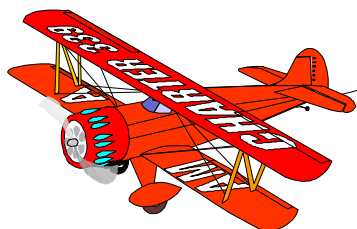


NEWSLETTER OF THE CHARLES RIVER RADIO CONTROLLERS, INC



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

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1998 CRRRC BOARD OF DIRECTORS

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GENERAL MEETING WEDNESDAY November 18th 7:30 PM at GTE Labs Our guest speaker: **Mr. Robert F. Collings** Historically Accurate modeling on a 1:1 Scale

Mr. Collings, President of the Collings Foundation, will speak on "**Historically Accurate modeling on a 1:1 Scale**" as it relates to restoration of vintage aircraft. His collection of aircraft, housed on his 68 acre estate in Stow, include a DR-1 Fokker triplane from WW-1, a Stearman biplane trainer from WW-2 and a T-33 jet trainer from the Korean conflict. The Collings Foundation also operates the B-17 Flying Fortress and the B-24 Liberator that were recently on display over at Hanscom Field.

See Roger Warren's Article on Page 7!

NOVEMBER RAFFLE

1. A complete Hitec Focus 3AM 3-channel radio with 2 HS-80 micro servos
2. Specialty Modeling tool. Tool is not on the "most Useless tool" list on the Internet.
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.

October Meeting Notes

Ned Watts and Fritz Bien

GENERAL MEETING October 21st

Dick Williamson opened the meeting at 7:45 PM with the acceptance of the secretary and treasurer's reports.

FIELD REPORT: Davis is still in soccer use all day on Saturdays. Sundays in the morning should be all right. Soccer ends on 9 November.

Ed Devereaux volunteered to attend the next board meetings.

This year's auction produced about \$160 in fees from auctioned items, down from about \$300 in prior years. The auction also has revenues from entry fees and the raffle. This year may have been down due to a conflict on dates and the new rule requiring that items not sold at a satisfactory price be "bought back" by the seller. The maximum buy back was set at the lesser of five percent of the last bid or \$5.00. It was suggested that next year this might be lowered to \$2.00.

Ken Antonellis reported on the Electric fun-fly, which was enjoyed by all.

Dick Williamson reported on the Collings invitation. Mr. Collings will be our guest speaker this month.

Bill Martin reported that about 3,600 people came to the library in Natick while the club's exhibit of model aircraft was up. On display were models ranging from peanuts to **Bill Dimpfl's** big Tiger Moth. He reported that the library wanted to keep the planes for another week because of the interest.

Fritz Bien reported on the trip to the Cape that 18 of us took on the weekend before the meeting. It was a success except for the wind direction. There were more guests at the meeting than your secretary could keep up with, including **Minor Crary**, **Jerry Lipski**, **Randy Tolme**, **Christian** (a friend of Pete Young's), **Richard** and **Max Tubman**, and **Tom Malloy**, who was introduced to us at the Natick library exhibit.

SHOW AND TELL

Bill Johnson had a Rearwin Speedster that he rebuilt, possibly originally from the old Jetco kit

Les Gerhardt showed off his Zagi with that new Hitec 3 channel transmitter and receiver which has mixing.

Bill Dimpfl had a beautiful scale Hacker Tiger Moth done up in yellow. It contained micro-radio gear using the Garrett receiver and Wes-Tech servos for an all up weight of 10 g. A G-Mot 120 CO2 motor powered the plane.

Fritz Bien brought in his Bird of Time covered in Bird trim.

Dick Williamson showed a small and relatively inexpensive peak detection field charger

Joel Foner found some neat foam to keep small parts from scattering onto his bench and offered all of the members who wanted any some.

Bruce Wentworth showed off a foamy TG-3,

Ben Schrader had a foamy P-40.

Minor Crary brought in his ancient Windfree that he found in his parent's house and was seeking advice in getting it to fly.

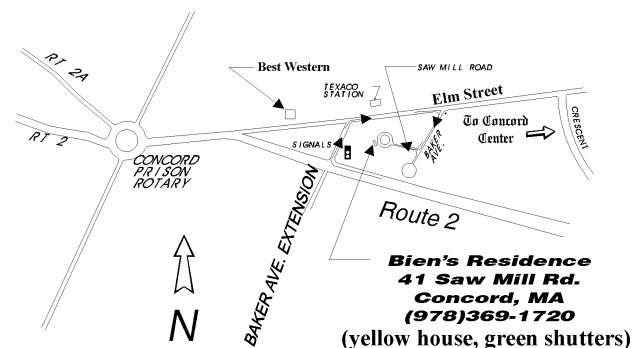
MAIN FEATURE

The main feature for the meeting was the demonstration of several flight simulators by **Dave Walter**, **Joel Foner**, **Pete Young**, **Beran Peter**, and **Gil Stubbs**. We thank **Jesse Hefter** and **Jon Leehey** for providing the projection PC monitors.

The meeting ended when we ran out of time and had to clear the room before we were kicked out.

October BOARD OF DIRECTORS MEETING

The November Board Of Directors meeting will be held at the Fritz Bien's house on Tuesday, November 24th at 7:30 PM. Topics including meeting entertainment, field maintenance, and upcoming events will be discussed. See Map below:



TREASURER'S REPORT

Bill Dimpfl

Report Date 11/8/98

STARTING BALANCE

Checkbook Balance (after check #1042)	913.76
Savings Account Sept. Statement Balance	3539.79
Cash	31.00

Total Starting Balance \$4,484.55

INCOME

Dues - Checks	85.00
- Cash	0.00
Raffle	139.00
Scale Masters Qualifier	600.00
Auction Raffle	110.00
Auction Entry Fees	98.00
Auction Food Income	20.00
Auction Fees Income	160.80
Keys Deposits	0.00
Savings Account Interest for October	7.86

Total Income \$1,220.66

EXPENSES

ITEM	CHECK	RECIPIENT	
Newsletter printing	# 1043	F. Bien	84.00
Newsletter postage	# 1044	SSI	41.59
CRRC Cash # 1045		W. Dimpfl	31.48
Box		J. Weigel	341.91
Sept, Oct, # 1046			
Auction Raffles			
Bank Maintenance Charge for October			9.00

Total Expenses \$507.98

TREASURY BALANCE \$5,197.23

RECONCILIATION

Checkbook Balance (after check #1046)	1591.78
Savings Account Sept. Statement Balance	3547.65
Cash	57.80
Total Ending Balance	\$5,197.23

Signature: *William L. Dimpfl*

President's Corner

Dick Williamson

Gordy Passes Cape Cod Slope Test

Saturday October 17 was a beautiful fall day on Cape Cod. A group of CRRC members and friends met at **Helmut Lelke's** house and then headed for Head of the Meadow Beach in Truro for some slope soaring. When we arrived, the wind was up and the hill above the parking lot was covered with people including Sal and his wife from Northeast Sailplane Products along with a number of friends. About two dozen foamies were zooming around knocking each other out of the sky. This scene was a little intimidating considering that this was my first slope experience and that I didn't have an "appropriate" slope plane. The best I could do is bringing along my tired old 2m Spirit.

When I arrived at the top of the hill, a very engaging fellow greeted me and asked what I was up to. When I explained about my hesitancy to launch my gasbag into the melee, he said, "Just hand me your transmitter and give the plane a good toss." I quickly handed him my transmitter and the Spirit was launched.

The next thing I heard was some comment like, "I know Spirits fly a little funny, but this is really weird!" Indeed the plane flew like it was a handful. Turns one way seemed OK, but turn the other way caused the plane to pitch crazily. The fellow holding my transmitter was moving trims all over the place and somehow made the plane sort of behave.

Suddenly it dawned on me. The last plane I had flown with the transmitter was my V-tail Chrysalis. When I looked at the display, sure enough, it said "CHRYSA". Reprogramming in mid air is normally not advised, but this called for quick action. This fellow kept maneuvering the stick while I leaned over and punched buttons until the display read "SPIRIT". A final punch was followed by a sigh, "That sure makes a difference."

What followed was a delightful first slope experience. With the transmitter finally in my hands, I realized how addictive slope soaring could become. When the plane was brought down after about a half-hour, my helper and I had our first opportunity to shake hands. It turns out that I had just met the inimitable **Gordy!** He sure passed the test of flying a plane with the wrong program!

A few moments later, the Spirit was back in the air and flying beautifully.

Just when I began to relax, the plane started to get squirrely and unresponsive. What is going on? I then looked down at my transmitter and noticed that someone had switched off the power. Now I was being tested!

Nice to meet you Gordy.

(Note: Gordy Stahl is a frequent contributor to RCSE and writes a column for Radio Control Soaring Digest. His job takes him all over the country so he pops up at soaring sites everywhere.)

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

With the winter flying season rapidly approaching, put these dates in your calendar:

January 2 MIT: DuPont Gym 6:00 -10 PM
\$5.00 for flyers, free for spectators Ray Harlan
508 358-4013

January 9 9:00 AM -4 PM Northern Essex
Community College Haverhill

February 20 MIT: DuPont Gym 6:00 To 10
PM \$5.00 for flyers, free for spectators

February 27 9:00 AM -4 PM Northern Essex
Community College Haverhill

March 6 MIT: DuPont Gym 6:00 To 10 PM
\$5.00 for flyers, free for spectators

March 13 9:00 AM -4 PM Northern Essex
Community College Haverhill

April 3 MIT: DuPont Gym 6:00 To 10 PM
\$5.00 for flyers, free for spectators

May 1 MIT: DuPont Gym 6:00 To 10 PM
\$5.00 for flyers, free for spectators

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, Larry Copeland, and Roger Warren.

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!

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 (Daedalus 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)

FOR SALE

Eclipse Electric glider Redy to fly.
Radio (Futaba 4-Channel)
2 flight packs
Charger (Protech)
RCD Battery Eliminator
This plane has flown maybe a dozen times by a little
old man on Sundays.
Ready to go flying now. Asking \$250.-
Call Ruane Crummett 508 655-2234.

1999 CRRC Officers to Be Elected At the Nov. 18 Club Meeting

Dick Williamson

One of the pleasures of serving as club president this last year has been the energy and enthusiasm shown by so many club members. This was reflected in the dilemma faced by the nominating committee for next year's club officers. When the committee identified people whom they would like to see as club officers, the list grew longer than the number of officer positions. With the Wisdom of Solomon, the committee decided not to slice the baby in half, but rather to propose two candidates for each position.

So this year, the club will have a real election rather than an endorsement of a predetermined list of people willing to serve. Therefore, be certain to come to the Nov. 18 CRRC meeting when the election of new officers will be held.

Nominations will also be taken from the floor!
CRRC candidates for 1999 club offices:

President	<i>Bill Dimpfl Les Gerhardt</i>
Vice President	<i>Tom Bauer John Weigel</i>
Recording Secretary	<i>Dave Walter Glenn Schrader</i>
Membership Secretary	<i>Jan Kansky Beran Peter</i>
Treasurer	<i>Don Black</i>
Newsletter Editor	<i>Ken Antonellis Fritz Bien</i>

Pictures of Flyng at Medfield

Pictures by Joel Foner and Larry Copeland



Bill Dimpfl gives his Cox TeeDee .049 powered Super Sabre F-100 a mighty heave. **Fritz Bien** was the lucky pilot.



The F-100 in flight over Medfield.

SENIORITA PYLON RACES at Medfield NOVEMBER 8TH

We held our second Annual Sig Kadet Seniorita pylon races this morning with 7 pilots competing. The pilots were: **Jack Buckley, Mitch Buckley, Bruce Schneider, Ken Antonellis, Neil Kaufmann, Fritz Bien**, and the Contest Director **Ruane Crummett**.

Because of the number of Senioritas in the club, 3 of the seven were flying Seniorita substitutes. They were: Kadetito (0.10 sized Seniorita) flown by Neil Kaufmann, a Kadet Senior flown by Mitch Buckley, and a Telemaster flown by Bruce Schneider.

The fastest planes were Jack's and Fritz's Senioritas. Neil's Kadetito was also a winner when racing against the Telemaster, and Ruane's Seniorita. There were several "accidents" which shortened the contest: Mitch flew too close to the ground and lost sight of his plane when it went behind his dad. Ruane and Bruce were racing wingtip to wingtip when Ruane's trailing edge was overtaken by Bruce's leading edge. The result was some lost red Monokote on both planes and some balsa lost on Ruane's.

Fritz had the most spectacular crash when his Seniorita lost radio link and went straight in.

Prizes were awarded, and normal funflying was resumed by noon.



Larry Copeland and Jon Leehey with their Corsairs ready for the enemy.

My Ride on a B-17 (Flying Fortress)

Roger Warren

I want to expand on Dick Williamson & Pete Young's story last in month's newsletter about the invitation to CRRC members to visit the Collings Estate in early October. My advice is that if you ever get the opportunity again, TAKE IT.

I thoroughly enjoyed my tour of the cars and the airplanes on the estate. I also enjoyed watching the RC demos but the best part came later that day.

A simple sign was posted informing us of the extended display at Hanscom field where a fully restored B-17 Flying Fortress & B-24 Liberator were on display. On my arrival at Hanscom, I found that the B-17 was one of 10 still flying and that a ride was possible for a modest (& deductible) contribution to the Collings Foundation. I know a once in a lifetime opportunity when I see one and nobody had to ask me twice.

Seven passengers and three crew boarded at about 5:00pm and on entering the plane I was struck by how "small" they were compared to how I pictured them to be from the movies. Both planes are much smaller than the C-130 Hercules (132+ft. wingspan and a max takeoff weight of 175,000 lbs.) and compare more to its smaller cousin, the C-123 Provider (Wingspan-110ft w/ a maximum T.O. weight of 60,000 lbs.) The B-17 has a span of 103+ ft. and the B-24 is a bit larger at 110ft. Takeoff weights for B-17 and B-24 are 65,500 lbs. and 64,500 lbs. respectively.

Accommodations are sparse, at best. On takeoff and landing, the passengers are belted to the floor. Once in the air, we were free to move around in the plane although this required much twisting, turning and crawling to get from one station to another. We could take pictures out of the gunner or bombardier stations or an open hatch on top of the plane. This hatch together with the four Pratt & Whitney (1200 hp) radials contributed to a noise level just this side of deafening.

One of life's greatest thrills is sitting in the bombardier's seat (way out in the bubble) while circling over Fenway Park at 1500 feet during a playoff game. This is also at eye level with the Goodyear blimp and in formation with the B-24 at 11:00 and slightly high. Although all your senses were on total overload, you couldn't help but stop and think about the men who used those planes for their intended purpose. Certainly no joyride there.

We did several laps around city of Boston, waved goodbye to the Blimp (from the same open hatch) and returned to Hanscom at about 5:45. Most definitely an excellent adventure and my thanks to Dick Williamson for making this day and its opportunities known to the CRRC.

Come to the meeting and make your voice heard!

Crosswind tips

From the AMA National Newsletter Oct 1998

In order to minimize the possibility of accidents, it is recommended that the following safety tips/guidelines be considered while flying in a crosswind situation:

When the crosswind is stronger than 10 mph, training flights should be suspended.

When flying in a crosswind, fly lower. This gives you a better perspective on the planes position with respect to the ground.

Pay more attention to flying the pattern when flying in crosswind. This will hopefully minimize distraction to other pilots.

Following these simple rules/guidelines will hopefully provide for a safer flying environment.

Happy (and safe) Flying!

*from The Dawn Patrol Richardson Radio
Control Club Robert Keahey, Editor*