

# It's All About Flying

<http://www.charlesriverrc.org>

AMA Charter 339



## How do I get started?

The first step in getting started is to choose a model. This section will give you some basic ideas of the types of models you can choose from.

Your interest in RC may have been stimulated by watching the incredible aerobatics of a scale Mustang as its powerful engine pulls it around the sky. Or, you may have seen a sleek and silent sailplane soaring high, or a model turbo-jet fly as if it was going Mach 1, or a model helicopter hovering inverted. Whatever stimulated your interest; there are three different types of RC planes which you should consider for starting in the R/C hobby:

Gas-powered airplanes  
Electric-powered airplanes  
Sailplanes

For each type of plane, there are good beginner or trainer models and there are CRRC instructors ready to get you through construction, checkout, and the crucial first flights. A separate section of our club web site is devoted to getting started with each type of plane. Before going to one of those sections, examine the tradeoffs which may guide your choice.

Gas-powered airplanes vary in size from very small (less than 1 foot wingspan) to huge ( $\frac{1}{2}$  full size!). Most gas-powered trainers have a wingspan of between 4 and 5 feet and have a engine powered by "glow fuel". They can take off and land on grass or paved fields,

and are designed to react slower and be easier to fly than aerobatic or scale airplanes.

Electric powered airplanes also span the gamut of sizes. The propeller of an electric powered airplane is powered by an electric motor. Some electric powered airplanes are models of power planes, while others are gliders that use the motor to get up to altitude.

We have had great success with beginners learning to fly quickly and well with electric powered gliders. These planes provide hours of enjoyment even after the power is shut off.

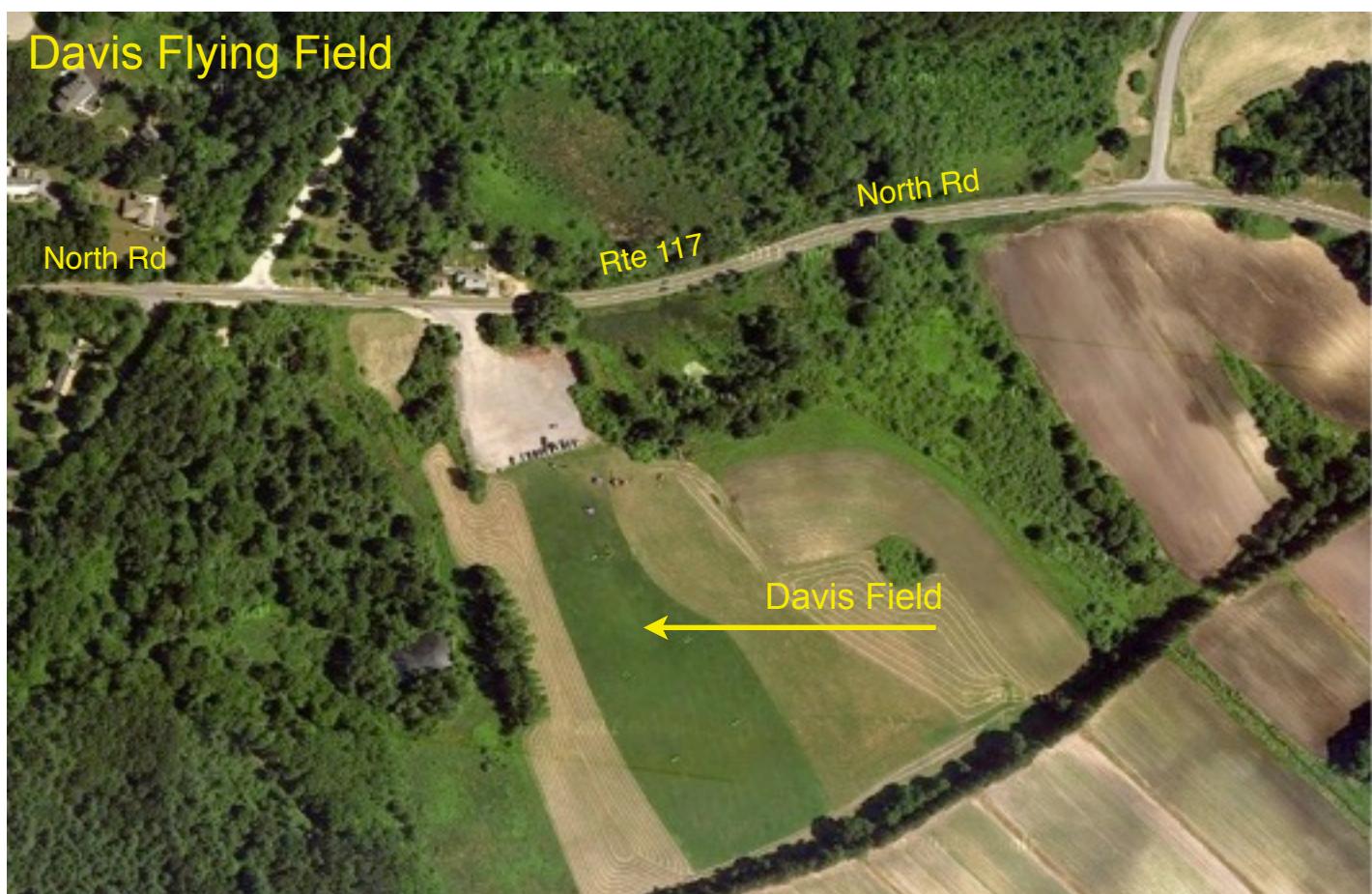
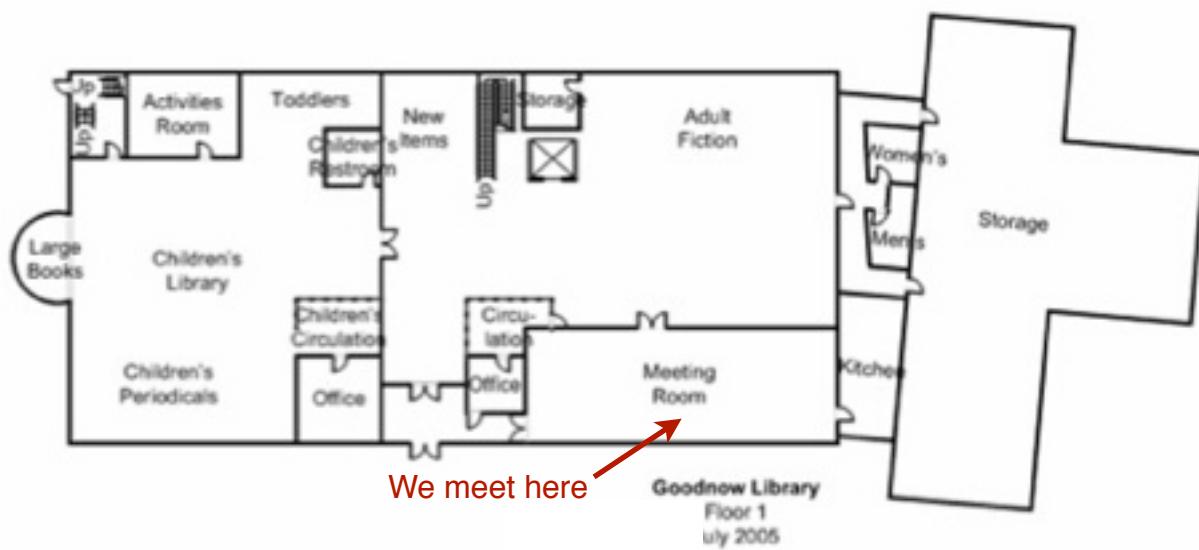
The class of electric powered plane called the Park Flyer is also a good trainer. These planes provide slow, stable learning platforms on calm days, and have trained many beginners in the art of flying before they progress to fast, aerobatic aircraft.

Sailplanes do not have any source of power. They are instead pulled up to a starting altitude by a high start (long stretched rubber tubing), winch, tow plane, or simply launched by throwing. Once the sailplane reaches this starting height, it disconnects from the launcher and glides. The challenge of sailplanes is to find rising columns of hot air, known as thermals, to extend your flight. Flights of an hour or more are possible from a single launch once you know how to find thermals, or have wind coming up a slope to provide lift.

## Monthly Meeting

A monthly meeting is held in the Conference Room of the Goodnow Library in Sudbury on the second or third Wednesday of each month at 7:30 PM.

From Rte 20W take a right onto Concord Rd. The driveway for Goodnow Library is on the left (there is a sign there).



Located in Sudbury MA, Davis Field is the primary CRRC site for sailplane and small electrically powered airplane flying. This field is also open to electric aircraft. Davis is a large mowed soccer field bordered by hay fields located on the south side of Route 117. Ample parking is available adjacent to the field. CRRC

has a permit to use the field at all times that it is not used for organized soccer. Soccer season is usually limited to the spring and fall (mid April-early June, mid Sept. to mid Nov.) when flying occurs primarily on Sunday mornings. The field is the site of the annual CRRC soaring contests.



Located on the grounds of the Charles River Reservation in Medfield, Mass., the field is shared by CRRC with the Millis Model Club. This field is best suited for power models. Facilities include a well maintained grass runway, transmitter impound, frequency control board, pilot stations protected by side fences, a spacious pit area, and parking. If you would like to visit the field, you can walk in from the gate or arrange for a club member to meet you at the field.

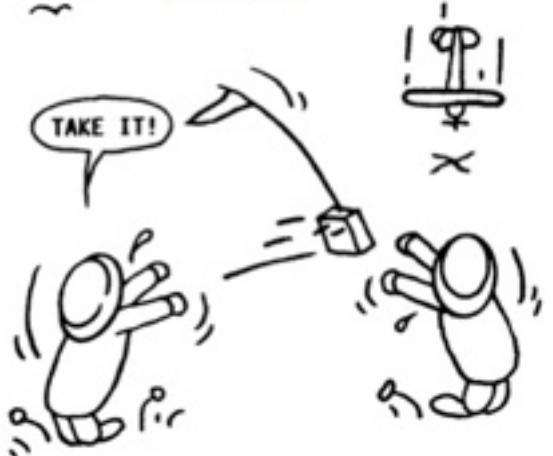
Hours of engine operation are 9:00 AM to Dusk, seven days a week. From Rt. 9 in Framingham, take Rt. 27 south through Sherborn. After you pass over the Charles River, take a left onto Hospital Rd. Immediately after you cross the railroad tracks; take a left onto the dirt road. There is a gate at the beginning of the road (members are issued keys). The field is 1/4 mile from the gate. Do not drive alongside the railroad tracks. It is private property and you will be subject to a fine!

## Get With the Program

New pilots are urged to take advantage of CRRC's active instruction program so that you can learn to fly more quickly, and with far fewer mishaps! Our instructors can help you select a plane, build it, check its flight readiness, and guide it through the crucial first flights. In addition, we have a "buddy box" program that allows in-flight control to be switched between the student and the instructor.

For more information, see our newsletters or go to our web site:  
[http://www.charlesriverrc.org/instructor\\_program.htm](http://www.charlesriverrc.org/instructor_program.htm)

*We do it with a sense of humor!*



## A Little History

The CRRC, Inc. was founded late in November 1964 in a basement in Newton. For several months, the original Thirteen met in various cellars throughout the area. In those days there were only about 35 RC clubs registered with the Academy of Model Aeronautics and less than 12,000 AMA members.

By 1965, CRRC moved out of the basement to start meeting at the Newton YMCA. Membership climbed to 17! In these early years, there were no officers, only a chairperson. The newsletter was a monthly postcard announcing the next meeting date.

We flew at the Wayland High School soccer field as well as various open lots in the West Suburban area. We flew all year long, on skis, in snowstorms, off the ice, in rain, below freezing. Radio control specialty items were hard to obtain so founding member Bob Fish started a store in his basement and sold these items at a discount.

In 1972, we exceeded 100 members for the first time and obtained our own flying field in Framingham.

Once the grass grew CRRC ran 4 AMA sanctioned contests: Scale, H-Ray racing, a fun-fly, and the CRRC Soar-In.

CRRC was incorporated in the State in the late 70's, and is now one of the oldest RC clubs in New England. Our strength has been the ability to find and maintain good flying fields, help new RC enthusiasts to learn, and to have interesting club meetings and events.

Over the years, CRRC members have worked hard to find and maintain new flying sites, obtaining permission to fly at different locations to fit the changes in the hobby and the urban development. We currently fly from the Bill Martin Flying Field in Medfield for gas and nitro fueled airplanes and the Davis Field in Sudbury for quieter electric and sailplane use.

Trips are organized to slope soar on Cape Cod and off of water in Wayland, as well as indoors athletic facilities booked during the winter months. We are in constant search for new fields to continue enjoying the hobby we love.



Flying a SoarStar - Teaching at the Museum of Science Boston