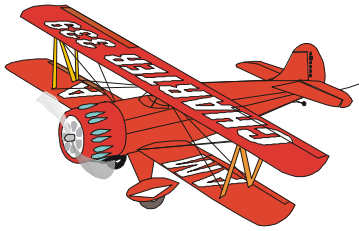
NEWSLETTER OF THE CHARLES RIVER RADIO CONTROLLERS, INC



CRRC FLIGHT-LOG

http://www.charlesriverrc.org/

AMA CHARTER 339 May 1999 Volume 35 Number 5

1999 CRRC OFFICERS

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

VICE-PRESIDENT
Tom Bauer
781 235-7344 tbauer@wellesley.edu

MEMBERSHIP SECRETARY
Jan Kansky
978-371-2485 kansky@ll.mit.edu

RECORDING SECRETARY
Glenn Schrader
978 897-3058 gschrad@ll.mit.edu

TREASURER
Don Black
781 861-2953 d_black@mindspring.com

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

Ex-Officio and RAFFLE CHAIRMAN
Dick Williamson
978 443-8549 williamson@ll.mit.edu

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

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MAY MEETING:

7:30 PM
May 19th at
GTE Laboratories

Feature:

Small Area Reconnaissance Vehicles and the Autonomous Flying Helicopter

Anthony Lorusso and Paul DeBitetto

Anthony Lorusso and Paul DeBitetto work at the MIT Charles Stark Draper Labs with Don Black. They will tell us about the autonomous helicopters they are developing. These vehicles are the ultimate in free-flight model helicopters.

BIG BROTHER IS WATCHING YOU!

May Raffle

1. New Great Planes "Slow Poke"
2. Heat Gun
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.

TREASURER'S REPORT

Don Black



REPORT DATE **5/6/99**

STARTING BALANCE	
Checkbook Balance (after check #1063)	$1,771.25
Savings Account Balance	$4,413.64
Cash	$33.80
Total Starting Balance	**$6,218.69**
INCOME	
Raffle	$146.00
Key Deposit	
Dues, Checks	$455.00
Dues, Cash	
Savings Account Interest March	$10.38
Total Income	**$611.38**

EXPENSES

ITEM	CHECK	RECIPIENT	
Bank Maintenance Charge for March			$9.00
Newsletter	1066	F. Bien	$115.39
Raffle Prizes	1064	D. Williamson	$347.74
Scale Masters	1065	C. Buckley	$600.00
Total Expenses			**$1,072.13**

TREASURY BALANCE	**$5,757.94**
RECONCILIATION	
Checkbook Balance (after check 1066)	$1,300.12
Savings Account Balance	$4,424.02
Cash	$33.80
Total Ending Balance	**$5,757.94**

Signature: Don A. Black

PRESIDENT'S COLUMN

Bill Dimpfl

I was pleased that the facilities at the Sudbury Goodnow Library worked well for last months meeting. I hope no one was left pounding on the doors at GTE. I was happy that there didn't seem to be any complaints when we returned to the library for our board meeting the following week. So it seems that the library should work for further meeting when we need it. I understand that in the future they will have video equipment installed so that it won't be necessary to haul our own in when we need it. Our meeting this month will be back at GTE.

Ed Devereaux offered some good suggestions for pursuing regaining use of the Taylor Drop zone as a flying field. He had also attended the meeting last month in Maynard concerning the development of the Fort Devins Annex as a federal wildlife reserve. His opinion is that the land is still a long way from becoming a wildlife reserve, and he is optimistic about recovering use of the field. Ed has agreed to provide his valuable experience in helping to develop a strategy for achieving that. It would be wonderful to regain use of that wonderful field.

The second indoor R/C flying event was held at the Sudbury high school gym with at least a doubling in the number of R/C planes. I found that indeed the Garrett receiver can be hit by transmitters that are as many as 10 channels away. My Tiger Moth fell out of the sky with the controls jammed hard over when it reached the other side of the gym. Fortunately there was little damage. I hadn't been careful enough to make sure that everyone else was off before flying. With the interference problems I have experienced with the Garret receiver I believe that I will retire it for use in parks where no one else is flying.

GENERAL MEETING

April 21, 1999

Bill Dimpfl opened the meeting at 7:40 PM with the acceptance of the secretary and treasurer's reports.

FIELD REPORT:

The soccer season at Davis has started. Games are played on Saturday up till about 2 PM.

Medfield was described as "beautiful" and "really nice".

Callahan is flyable and has been mowed recently.

OLD BUSINESS:

Bill Dimpfl spoke at a meeting in Maynard concerning the future uses for the Drop Zone. On the surface, the authorities didn't seem receptive to our using the area but the final decision hasn't yet been made.

NEW BUSINESS:

A $500 donation was approved for the Scale Masters Qualifier.

the GTE site.

The business portion of the meeting was closed at 8:10 PM.

SHOW AND TELL:

Neil Kaufman had his small OS 10 powered aerobatic model nearing completion.

John Nilsson had a Mantis (a Tom Kiesling design) and a servo driver.

Tom Bauer had an Osprey.

Bob Doppler had his completed Whyte Wings Sapphire.

Bob Scott had a CAP232 powered with an OS 70 Surpass.

Dan Griscom had his Terminator HLG with a new tail.

Joel Foner had a Folding Flyer for 0.049 or speed 400 power. This Model is made of a material that looks like (and maybe is) poster board.

Eddie Ellis showed a wing section that he had vacuum bagged.

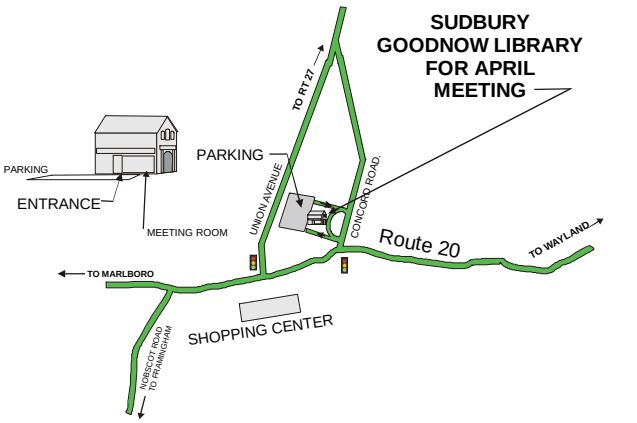
Gene Rozea had a Herr Aqua-star amphibian powered by an 0.061.

ENTERTAINMENT:

Gretchen Campbell, Jenny Ross, Ann Sanders, and ***Tyler Wellensiek***, four students from Wellesley College, provided the entertainment for the evening. They described their adventures performing experiments on NASA's 'Vomit Comet'. Vomit Comet is the nickname given to the KC-135 that NASA uses to perform micro-gravity experiments. This was a very good presentation (although not yet fully polished). They covered the background of their research project, discussed some of the physiological and psychological effects of weightlessness, and showed videotape of some of their experiments. Remember that the May meeting will be back at

MAY BOARD OF DIRECTORS MEETING

The April Board of Directors meeting will be held at the ***SUDBURY*** Library. This meeting is scheduled for Tuesday May 25th at 7:30 PM. Come to this meeting and have your inputs. A map to the library is shown at the top of the next column.



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)

The Definitive Davis Field Soccer Schedule

The soccer scheduled at Davis Field has been changing. The latest schedule appears to be the final one for the spring season. For the young players, small portable goals are used so the field is clear after the soccer folks leave.

Games are only on Saturdays. Only Friday evening is used for practice. All other times are wide open.

The Saturday schedule for April 24, May 1, 8, 22, June 5, 12 is:

- 9:00 am to 10:30 am, under-six girls
- 10:30 am to 12:30 pm, no scheduled events (presumably open for flying)
- 12:30 pm to 2:00 pm, under-six boys
- after 2:00 pm, no scheduled events, open for flying
- On Saturday May 15, the schedule is:
- 11:00 am to 4:30 pm, team photos and games for both boys and girls

There is no soccer on Saturday, May 29.

The photo sessions have been moved to Saturday May 15 so Sunday May 16 is wide open.

HEARD AND SEEN AT THE FIELDS

Spring is here! With the nice weather, we're seeing more doings at the flying fields. It was nice to visit Medfield and not be one of the only two or three guys there.
Larry Copeland was showing off his gas powered thermal machine.
Jon Leehey had his Corsair out as well as his Sig Cougar.
Bob Scott showed us all with his nice flying Fun Fly Great Planes CAP. ***Bob*** also had a .049 powered glider that was reluctant to get very high.

Eli Leshem had his .40-sized trainer that he has resorted to, in an attempt to learn tough maneuvers from a reluctant airplane.
Tom Bauer showed up with several of his electric powered planes to foul us all up with the quiet.
Vincent Massa had a nice Falcon 56 (?) which he was flying to show that he is a slimer too.

The good weather was even more evident at Davis on Sunday. Here, we saw more than 20 members at the field at the same time!

Dick Williamson was flying his Paragon, Chrysalis and Dove, as usual.

In addition to him, we saw ***Tom Bauer*** again, a week later, flying his new Discus. ***Tom*** did a splendid job landing the Discus after losing both stabilizers! He used his spoilers and flaps and brought the huge plane down without an incident.

Dan Casals has been out flying his high tech ship he purchased over the Internet from someone who got it from Don Edberg.

Bob Doppler had his new Sapphire out. Bob seems to be dialing this plane in as we speak…

John Nilsson was out flying his Mantis after the elevator failed the previous week. His repair looks better than new.

Don Black is back to his Obechi Sapphire after a landing accident with his molded one.

Helmut Lelke and ***Chris*** (I didn't get your last name) showed up late. ***Chris*** is flying an "Easy One", which looks very promising.

Bruce Schneider has taken off the electric motor he had on the Spirit 100, and likes it much better that way.

Larry Copeland showed up with an electric glider! Welcome ***Larry***.

Ken Antonellis had his Spirit one Sunday, but went back to his Bird of Time.

Paul DeBitetto, our guest speaker next week, is getting into the act by flying a Gentle Lady.

Gus Stuart has a neat new micro-handlaunch.

Charlie (Jolly) Johnson showed he flew both power and gliders.

Col. Pete Young even showed up, flying that graceful Bird of Time as well as the Meteor.

Dave Walter is still having trouble with his radio on his new Sapphire. He's actually just using that excuse so that he can fly the RG-15 wings that ***Anker*** Gave him on his Falcon.

Les Gerhardt was out helping as usual, still waiting for his Gentle Lady to dry out from the rains last year.

No wonder the batteries were dead at the end of the day! Hope to see you out Friday at the INDOOR FLYING in Sudbury High School, or Sunday at the Fun-Fly at Martin Field in Medfield. Try to come if you haven't made it yet.

-Fritz

SOME THINGS NEVER CHANGE…

United States of America War Office Dept. of the Army Regulations for Operation of Aircraft Commencing January 1920

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning sharp, have someone lift the tail around.
4. In taking off, look at the ground and the air.
5. Never get out of the machine with the motor running until the pilot relieving you can reach the motor controls.
6. Pilots should carry hankies in a handy place to wipe off goggles.
7. Riding on the steps, wings, or rail of the machine is prohibited.
8. In case the engine fails on takeoff, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk.
10. Never run motor so that blast will blow on other machines.
11. Learn to gauge altitude, especially on landing.

If you see another machine near you, get out of the way.13. No two cadets should ever ride together in the same machine.

14. Do not trust altitude instruments.15. Before you begin a landing glide, see that no machines are under you.

16. Hedgehopping will not be tolerated.

17. No spins on back or tail sides will be indulged in as they unnecessarily strain the machines.

18. If flying against the wind and you wish to fly with the wind, don't make a sharp turn near the ground. You may crash.
19. Motors have been known to stop during a long glide. If pilot wishes to use motor for landing, he should open the throttle.
20. Don't attempt to force the machine onto the ground with more than flying speed. The result is bounding and ricocheting.
21. Pilots will not wear spurs while flying.
22. Do not use aeronautical gasoline in cars or motorcycles.
23. You must not take off or land closer than 50 feet to the hangar.
24. Never take a machine into the air until you are familiar with its controls and instruments.
25. If an emergency occurs while flying, land as soon as possible.

All the best**, *Phil Davy***

Flying at Torrey Pines

Fritz Bien

After being nagged by my mother for over a year, and having a bunch of frequent flyer miles that I had to use, ***Cedric*** convinced me that we had to go on vacation together in California. Since my daughter Cecilia made the varsity tennis team, she and my wife could not take a Spring Break. Thus we had a guy vacation out to San Diego to visit Grandma. ***Cedric*** wanted to pack a bunch of free-flights to show grandma, but that proved too hard. He was able to talk me into bringing the Boomerang, though, convincing me that he would be bored if we had nothing to do but visit.

We brought the Boomerang to the luggage check-in and told them that they could just throw it on board. I had taken off the winglets and pushrods which could get damaged, otherwise the plane was just a piece of packing foam.

The guy at the desk was more than helpful, as he put the plane into a garment tote, took a second, damaged, tote and stuck it on the other end and taped together the whole thing. He earned his tip.

Well, we went to San Diego, got our luggage, rented a car, then found out that the box wouldn't fit into the rental. Deciding that we didn't need all those seats in the car solved that problem, as both back seats were taken up with the box to the Motel.

I called my friends that responded to me via e-mail from the message I put onto the RCSE soaring list, and everything was set for flying Wednesday.

Sunday we drove by the slope, as there was a scale fly-in that was scheduled. Since there was not enough wind, we watched and waited and waited and left. (Torrey Pines costs $5.- per day now to fly, and if there isn't a good wind coming on-shore, people don't fly).

Wednesday there was a strong Southwesterly wind coming in when we went to meet Randy Warner and Gary Fogel. Gary is the son of the old Soaring editor for the now defunct Model Builder Magazine. His father, Larry, wrote the column in the 1970s and flew at our Soar-In in 1976. Randy was a kid I used to fly with before I moved East.

There was a Mini-Moa flying when we arrived and a middle-aged man flying it, who said hi, Fritz. I had talked to Gary only by telephone, so I introduced myself.

This was the time I found out that it was Randy, the kid that I flew with who couldn't grow a mustache!

The lift was booming, and the Boomerang easily climbed to 500 feet. I handed Cedric the controls, and visited with my friends. At one point, he got turned around from a stiff neck, he says, and did an outside loop, followed by a 45-degree dive, al the time climbing higher. Do I have a wrong way Corrigan in the making?

Several others joined us flying, but were "having problems" because of the southerly flow, they "couldn't penetrate in one direction". They were also complaining about the rotor near landing. Cedric and I played around looking for said rotor, but couldn't find more than some bumpy air.

Coming back, I realize what I've missed the last 28 years in New England.

-Fritz

SEE YOUR NAME IN PRINT!

If you have something that you want to tell the rest of us model airplane nuts about, don't feel shy, and just drop me a line with what you have to say! I can be reached at fritz@tiac.net, or snail mail with the address on the front of the newsletter. I can take inputs in most any formats, so that can't be an excuse. I also have a scanner if you have pictures you want to post.

-Fritz

UPCOMING EVENTS in 1999



May 14th Lincoln Sudbury Indoor Evening 6-10 PM Lincoln Sudbury High School

May 16 ***CRRC Spring Fun-fly Ruane Crummett CD***

June 26- 27 Gardner, MA (AA) New England Scale Championship for 511, 512(JS)(O). Site: Gardner Airport. James S=bronga CD, 6 Trowbridge Ct N Grafton, MA 01336 PH:508-481-0955. Static judging both days from 8AM to noon, Sunday till 10AM. Food on the site, Sat night party and BBQ, camping on site, no hook ups. Grass strip plus 3000' of new runway. Sponsor: CHARLES RIVER RC INC / CENTRAL MA RC INC

July 2-5 U.S. F3J Sailplane Team selections, Stillwell Woods, Syossett NY F. Bien CD

July 3-4 SSRCC Pattern Contest Dave Elsner CD 781-293-6662 Bridgewater MA

July 17, 18 CRRC 2-Day RES Contest Les Gerhardt, Dick Williamson CDs.

August 14, 15 Sudbury MA 26th CRRC Soar-In Dave Walter and Anker Berg-Sonne CDs

August 22 SSRCC Scale Fly-In Bridgewater MA

October 2 Electric Fun-fly Ken Antonellis CD

October 3 SSRCC Fun Fly Tom Acciavatti CD Bridgewater MA 617-696-1229

October 17 CRRC Annual Auction

January 1 2000 CRRC First Millenium Frozen-Finger Fun-Fly

April 16 LINCOLN SUDBURY INDOOR EVENING 6-10 PM LINCOLN SUDBURY HIGH SCHOOL

Come see and fly indoors! Now is
Your chance to plan for next
Year's cold season

CRRC FLIGHT INSTRUCTORS

Below is our list for qualified and willing instructors. Power is flown at the Bill Martin Flying Field in Medfield. Soaring is at Davis Farm, on Rt. 117 in Sudbury and Callahan State Park in Framingham.

POWER

INSTRUCTOR	TOWN	TELEPHONE
Neil Kaufman (Chief)	Sudbury	508-443-9647
Bob Scott	Roslindale	617 323 6600
Dan Ross	Natick	508-655-8396
Larry Copeland	E. Walpole	508-668-0448
Ken Antonellis*	**Natick**	**508-653-4513**
Jon Leehey*	**Wayland**	**508 358 5721**
Ruane Crummett *	**Wayland**	**508-655-2234**
John Nilsson	Clinton	508-368-7136
Anker Berg-Sonne	Stow	508-562-3819
Dave Walter	Hudson	508-562-5400
Fritz Bien	Concord	508-369-1720
Lincoln Ross	Waltham	617-891-0332

SOARING

INSTRUCTOR	TOWN	TELEPHONE
Dick Williamson	Sudbury	978 443-8549
Dave Walter	Hudson	978-562-5400
Bruce Schneider	Hudson	978-562-9900
Lincoln Ross	Waltham	781-891-0332
John Nilsson	Clinton	508-368-7136
Chris Schuch	Stow	508-562-3819
Peter Young	Belmont	617 484 0640
Fritz Bien	Concord	978-369-1720

- ***These instructors will also teach on Wednesday evenings. Please call ahead so that you can set up a time!***

COME
TO THE SPRING
CLEANUP
and

FUNFLY

THIS SUNDAY!

SUNDAY MAY 16TH
BILL MARTIN FIELD
MEDFIELD MA

STARTING AT
9:00 AM
TILL
?

Most of the field is already clean, so this is just an excuse to get together and fly!
Ruane Crummett CD