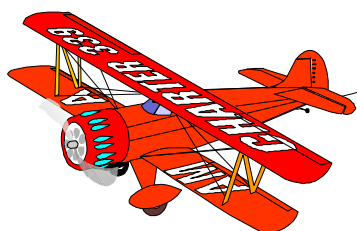


NEWSLETTER OF THE CHARLES RIVER RADIO CONTROLLERS, INC



CRRRC FLIGHT-LOG

Note Our New URL: <http://www.charlesriverrrc.org/> !!!

AMA CHARTER 339

August 1998

Volume 34 Number 8

1997 CRRRC BOARD OF DIRECTORS

Dick Williamson PRESIDENT
978 443-8549 williamson@ll.mit.edu

Les Gerhardt VICE-PRESIDENT
978 263-3246 lesgerhardt@aics.net

Joel Foner MEMBERSHIP SECRETARY
and WEBMASTER
508 653-3560 jfoner@fonerassoc.com

Ned Watts RECORDING SECRETARY
781 326-1045 nedwatts@aol.com

Bill Dimpfl TREASURER
978 369-1750 bill@spectral.com

Fritz Bien Newsletter EDITOR
978 369-1720 fritz@tiac.net

John Weigel
Ex-Officio and Raffle Chairman

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GENERAL MEETING

WEDNESDAY August 19th
7:30 PM at GTE Labs

Vintage video of the 1949 Plymouth Aero League contest in Detroit and an AMA video of the Gathering of Eagles at Muncie in 1996.

August RAFFLE

Due to the great success of the May Raffle and the fact that none of the Board members won, we are again raffling the following prizes:

1. **Sig Kadet Seniorita for the upcoming pylon races**
2. **Specialty tool: soft adjustable Craftsman clamps**
3. **Gallon of Fuel**

RAFFLE INFORMATION:

Raffle tickets are \$1.00 each and 3 for \$2.00. To encourage people identifying themselves, a free ticket is given to anyone wearing a nametag. An extra ticket is also given to anyone who brings in a Show-and- Tell.

July Meeting Notes

Ned Watts and Rick Pendzick

GENERAL MEETING 7/15/98

President **Dick Williamson** convened the meeting at 7:30 p.m.

The secretary and treasurer reports were accepted as printed in the newsletter.

FIELD REPORT: Davis and Medfield are in good shape. Callahan has been cut.

A sanction has been obtained for the Rudder-Elevator-Spoiler equipped soaring contest on July 26.

President Williamson described a recent rash of midairs at Davis, noting that this might be the inauguration of a new event- thermal combat.

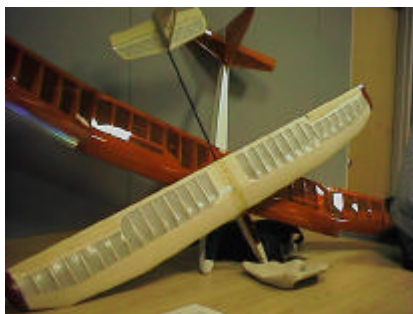
RAFFLE:

John Nilsson won the miniature receiver and servos.

Bob Doppler selected the angleizer, and

Dave Walter a much needed gallon of fuel.

SHOW AND TELL:



Rick Walba showed an Orbiter hand launch glider that he had reengineered down to a wing loading of about three ounces per square foot. (Plane is in front of Pete Young's "Gnome".)

Pete Young showed a two meter glider- Bob Sliff's Gnome design. Pete noted that while it could be built to a thirty ounce weight, it flew better at thirty eight ounces in most conditions.

Pete Young also showed a Larry Jolly Meteor, no longer in production. E-205 airfoil gave



really sweet handling characteristics.

Bill Johnson showed an ARF Great Lakes Bipe that he says was not easy. It came out heavy

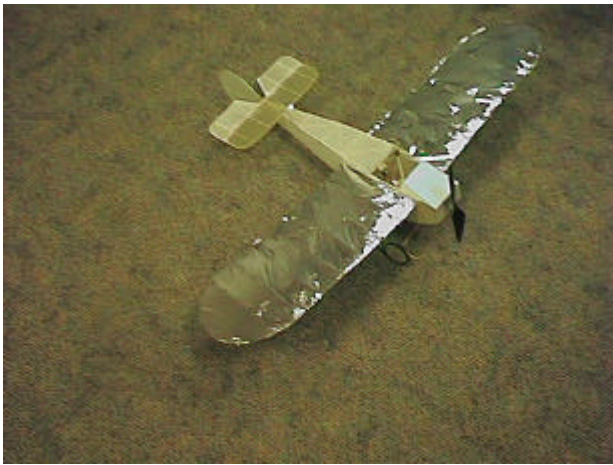


and is overpowered. Bill says "It better fly."



Rick Pendzick showed his Stein-Adler scale glider, and described his many problems with it. To paraphrase the Beatles, it sounded like a "must to avoid."

Fritz Bien showed his indoors electric R/C model of the Italian 1912 Chiribiri No.5. Even



though the r/c gear weighs more than advertised, the plane itself has negative weight, so the whole rig just weighs 86 grams- make that just over three ounces in real weight.

Dan Griscom showed a good-looking foamy TG-3. John Ross demonstrated a white wings paper glider not legal for the club one design paper airplane contest, and

Joel Foner showed a router attachment for the Dremel tool from home depot.

There followed **THE GREAT PAPER AIRPLANE CONTEST MARK 98**. A full record of win, place, and show has been filed with the permanent records of the club. Elegant trophies added to the awards ceremony, and a good time was had by all except sore losers, rules beaters that got caught, gliders that lodged in the rafters on their way to a record flight, etc.

Ed Omiccioli's winner for the best decorated. He



narrowly beat out John-John Weigel.



Trophy winners are Standing: **Joel Foner, Glenn Schrader, Bill Dimpfl, Dick Williamson, Ed Omiccioli**, and **John Nilsson, Jeff Hainlein, Rick Pendzick**, and **Fritz Bien** kneeling.

Ned Watts, Secretary

August BOARD OF DIRECTORS MEETING

The August Board Of Directors meeting will be held at the NATICK LIBRARY on Tuesday, August 25 at 7:30 PM. Topics including meeting entertainment, field maintenance, and upcoming events will be discussed. See Map below:



President's Corner

Dick Williamson

A Great Day for the Old Polyhedral Gliders

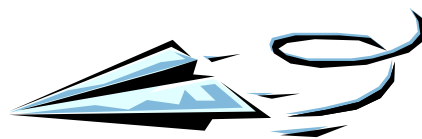
At one of the CRRC board meetings this spring, Les Gerhardt casually mentioned that it might be enjoyable to hold a contest for gliders with only rudder, elevator and spoiler controls. Sounds good! Who is going to be the contest director? The one who spoke up, of course. So the stage was set for a small, relaxed, fun contest on July 26 at Davis Field. "Relaxed" and "fun" are appropriate adjectives, but to our surprise, the event was not "small".

Sunday, July 26 dawned with fabulous weather, pleasant temperatures and light lift. The surprise was the number of cars rolling into the parking lot. The final total of competitors was 23 and several were entered in both 2-meter and open-class competitions. Three pilots came from New York, New Hampshire and Vermont. In addition, we had a large number of CRRC volunteers and friends who deserve a lot of credit for their help in running a fabulous event. And there were many spectators! Some came as a result of short articles highlighting the contest which appeared in local papers. A news photographer showed up to take photos. Because of the great weather, many cars were sightseeing along Route 117 and some stopped to see what the action was all about. I ended up handing out all of the CRRC business cards that I had in my flight box and many club application forms ended up in the hands of spectators who were turned on and serious about getting started in the hobby.

The lift was light and variable so that on most flights, it was a struggle to make the 7-minute goal for flight time. That kept the event quite interesting with at least as much emphasis on soaring as on landing. My enthusiasm for the contest is partially explained by the fact that I was lucky to get good lift on many of my flights and thus kept in the running. My only previous contest was last summer at the Soar-In when my arm was twisted to enter. Previously, I viewed soaring as a pleasant hobby, which I did for fun. Competition was only for those who were "serious". I have changed my mind. Competitions are fun!

Congratulations to Les for initiating the idea and acting as CD for the event. Credit also goes to his wife who put in a long day's effort at the scoring table. Let's do it again!

TREASURER'S REPORT



Report Date 8/8/98

STARTING BALANCE

Checkbook Balance (after check #1023)	1148.18
Savings Account Statement Balance	3507.51
Cash	31.00

Total Starting Balance **\$4,686.69**

INCOME

Dues - Checks	140.00
- Cash	0.00
Raffle	117.00
Keys Deposits	0.00
L. Gerhardt	207.29
Contest	
Savings Account Interest	8.30

Total Income **\$472.59**

EXPENSES

ITEM	CHECK RECIPIENT	
Newsletter-postage	# 1024 SSI	38.40
-	# 1025 F. Bien	73.71
printing		
Medfield Maint.	# 1026 Millis Club	220.00
Raffle Prizes	# 1027 J. Weigel	90.07
Calahan Mowing	# 1028 C. Hanson	200.00
Porta Potty	# 1029 Back-A-House	89.25
Bank Service Charge		9.00

Total Expenses **\$720.43**

TREASURY **\$4,438.85**
BALANCE

RECONCILIATION

Checkbook Balance (after check #1029)	892.04
Savings Account Statement Balance	3515.81
Cash	31.00

Total Ending Balance **\$4,438.85**

Signature *Bill Dimpfl*

CONTRIBUTIONS TO THE NEWSLETTER

Thank you for all the interesting articles you submitted for this newsletter! I'll try to keep you up to date on the latest club happenings if you keep feeding in the information. This month I'm starting another annual calendar, which I hope to keep up to date. This month I've used information from Ned Watts, Dick Williamson, Bill Dimpfl, Pete Young, and Joel Foner.

MY SCHEDULE:

I put the letter together on the Friday and Saturday before the second Wednesday of each month so that you can get it one week before our meeting. If you send the article by e-mail, use fritz@tiac.net. I can now handle almost any format!

If you don't have a computer, or are not hooked up to the Internet, you can just send the article to me and I'll type it up, format it and publish it. Now you don't have any excuse!

SUMMER FLYING

Joel Foner

High clouds, too early for wind, sun just coming up high enough to peek through, little bubbly thermals just starting to appear, a couple of high school coaches watching from the gymnasium door, cars and runners stop by the fence to watch and ask questions, the occasional whoosh launches another ship into the air. For the next hour more launches, more landings, more people stop to watch. Both of us fly a handful of sailplanes, comparing notes and thoughts on each in a near perfect setting. No standing around, just flying. Every couple flights I hear "now you should see what you think of this one" from across the field. For some reason he trusts me with his ships. Maybe he noticed that I haven't had a rough landing with the HLG in quite a while, maybe he feels bad that I don't have anything for the RES contest, maybe some companionship early in the morning seemed like a good idea. Who knows - doesn't matter. This is what sailplanes are all about. The last landing. Time to wrap up the hi-start. Everything intact and ready to fly another day. Driving home with the traffic headed the other way, I check my watch. Hmmm. Home by 7:30am, in time

to give the kids breakfast. All this and brownie points from the wife too - what a rush!

Thanks to a fellow club member and R/C Report columnist Pete Young for a great idea and some great fun. Get up "way early" sometime and give it a whirl - what a way to start the day!

Best of lift,

Joel

CRRRC Library

Videos:

R/C Video Magazine, Vol. 2

R/C Video Magazine, Vol. 4

** R/C Video Magazine, Vol. 6 - does anyone have this??

R/C Video Magazine, Vol. 7

R/C Video Magazine, Vol. 8

R/C Video Magazine, Vol. 12 (90 min)

Hot Stuff Video (60 min)

Military Aircraft (47 min)

Byrons - New Generation of Modeling Products (17 min)

Byrons - R/C Wars (30 min)

Wring It Out, Vol. 2 (40 min)

R/C Helicopter

Combat Models - Fightertown USA Demo (8 min)

R/C Ornithopter Research Project (45 min)

1996 World Masters Aerobatic Championships

AMA - The Pioneers (25 min)

Scale Aircraft Documentation

Local Flying (Medfield?)

Books:

Completely Cars - Harry Higley

AMA - Sound and Model Aeronautics

Aviation Heritage Magazine - issue with B2 Flying Wing

1993 Don Edberg - Complete Source Book

HEARD AND SEEN AT THE FIELDS



Cast of usual suspects at the Davis Farm field. From left: Jan Kansky, Dan and Deirdre Ross, Dick Williamson, Gary and Stefan Pisano, Les Gerhardt, Don Black, Bruce Schneider, Ken Antonellis, Ru Crummett, Fritz Bien, Stuart Strong, Gina and Ed Ellis, Sean and Joel.

Press Release

for immediate release!

Les Gerhardt beats out Fritz Bien in hotly contested flights of Gentle Lady's for 6th place.

Rudder, elevator, spoiler contest notes:

23 Fliers from CN, NY, VT, NH & MA.

17 entrants in Two Meter

13 entrants in Unlimited

Completed 6 rounds of flying (except 2 fliers from NY each missed the last round)

Winners:

Two Meter (Plane with wing spans less than two meters):

1st Jim Tyrie, Bedford, NH flying a Spirit,
2066 Points

2nd Ruane Crummett, Wayland, MA
flying a Spirit, 2031 Points

3rd Dick Williamson, Sudbury, MA
flying a Spirit, 1794 Points

Unlimited (Any wing span):

1st Lincoln Ross, Waltham, MA
flying an Olympic 100, 2381 Points

2nd Helmet Lelke, Southboro, MA flying an
original design, 2327 Points

3rd Dick Williamson, Sudbury, MA
flying a Paragon, 2299 Points

The meet was attended by two magazine Soaring columnists, Dave Garwood of Model Aviation and Pete Young of RC Report who had challenged one another to see who was the best flyer. Since CRRC had learned about the challenge too late to establish some traveling trophy, Fritz Bien applied his artistic talents to hand crafting two gorgeous trophies. The second place beer can, won by Dave, was empty. The first place beer can, won by Pete, of course was full but after sitting in the sun all afternoon may have been warm.

Observations:

- No wings broken on launch
- No winch line breaks
- No lost airplanes (one receiver and battery pack were dropped somewhere on the field)
- No off field landings
- No planes ended up in the trees or the two water hazards
- No protests or arguments
- Everyone had a good time

Lessons learned:

- Few fliers read the hand out rules.
- We should have marked the score cards with the flight group numbers at registration instead of while flying or searching for transmitters.
- Clip the score card to the transmitter with the frequency pin.
- Have more sturdy tables available.
- Separate Two-Meter flights from Unlimited.
- This would allow marking one score sheet while displaying the other.
- Suggestion- Around 10AM put out a barrel of cold soda and to charge \$0.50 each.

CALENDAR OF EVENTS

AUG 15, 16 CRRC Soar-in, CDs: **Dave Walter** and **John Nilsson**.

OCTOBER 4th Electric Fly/Weenie Roast, CD: **Ken Antonellis**

October 18th CRRC Annual Auction

NOVEMBER 8th Seniorita pylon race Ruane Crummett C.D.

1998 Flight Instructors

Chief instructor

Neil Kaufman	978 443-9647
Dan Ross	508 655 8396
Larry Copeland	508 668 0448
Ken Antonellis	508 653 4513
Ruane Crummett	508 655 2234
Bruce Schneider	978 562 9900
John Nilsson	978 368 7136
Anker Berg-Sonne	978 897 1750
Dave Walter	978 562 5400
Chris Shuch	978 562 3819
Fritz Bien	978 369 1720
Lincoln Ross	617 891 0332
Alex Lob	617 325 7870
Jon Leehey	508 358 5721

July Meeting Contest

The July meeting featured an IHLPG (Indoor Hand Launched Paper Glider) contest. A single design was included in the Newsletter. The design was printed on one side of the page and the instructions on the back. The first challenge was to read the instructions while they were disappearing inside the folded glider.

The contest had four categories: Best Decoration, Spot Landing, Furthest Flight and Longest Duration. Beautiful, stand off scale (stand off about twenty feet) loving cups were provided as incentives to attain maximum performance. The Spot Landing and Furthest Flight were run first to avoid flight damage to the creative decorations and to preclude someone from wadding up the airplane into a ball in order to gain an advantage in Spot Landing. The judging for the Best Decoration was done by three new members who were granted a five minute head start in leaving the building to avoid assault in the parking lot by irate losers. The first place award went to Ed Omiccioli. Second place trophy went to young Johnny Weigel who had added some action figure drawings to the wings. (Watch out for this youngster. He'll be the one to beat in the future.) Third place went to Bill Dimpfl.

We then moved over to the cafeteria for the Spot Landing and Furthest Flight events. There may have been some confusion in the Spot Landing event since most of the gliders landed more than 6 feet from the

spot which was only 12 feet from the launch area. First place went to Joel Foner, second to John Nilsson and third to Dick Williamson.

We continued with the Furthest Flight event, which was won by Fritz Bien (although there were some mumbling that he had dropped his plane out there while he was supposedly measuring the spot landing positions). Second place went to Glenn Schrader and third to our perennial third place winner (see RES Contest), Dick Williamson.

The lobby atrium was selected for the Longest Duration event. We had one OOS (out of sight) flight when a plane disappeared onto the second floor balcony. Several planes ended up in the trees. Yes, there were trees in the lobby and, as usual, several planes chose them as a landing spot. The trees were shakable, but shaking seemed to shed more leaves than gliders. Jeff Hainline took first place with an outstanding 4.43 seconds. It took a fly-off to determine the second and third place winners as Rick Pendzick and Joel Foner tied with 3.14 seconds. Rick showed his consistency by repeating his 3.14-second performance while Joel dropped to 1.50 seconds and third place.

Congratulations to all the winners.

MORE ON THE CRRC RES SOARING CONTEST

Fritz Bien

I would like to add to the articles by Les and Dick to thank all those people who came out to help the RES contest who did not fly. They include: **Dave VanCleave** who worked the transmitter impound all morning, and **Mike Cormier** who worked it all afternoon. **John Nilsson** set up the entire scoring tent, brought the breakfast, organized the transmitter impound and worked as caller all morning. **Dave Walter** worked on the general setting up and acted as one of the winch masters, **Chris Shuch** provided the scoring tables, carried in one of the retrievers, and worked as a winch-master all morning. **Cathy Antonellis** and her beautiful friend **Joy** did all of the cooking and kept us all well fed. **Nancy Gerhardt** did all of the score keeping to keep the contest running smoothly.

Many others showed up during the day to do some timing and observing. Hope to see you all at the Soar-In this Saturday and Sunday!

1998 Annual Soar-In Call for Helpers!

This year the CRRC Soar-In sailplane competition will be held on the weekend of August 15-16 at the Davis Farm field in Sudbury. The success of past events has been very much due to the participation of local club members. Once again, we are requesting volunteers to assist with the staging of the competition. Here are the types of jobs volunteers would be assigned to:

- * Winch duty - Run the winch and retriever.
- * Winch master - Assign contestants to open winches, control the order of launching.
- * Scoring - Log the flying scores of the participants, post results at the completion of each round.
- * Transmitter impound - Track channel usage, issue transmitters to pilots.
- * Cook - Serve lunch to all the starving pilots, and helpers.

Don't worry if you don't already know how to do any of these tasks, we offer on-the-job training! And for those of you who would like to also fly at the contest, you'll be assigned a job that won't interfere with your flying.

In addition to help on the day of the contest, we also need help with preparation and equipment, such as:

- * Posting of signs to the field
- * Tables and chairs
- * Tents, tarps, awnings... virtually anything that will provide shade
- * Extra batteries for the winches
- * Power strips, looooong extension cords, battery chargers

It's an exciting weekend, and you'll get to see (or fly against) the best sailplane pilots on the East Coast. If you would like to help out, please contact either of the two Contest Directors: Dave Walter (dwalter@ma.ultranet.com) at 978-562-5400, or John Nilsson at 978-368-7136.

What is a Contest?

By Terry Mickle

There are a lot of ways to look at a contest. I am a very competitive person and you might think that I would take contests very seriously, and how I placed in the contest would be important to me. To me, contests are a chance to have fun and learn something. If I win, it doesn't necessarily make me happy (although my ego thinks it's a big deal). If I come in last place, it doesn't make me unhappy. Basically, however I end up in a contest is irrelevant to me. I am an expert pool player and well known on the West Coast. I have won large contests and competed with players from all over the United States. At first, winning was everything and losing was extremely painful. After 30 years of competing, I now have a somewhat different view of things and I think that how you look at competition is very important.

A contest can and should be looked at, at many different levels. As your skill level improves, how you look at a contest and what you get from a contest will change. On one level, a contest can just be fun. On another level, it can be a chance to push yourself beyond your normal limits. It can be everything in between with many different competitions flying at the same contest. If you are flying a contest, it is very important to remember this. Each person flying in a contest deserves respect, regardless of his or her abilities and reasons for flying.

I can imagine someone who is new to the hobby thinking to themselves "I'll just embarrass myself," "I'll just come in last anyway, so what's the point," or "I already know I don't fly well and I don't need a contest to tell me that." I remember thinking to myself that I was bad and that I would just be a nuisance to everyone. Let me tell you, that is not the way to be thinking. If you're new to contests, just enter with the idea of having fun. If you need help, ask for it. There are very few things the members enjoy as much as helping others. If you don't ask for help, you are doing us and yourself a disfavor. If you don't ask, no one will know you need help. If you ask for help from someone who is just getting ready to launch or trying to repair a plane to get ready for the next flight, they will not be able to help you right then, and depending on what's going on, they may be abrupt with you. Just find someone else who has the time to help you or point you to someone who can. In any case, someone will be glad to help you if you ask.

A contest is a wonderful opportunity to find out what you don't know. It's also a chance to find out what you think

you know, but don't. Things will always happen a contest that doesn't seem to happen at other times.

Events and experiences are compressed into a short time period and everything becomes more vivid. It's a chance to meet adversity and see how you deal with it. It's a chance to discover weaknesses as well as learn things in a short time that might take months to learn just flying by yourself.

My pool students often come up to me and tell me who they beat in a match, or how they did in a tournament. I tell them that's nice, but how did you play? Were you confident? Were you nervous? How did you do when you were in a bad situation? Did you panic? etc. When I ask them those questions, they begin to understand that it's not winning that matters, it's how you play the game. It's trying to win that drives you to try harder and to excel but in the end, it's only how you get there and what you learn in between that matters.

After the President's Cup Challenge, Jerry made the remark to me that maybe at this time of year we should start the contest a little later because conditions are so marginal early in the day. I looked at him with a blank stare (I do that a lot, but in this case I was actually thinking). Jerry had just made a most perfect 25 minute add-em-up time along with four 50-point landings. The next two closest flyers got 20 and 15 minutes. So, yes the conditions were marginal, but not impossible. That is perfect for a contest. A contest should be difficult for the best pilots. The rest of us will have to just do the best we can. If the conditions are difficult for the best pilots, then that's where the rest of us can learn by watching what they do. If it's easy, what will we learn?

What Jerry did under those conditions means more than if the condition had been easy. From the very first contest I was in with Jerry, he has been trying to improve. He has improved a lot more than I have. Congratulations, Jerry for a job well done.

So, my advice is to fly in every contest you can and have fun. As for me, I have a whole year to practice for next year's President's Cup Challenge. And Jerry, next year when you go to buy the pizza, I will want extra topping on mine.

*From Looking Up
Terry Mickle, Editor
7194 Dark Hollow Rd
Medford, OR 97501*