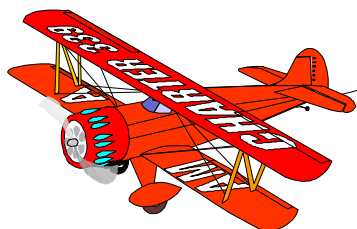


NEWSLETTER OF THE CHARLES RIVER RADIO CONTROLLERS, INC



CRRRC FLIGHT-LOG

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

AMA CHARTER 339

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Volume 34 Number 9

1997 CRRRC BOARD OF DIRECTORS

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GENERAL MEETING WEDNESDAY September 16th 7:30 PM at GTE Labs

MO GIONFRIDDO SPEAKS ON AERODYNAMICS

Our speaker for the Sept. 16 meeting will be Maurice Gionfriddo. He is an accomplished aerodynamicist and has applied his knowledge to model aircraft. His first topic will be Propeller Selection. His second subject will be Longitudinal Stability of Model Aircraft.

September 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. Micro Receiver and new powerful micro servos.
2. Specialty tool
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.

August Meeting Notes

Ned Watts and Fritz Bien

GENERAL MEETING 8/19/98

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.

OLD BUSINESS

Dave Walter presented the Contest report on the 25th running of the CRRC Soar-In. John Nilsson has a write-up elsewhere in this newsletter.

NEW BUSINESS

Joel Foner presented the club with our new web identity, which includes a very snazzy and professional home-page and new, easy updating tools to keep the page up to date. It was moved, seconded and approved to go with the new WEB- mastering tools. The CRRC domain name was also voted to be changed to a permanent name of <http://charlesriverrc.org/>.

The 1998 Auction will be held at the VFW in Natick. **Bill Martin** is arranging for the meeting hall and all of the details.

NEW MEMBERS AND VISITORS

Coming to the meeting for the first time were **Nathan Berkowsky, Bud Hunt, Jeff Fish, and Hal Potts**. Welcome, newcomers!

RAFFLE:

The results of the raffle were that the Clamps went first, the Seniorita second, then donated to a new member who was looking at a way to get into the hobby, and the gallon of fuel third. My scribing abilities failed me so the winners were not recorded.

SHOW AND TELL:

Among the SHOW-and-Tells that I remember include the following:

Jeff Sturgis brought in a nice Sagitta 600 fitted with ailerons. He also had a neat box to hold it in.

Jon Leehey built a F4U Corsair while being banished to Austin Texas. This Great Pains Kit looked excellent.

Bob Scott brought in both a Hand Launched glider and a Tower Hobbies "EXTRA 40" fun-fly, stealing the formula from the SIG "FAZER".

Joel Foner brought in his new "Mark F" Boomerang, which included a magic launching aid to the soon to be classic Boomerang.

Larry Copeland Brought in his "Accipiter" which he and his high-school flying buddy both built in a contest to who has gotten too old.

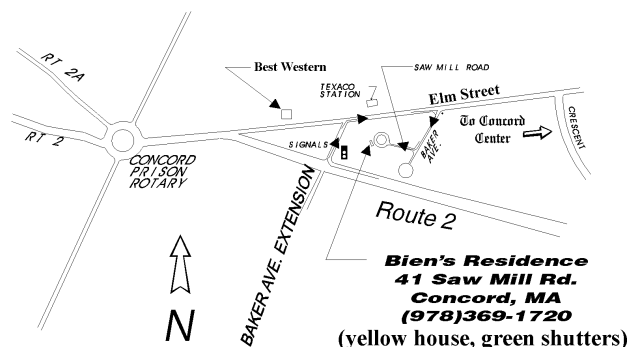
ENTERTAINMENT

Les Gerhardt showed an OLD movie on the PAL (Plymouth Aero League) meets that took place in the late 1940's. Excellent production by the Chrysler Corporation showing how model airplanes should be treated (revered). There were great clips of the young men who competed those days, including the Purdue University Aero-club, which had famous members such as Les and some guy who stepped onto the moon, Neil Armstrong.

Ned Watts, Secretary

August BOARD OF DIRECTORS MEETING

The August Board Of Directors meeting will be held at the Fritz Bien's house on Tuesday, September 22 at 7:30 PM. Topics including meeting entertainment, field maintenance, and upcoming events will be discussed. See Map below:



President's Corner

Dick Williamson

FLYING IN CYBERSPACE

In the capable hands of Dave Walter and Mike Parry, the CRRC web site has developed into a great way to keep abreast of club activities, share interesting photos, find out lots of valuable information about our hobby, and provide a vehicle to contact and recruit new club members. Recently, Joel Foner, with capable assistance from Beran Peter, has elevated our web site to yet another level. You have to check out the web site to appreciate what wondrous things have been done. I will summarize just a few of these.

We now have our own web "domain name", "http://charlesriverrc.com/" which is permanently associated with the club. Also the web search engines have been alerted to our web site so that those not familiar with the hobby or with our club can locate us quickly.

There is a convenient way to view pictures (thumbnails) and to place pictures on the site. Let's exploit this capability by sending Joel pictures in either hard copy or in digital form. Check out the photo gallery for recent events, e.g., the RES glider contest.

Articles and Tips are included as a special section. Send in anything which you think you might want to share with others in our hobby. Also, excellent maps to our fields and meeting location are included. You can even get our monthly newsletter to read on your computer system.

A fantastic collection of links to RC companies, clubs, associations, hobby shops, publications, personal RC-related web sites, beginner's information, weather sites, etc., etc., has been assembled by Joel. The amount of information at your fingertips is endless.

In a few months our outdoor flying season will probably be drawing to a close, but you can continue to enjoy our hobby during that "off" season by flying in cyberspace.

TREASURER'S REPORT

Report Date 9/4/98

STARTING BALANCE

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

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

INCOME

Dues - Checks	135.00
- Cash	0.00
Raffle	90.00
Keys Deposits	0.00
Soar-in Preregistration -Checks	495.00
Soar-in Reg. -Checks	220.00
Soar-in Reg. -Cash	285.00
Savings Account Interest for July	8.06

Total Income **\$1,233.06**

EXPENSES

ITEM	CHECK	RECIPIENT	
Newsletter	# 1030	F. Bien	160.05
Raffle Prizes	# 1031	J. Weigel	86.61
Medfield	# 1032	Millis Club	135.00
Mowing			
Soar-in	# 1033	F. Bien	84.82
Expenses			
Soar-in	# 1034	D. Walter	11.00
Mailing			
Soar-in	# 1035	J. Nilsson	275.96
Trophies, etc.			
Auction	# 1036	Natick VFW	50.00
Bank Maintenance Charge for July			9.00

Total Expenses **\$812.44**

TREASURY BALANCE **\$4,859.47**

RECONCILIATION

Checkbook Balance (after check #1036)	1304.60
Savings Account Statement Balance	3523.87
Cash	31.00

Total Ending Balance **\$4,859.47**

Signature: William L.
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 Dick Williamson, Bill Dimpfl, Joel Foner, Les Gerhardt, and John Nilsson.

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!

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

CALENDAR OF EVENTS

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

October 18th CRRC Annual Auction

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

CRRC Library

Videos:

1996 World Masters Aerobatic Championships
AMA – The Pioneers (25 min)
Byron – New Generation of Modeling
Products (17 min)
Byron – R/C Wars
Combat Models – Fightertown USA
Demo (8 min)
Coming of Jets & History of the DC3
Dynamic Soaring
Elmira '97

Endless Lift
Hot Stuff Video (60 min)
Local Flying (Medfield)
Military Aircraft
Monokote 1 & 2
Old Buzzard Goes Flying
R/C Helicopters
R/C Info and Tips
R/C Ornithopter Research Project (45 min)
R/C Soaring from the Ground Up
R/C Video Magazine, Vol. 1
R/C Video Magazine, Vol. 2
R/C Video Magazine, Vol. 3
R/C Video Magazine, Vol. 4
R/C Video Magazine, Vol. 5
R/C Video Magazine, Vol. 6 & 7
R/C Video Magazine, Vol. 7
R/C Video Magazine, Vol. 8
R/C Video Magazine, Vol. 9 & 10
R/C Video Magazine, Vol. 12 & 13
Scale Aircraft Documentation
The Light Stuff (Deadalus Project)
Wring It Out, Vol. 2 (40 min)

Books:

1993 Don Edberg Complete Source Book
AMA – Sound and Model Aeronautics
Aviation Heritage Magazine – B2 Flying Wing
Completely Cars – Harry Higley
Trainers (R/C Magazine)

25th Annual CRRC Soar In

Aug 15, 16, 1998

John Nilsson

Saturday opened up with fog and occasional light drizzle. More than one contestant must have remembered some of the past Soar-In's where *tall* boots were needed to keep the feet dry. We had 33 contestants - 20 Expert and 13 Sportsman.

CD **John Nilsson** called the pilot's meeting at 9:00 and the first launches (into light mist) were at 9:17. There was concern that the mist would worsen and we would have to stop, but luck was with us and it lightened up. The tasks were: First round 5 min. all other rounds 7 min.

The predicted (10 to 20 mph) wind built during the morning and before lunch it began to rain plane parts. Many poly's folded as the pilots put the pedal to the metal. **Jim Reith** (a kit and wing producer) blew a wing off his plane (a wing not constructed by him).

Chris Schuch provided a sumptuous feast of Bar-B-Q and cold sandwiches, followed by fruit and desert. Yummy and beside that, FREE.

The afternoon continued the blustery conditions and destruction of planes. It did seem to separate the Experts from the Sportsmen, see below. We completed eight rounds with results:

	Expert		Sportsman	
1st	Tom Kiesling	3,633	Joe Melchiorre	2,341
2nd	Mike Lachowski	3,565	Stuart Strong	2,276
3rd	Terry Luckenbach	3,553	Bob Rondeau	2,251
4th	Bob Powers	3,548	Pete Young	2,143
5th	Gerald Zeigenfuse	3,353	Don Black	2,001

Sunday decided to ignore the weather forecasts and gave us tons of sun with light winds. Showing the depth of their hangers, contestants who lost planes on Saturday returned with the backups. We had 29 contestants - 20 Expert and 9 Sportsman.

CD Dave Walter called the pilot's meeting at 9:00 and the first launches were at 9:30. The tasks were: First round 5 min, Second round 6 min, all others 7 min. The day gave us perfect soaring with lift, lift and more lift (but for us Yankees the humidity made it feel like a rain forest in Panama).

Chris pulled it off again with a super lunch; leaving a lot of sleepy pilots looking for shade.

Jim Reith blew the other wing off his plane - the repaired wing held up! Who built that plane anyway?

With long rides home for some and everyone whacked by the sun and humidity, the CD called it after the seventh round. Those Sportsmen are consistent - the same guys picked up the wood:

	Expert		Sportsman	
1st	Tom Kiesling	3,417	Joe Melchiorre	2,990
2nd	Bob Powers	3,394	Stuart Strong	2,681
3rd	Mike Lachowski	3,237	Bob Rondeau	2,625
4th	Gerald Zeigenfuse	3,234	Dick Williamson	2,530
5th	Anker Berg-Sonne	3,203	Bob Doppler	2,471

The winner of Overall Best for the weekend was (big surprise) Tom Kiesling with 7,050 (second was Bob Powers with 6,942).

The financials were just fine:

Income	\$ 1000
Expenses:	
Trophies	230
food & drink	332
porta potty	89
misc.	161
total exp.	<u>812</u>
Balance	\$ 188

All in all, a good time was had by all (despite the many busted planes). A huge **Thank You** to our volunteers: Scoring/Registration - **Dave Marshall & Les Gerhard**, Impound/Calling - **Glenn & Ben Schrader**, Food - **Chris Schuch**, Drinks - **Kenny Antonellis**, winches - **Mike Cormier, Ruane Crummett**, and many more.

PICTURES FROM THE SOAR- IN

By *Les Gerhard*



Figure 1 John Nilsson giving Joe Melchiorre his First Place trophy for Sportsman on Saturday. Joe also won Sportsman on Sunday.



Figure 2 Former CRRC Member Tom Kiesling receiving First Place Expert from John Nilsson on Saturday. He also won on Sunday and was the overall champ.



Figure 3 Gordon Stratton from Kew Gardens NY had the worst luck at the contest. Here he shows his Super-V which lost its nose on the zoom during launch.



Figure 4 Gary Cundiff from Cape Cod confers with Dick Williamson and Pete Young. Gary is describing what happened to his plane in the wild winds of Saturday.



Figure 5 Tom Kiesling comparing notes with Bill Miller (New Jersey), Lincoln Ross (with back to camera) and Paul Bell (Long Island NY).



Figure 6 Panorama of the action on Saturday. An eagle eye can count 23 people in this picture.



Figure 7 Panorama of action on Sunday. Planes in foreground include Jerry Ziegenfuss's Probe, and Gordon Stratton's Super-V.



Figure 8 Stuart Strong was most successful of the current CRRC members. Here he's receiving his second Second-place trophy of the weekend from Dave Walter.

RECOLLECTIONS FROM THE PAL MEETS

Les Gerhardt

(Some more information to with the propaganda film shown at the last meeting.)

Back in 1948 most of the contestants in the PAL meets were billeted in the beautiful, downtown Detroit, Fort Shelby Hotel. Flying was done out at Shelfridge Field for Free Flight, in the parks on Gross Isle for U-Control, or the Coliseum for Indoor. There were no organized activities for the contestants who weren't flying, so we made our own.

Our group from Purdue had a couple of rooms on the 6th floor. There were 5 or 6 of us in one room. Some of us, on expense accounts, were actually registered guests. The excitement of being six stories up (Purdue had nothing over three floors) led to dropping a water bomb from the window. We were absolutely amazed that a paper bag of water would put a dent that size in the roof of a car.

Another activity was launching paper gliders from the roof of the hotel. When we ran out of stationery from the room, we "borrowed" the telephone directory and took that up to the twelfth floor and walked up to the roof. Management soon became concerned and told the elevator operators, "No more PAL contestants to the twelfth floor!". We got around that by asking the elevator operator if she knew if "Frank Smith" was in 1116 or 1016? We said we'd try 1116 first then 1016. One extra flight of stairs to the roof wasn't bad at that age. Most of the gliders would fly until they disappeared behind some building but occasionally one or two would catch a thermal and head off toward Canada just across the river. We went through a couple of 'phone books before that got boring.

One afternoon when a bunch of us were sitting around talking, we decided to go down the fourth floor to visit Tony Grish and his brother and lovely sister. They were the Tornado propeller manufacturers of from St. John, IN. One of our group was a Chicago Aeronaut affectionately known as "Big Stoop" because of his size, now known as Mr. Frank Garcher, President of Midwest Models. Just as we knocked on the door, Frank noticed a fire extinguisher hose mounted on the wall opposite the

room. He grabbed the hose and marched up to the door. We all lined up behind him holding on to the hose. When the door opened we all rushed in carrying the fire hose. You guessed it, wrong room! But they were also modelers and we all had a good laugh.

In the evening, we would have impromptu glider contests in the parking lot across the street from the Fort Shelby. It was basically a "one design contest". Jimmy Walker had passed out a bunch of freebies of his folding wing Interceptor. Some wise guys up on the fourth floor took the screen out of their window and launched from there. Foul! Foul!

We went to the car and got a rubber motor from one of the free flights.

This didn't get us quite high enough, so we scrounged a four foot length of plumbing pipe. (No, not from our bathroom). We could get a good stretch, but the glider ended up down the block someplace and we lost a few. Across the alley from the parking lot was a one story garage with a flat roof and a telephone pole next to it. The guys gave me a boost and I was able to shinny up to the roof. I found that if I leaned way over the edge and held the pipe down they could just reach the rubber motor. They would hook on the glider, I would stand up and hold my arms as high as high as possible, and they would pull the glider down to the ground and let it go. Whoosh!!! Man... ! OUT OF SIGHT Well, at least way above the lights that illuminated the parking lot. It seemed to take several minutes before it would come back down in the parking lot.

I think we declared ourselves winners shortly before we turned the gliders into SAM missiles aimed at a certain open window on the fourth floor.

-Les