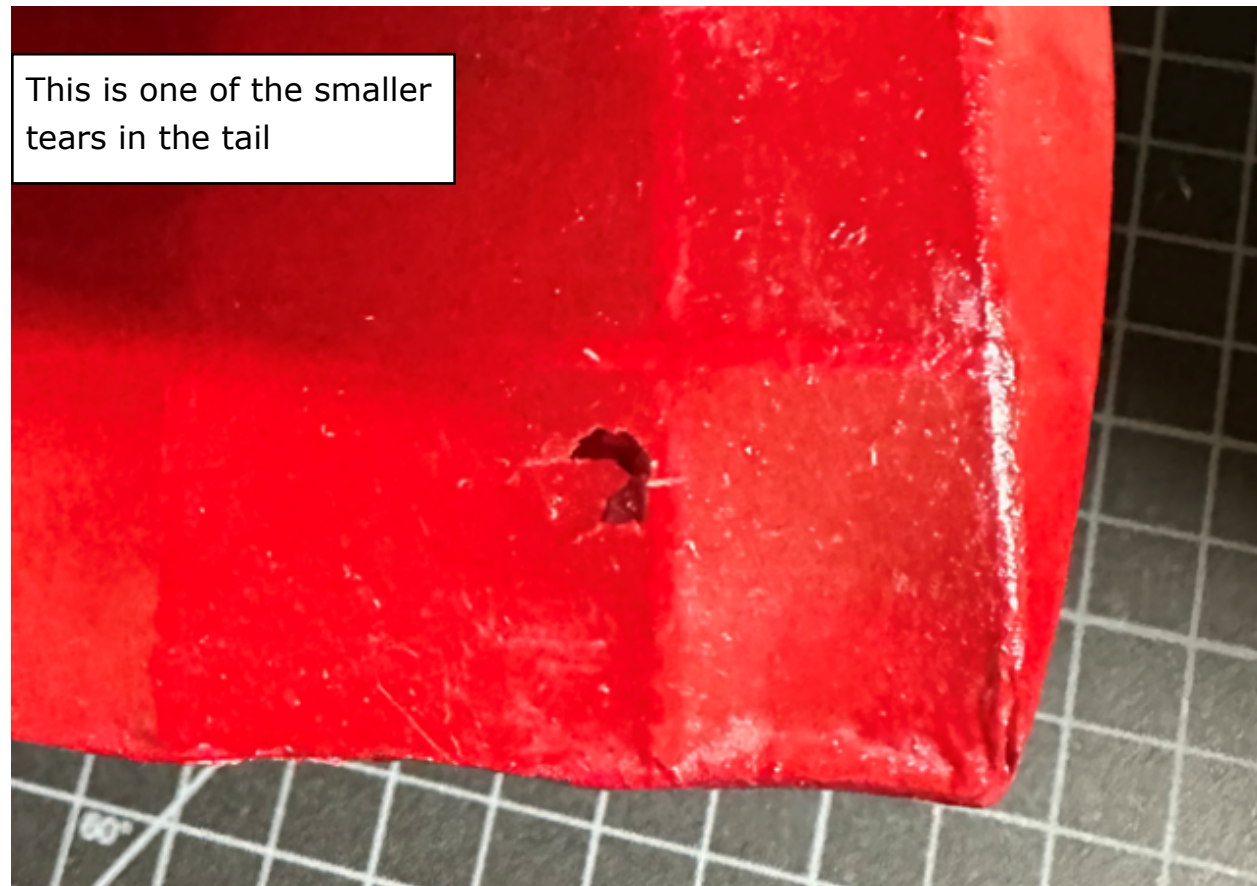
The Fokker's landing gear is back to where it should be ... now to the tail

I now had a Fokker Triplane and a British SE5-A Biplane on my workbench. It's been 50 years since I last used tissue and dope so I needed to do some research for materials and techniques. My options for application were put down three coats of dope, and then apply wet tissue with dope or apply dry tissue with a glue stick and then shrink by wetting with alcohol. The dope and tissue I found at www.Brodak.com. Butyrate dope can be applied on top of nitrate dope, but not the reverse. Also, Butyrate dope is available in multiple colors.



Brodak dope was available in the colors I needed. They even had Fokker Red

The Fokker Triplane's tissue was super dry and cracking and tearing. I counted about 30 holes and tears. This plane needed Rejuvenator! It's similar to clear dope, but has more plasticizers. It is used to give life to old doped tissue so that it doesn't tear. That is exactly what was happening to the Fokker Triplane.



I found the easiest way to apply the tissue was to apply it dry and use a glue stick to stick it in place followed by shrinking with alcohol. I applied the alcohol with a strip of wet scrap tissue and dragged it over the area to shrink. For large areas, I painted the ribs and edges with three coats of dope so the tissue will stick better when I painted it. After shrinking, I followed with three coats of thinned clear dope. The next step was to apply one coat of thinned colored dope and then two coats of clear, so six or seven coats total! The step I skipped was to sand between coats because that required a day of drying time between coats, yuck. There is only so much patience one has.

Small patches had two ways of application. I could paint the area with clear dope and put down tissue followed by more clear dope. This was ok for small tears. For bigger areas the glue stick method won out.



The Yellow British SE5 biplane had a bunch of structural damage. One wing was broken in half and the upper wing knocked off and the tissue badly torn. Repairs were done with carpenter's wood glue and the original wood pieces. I spent a good deal of time cleaning wood surfaces with a sharp X-Acto knife. This way things fit well and could be pinned and supported, so the wing has the original shape.

Using Brodak dopes and colored tissues, I was able to do full repairs. I did struggle with the top of the wing, first trying dry tissue and glue stick and then restarting with wet tissue and clear thinned dope to attach. The wet tissue approach was tough, it was a balance between tension and tearing so there are some wrinkles.

I am not a painter, so to me dope is a real challenge! I used a small amount at a time and thinned it 50/50 applied with a brush. This was all done in an 80° to 90° garage with the door wide open and fan running to avoid the



On the red Fokker Triplane, thirty holes were patched with red tissue, clear dope and then two coats of Fokker Red, perfect match. I applied one coat of rejuvenator to all the red areas. It was supposed to be thinned but I got lazy. It looks super!!! White and black doped areas tended to steak because rejuvenator dissolved a bit of the old dope, so I left the insignia alone. I cannot believe how good this plane looks.





Thanks to my friend Sage, without her help, I would not have had a chance to work on this project.



- David Spielman

Article and all related photos provided by David Spielman

FAA Registration

Please remember to visit <https://faadronezone.faa.gov/#/> to check and renew your FAA registration ID. Also, beware some commercial entities who are claiming to process registrations - often for increased prices. The FAA charges \$5 for a three-year registration, or extension.

Check your registration when you mark each new plane/drone, so you don't miss a renewal!

TRUST Test

The FAA has authorized several organizations including the AMA to administer the knowledge and safety test required by congressional action.

You are now required to show proof of passing the test (along with your FAA ID number) to law enforcement or FAA representatives upon request.

The test is free and can't be failed! Take it at:

<https://trust.modelaircraft.org/>

CRRC Membership Renewal

Support CRRC by renewing your annual membership! See the last page, or contact John Eppling (membership@charlesriverrc.org). Ages 75 and over, and under 19, are free for CRRC membership (AMA membership required to fly at fields/events, and discounted for juniors). Sixty-and-over receive a \$10 discount. Donations to the club are always welcome.

While the \$5 discount off paid memberships before March 1st has elapsed for 2023, remember you can renew early next year.

Make sure you have a current card to bring to in-person meetings (and get that free raffle ticket)!

Club Information

Officers - 2023

President

Mike Whidden
[president at charlesriverrc.org](mailto:president@charlesriverrc.org)

Vice President

Dan Sullivan
[vicepresident at charlesriverrc.org](mailto:vicepresident@charlesriverrc.org)

Treasurer

Dave Marshall
[treasurer at charlesriverrc.org](mailto:treasurer@charlesriverrc.org)

Membership Secretary

John Epling
[membership at charlesriverrc.org](mailto:membership@charlesriverrc.org)

Recording Secretary

Roger Silva
[secretary at charlesriverrc.org](mailto:secretary@charlesriverrc.org)

Webmaster

Shawn Silva
[webmaster at charlesriverrc.org](mailto:webmaster@charlesriverrc.org)

Newsletter Editor

Adam Smith
[newsletter at charlesriverrc.org](mailto:newsletter@charlesriverrc.org)

Chief Instructor

Dick Williamson
[chiefinstructor at charlesriverrc.org](mailto:chiefinstructor@charlesriverrc.org)

Safety Coordinator

Jimi Two Feathers
[safety at charlesriverrc.org](mailto:safety@charlesriverrc.org)

Raffle Chairman

Scott Ritter
[exofficio at charlesriverrc.org](mailto:exofficio@charlesriverrc.org)

Instruction

To inquire about instruction please call the Chief Instructor, Dick Williamson.

Types of instruction

B = Building
 G = Glider
 E = Electric
 F = Fuel
 H = Helicopter
 Q = Quadcopter/
 Multirotor

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

David Spielman - B,E
 dspielma (at) gmail.com

John Weigel - B
 Natick - 508-655-2138

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

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

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

Dave Walter - G
 Hudson - 978-562-5400

Jon Leehey - F
 Wayland - 508-358-5721

Tony Davids - H
 Stow - 978-568-9598

Scott Ritter - Q
 Sudbury - 978-443-2373

General Info

Flying Sites

Go to charlesriverrc.org and select the Flying Sites tab to see the various sites. CRRC reserves time seasonally on Davis Field in Sudbury, and shares Bill Martin Field in Medfield with the MMAC.

Keys to Medfield /

Bill Martin Field

To get a key for Bill Martin Field in Medfield please email key-master Ken Antonellis at kxa@verizon.net.

The key for 2023 will be updated in late April by MMAC. Keys may also be available at the monthly meeting. A \$5 deposit is required the first time you receive a key.

Tree Climbers

Tom Hurney
 508-272-7489

Scott (Sudbury)
 508-203-3845

Stephen Canessa
 The Tree Guy
 978-460-1000

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

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Membership Application - 2024

Name					
Street					
Town		State		Zip	
Telephone			Email		
AMA No.			Birth Date		
I agree: []	Club membership and activities are bound by the CRRC handbook, available at: http://charlesriverrc.org/newsite/Documents/CRRC%20Handbook%202020.pdf				

IMPORTANT: You must be an Academy of Model Aeronautics member to join CRRC.
AMA Jr membership is discounted! <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 found at: www.modelaircraft.org/documents.aspx

To receive a membership card, bring this application to a club meeting or
 mail to the membership secretary:

John Epling
Membership Secretary CRRC
43 Nylander, Acton, MA 01720
membership@charlesriverrc.org

You may pay by check or use PayPal.

Make **checks** to **Charles River RC**, or send **PayPal** to the email above.

Member category	Before March 1, 2024	After March 1, 2024
OPEN Member	\$60	\$65
SENIOR member If age 60 before July 1st	\$50	\$55
SENIOR member If age 75 before July 1st	Free if AMA member (Voluntary donation appreciated - e.g. \$50)	Free if AMA member (Voluntary donation appreciated - e.g. \$50)
JUNIOR Member Under 19 before July 1st		
NON-FLYING member If age 75 before July 1st	(Voluntary donation appreciated)	(Voluntary donation appreciated)
Full time STUDENT	\$40	\$45
Family member additional to OPEN membership		
<i>Additional / optional donation (supports field rental)</i>	<i>Voluntary \$10 / \$25 / \$50 / etc</i>	