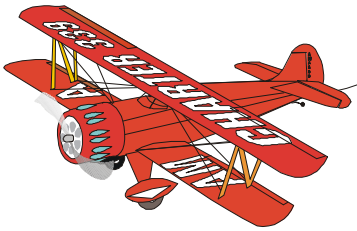
NEWSLETTER OF THE CHARLES RIVER RADIO CONTROLLERS, INC



CRRC FLIGHT-LOG

http://www.charlesriverrc.org/

AMA CHARTER 339 July 1999 Volume 35 Number 7

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JULY MEETING:

7:30 PM
JULY 21st at
GTE Laboratories
Feature:

ANNUAL PAPER AIRPLANE CONTEST

EVENTS:

- ❑ ***DURATION***
- ❑ ***DISTANCE***
- ❑ ***PRECISION***
- ❑ ***BEST DECORATED***

July Raffle

1. SIG Something Extra
2. **A Third-Hand Tool With Magnifier**
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.

Note! AUGUST MEETING WILL BE AT THE COLLINGS FOUNDATION. This special meeting will start at 6:00PM.



TREASURER'S REPORT

REPORT DATE **7/7/99**

STARTING BALANCE

Checkbook Balance (after check #1070)	$1,285.22
Savings Account Balance	$4,433.46
Cash	$33.80
Total Starting Balance	**$5,752.48**

INCOME

Raffle	$96.00
Last months raffle	$103.00
Key Deposit	$5.00
Dues, Checks	$0.00
Misc.	$12.00
Savings Account Interest May	$8.57
Total Income	**$224.57**

EXPENSES

ITEM	CHECK	RECIPIENT	
Bank Maintenance Charge for May			$9.00
Newsletter	1072	F. Bien	$116.33
Fun Fly	1071	R. Crummett	$28.04
Raffle Prizes	1073	D. Williamson	$123.39
Medfield permit, field work	1074	B. Costello	$100.00
More Raffle Prizes	cash	D. Williamson	$103.00
Raffle Prize	1075	J. Leehey	$68.44
Porte-Potty	1076	Sudbury Rec.	$150.00
Raffle Prize	1077	Sy Wasserman	$100.00
Total Expenses			**$798.20**

TREASURY BALANCE **$5,178.85**

RECONCILIATION

Checkbook Balance (after check 1077)	$698.02
Savings Account Balance	$4,442.03
Cash	$38.80
Total Ending Balance	**$5,178.85**

Signature: *Don A. Black*

PRESIDENT'S COLUMN

Bill Dimpfl

Well I've finished painting my house just in time to leave on a family vacation, scheduled long ago. I would have liked the silver, red and black scheme I used on my Tiger Moth, but I found that was a bargaining position to turn the pink and lavender scheme my wife had in mind into a beige based compromise. I am so used to taking pains to keeping my paint jobs light that it took a while to get used to slopping the paint on the house. I imagine the consequence will be that my next plane will be heavy. I think ***Dick Williamson*** will be taking over MC responsibilities as well as running the annual paper airplane contest in my absence at the July meeting.

The ideality of the Davis Farm field has really been a boon to the hobby. Like Joel's masterful website it is responsible for the attraction of several new members and newcomers to soaring. A byproduct of that has been increasingly large crowds at the field. Dick has been doing a nice job of developing a scheme for managing frequency use at the field. There has been a growing interest in the need for more regulation at the field, and this subject has been an important topic at the last board meeting. I anticipate that we will have better-defined guidelines for using the field in the near future.

I would have liked to participate in the RES contest that ***Les Gerhard*** and ***Dick*** are running July 17th and 18th, but I will still be away. It looks like it will be a great event, both for being an excellent event for newcomers to get into competition and the nostalgia of the older, not so high-tech style planes.

I'll see everyone in August for the meeting at the Collings' Estate.

Bill Dimpfl

GENERAL MEETING

June 16, 1999

Bill Dimpfl opened the meeting at 7:46 PM with the acceptance of the secretary and treasurer's reports.

FIELD REPORT:

Medfield is good. Soccer has ended at Davis. The farm next door is harvesting hay but this hasn't interfered with flying. There was no report on Callahan.

OLD BUSINESS:

The RES contest is this month on the 17th and 18th of July.

NEW BUSINESS:

Tom Bauer is making the arrangements for the August 18th meeting to be held at the Collins estate. The meeting is expected to be from 6pm to 8pm but there will not be a show & tell.

The business portion of the meeting was closed at 8:07 PM.

SHOW AND TELL:

Tom Bauer has a Schweizer 126-foam glider.
Chris Larsen had a Dragonfly park flyer.
Gene Rosea had a SIG Seniorita powered by an OS25LA.
Joel Foner had his completed folding flyer. He reported that it is not that easy to fly.
Johan Viselman had a Top Flight Cessna 182 with an pumped OS90 Surpass for power. Very, very nice.
Pete Young had photographs from a Micro Air Vehicle (MAV) Symposium and the Elmira Scale Aero-tow.

ENTERTAINMENT:

The entertainer for the evening was Chris Parent, an avid builder and flyer of scale stick & tissue models. Chris had quite a few models from his stable on hand and passed on a few of his building techniques.

1999 CRRC Soar-In: CALL FOR HELPERS

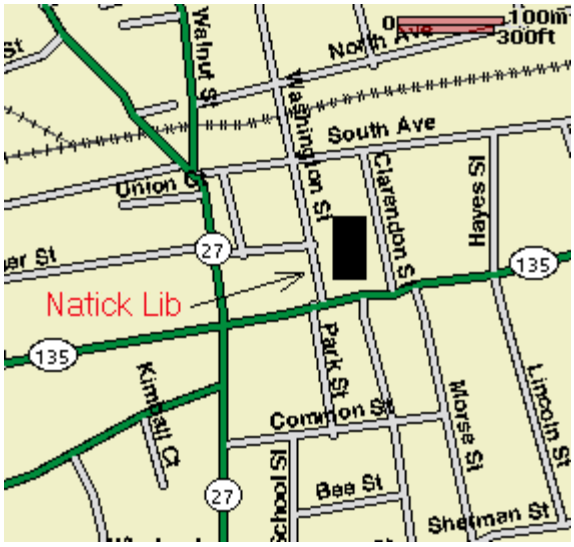
The 1999 Soar-In contest is fast approaching, and as always its success depends in large part on the help we receive from CRRC members. The contest will be held on the weekend of August 14 & 15 at the Davis Field in Sudbury. We need volunteers to assist with the following activities: run the winches and retrievers, time for contestants, impound transmitters, call flight groups and track frequency usage, record flight scores, and serve lunch. You don't need to have previous experience, we offer on the job training! We are also in need of canopies, tables, chairs, extension cords, etc. If you would like to volunteer, even if only for one day, please contact Anker Berg-Sonne or me.

Anker Berg-Sonne
(978) 897-1750
anker@ultranet.com

Dave Walter
(978) 562-5400
dwalter@ultranet.com

July BOARD OF DIRECTORS MEETING

The June Board of Directors meeting will be held at the ***Natick*** Library. This meeting is scheduled for **Tuesday** July 28th at 7:30 PM.
Come to this meeting and have your inputs. A map to the library is shown the bottom.



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)

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.

MY FIRST HANDLAUNCH CONTEST

-Joel Foner

I got a 'hall pass' to fly in the BAR/CSS HLG contest in Pennsylvania when we were visiting the in-laws. It was a blast – great bunch of guys. Denny and Bill offered to let me borrow a plane they had, and got to fly with the gang for a couple of hours the night before to try to learn the ship. Finished 6th out of 12 in Sportsman in my first HLG contest! I'm psyched about this - and wishing the contest ended in round 6... (At the end of round 6 I was 4th, and then blew the last round - bah, humbug!) Denny had put in a round 8 on the event card that was pretty funny: "Tasks depend on how bad you tick off the CD - for now a 45 minute window of 45 one minute maxes" (glad we didn't get that far!)

This may sound nuts, but their thermals seem way different than the thermals at Davis. Incredibly strong, focused thermal cores, so strong that crossing out of the core can make the plane to spontaneous stuff that makes it seem that you've taken a radio hit!

Some of the lift there that was strong enough that you could gain over a hundred feet in two turns - and the sink... wow is all I can say. I was at about 400 ft going up, about 400 ft away from the field boundary in a hot thermal at 2:30 out of a 3-minute task, and figured it was time to get home. So I bailed out of the thermal and started back to the field... "The hand" pushed down and in 20 seconds the plane was on the ground off the field boundary. The other guy in the thermal with me asked if I had a radio failure, because the plane looked like it did a spontaneous snap roll. A minute later he said "YIKES" - he had drifted out of the core and his plane did the same thing. I guess I've learned that if the thermal is really strong you better dive and run like crazy to get away from it in this situation, rather than expecting to fly out of it "normally".

It was really interesting - this is the club that started the Terminator thing - they've now got all kinds of interesting wing and design permutations in the air. I got to fly a Logic... I'm still trying to figure out how to describe it. It flies much differently than anything else I've ever flown. This was a great experience. Next time I want to use equipment I know - spent entirely too much time worrying about figuring out the plane and trying to figure out how to adjust the radio - only started to feel really comfortable with the rig after lunchtime.

Things I Learned From My First HLG Contest- Sink is sink (yep - I'm destined to learn some things over and

over again). I got to try out several high end HLG's while there, and they sink just as fast in sink as a "beginner ship". At the same time, the high end ships seem to be able to climb better in light lift, and some of them can fly faster to get out of sink.

- Be contrary when there is no lift to be had (see 'sink is sink'!). In one of the middle rounds, everyone else was way down the other end of the field getting basically dead-air times. I figured "if there's no lift down there, maybe it's up this end of the field". I saw a rising column of dust off the
road and threw at it. Ended up with a max, and within 60 seconds had a
flurry of folks on both sides trying to get into it.

Then, of course, I forgot this lesson in the last round, and threw away with the rest of the gang into lift that wasn't there ('they must know something') while the eventual winner in expert class calmly walked down to the other end of the field and maxed the round. Maybe next time I'll remember this for the whole day! I'll certainly recall that being a lemming dropped me from 4th in Sportsman to 6th in the last round (frown).

- "Wicked strong lift" is surrounded by "Wicked strong sink"! On one flight where I was feeling good for having hit a strong thermal (100 ft up in a couple circles!) I was 30 seconds from the max time and figured it was time to get home. Flew out of the core, thought I had been 'hit' (radio) 'cause the plane did a violent snap roll, recovered and flew back towards the field. I had been a few hundred feet off the field boundary at the time...

Well, the ride up was great, and I guess one more lesson learned. The surrounding lift was much stronger than I imagined, and I didn't run fast enough from the sink-ended up getting a zero for the flight because I landed 50' from the field boundary. Another pilot in the same thermal mentioned after the round that he watched my plane snap roll and figured I'd stalled, then it happened to him when he exited - so he dove 50 feet and then did a high speed run back to the field. This was the right strategy, as he got about as far from zero as you can get for the flight.

- When you hear that someone flew "plane x" in a contest, it doesn't mean that if you buy one you will get the plane they had. Several of the top fliers said, when asked, they flew a plane with a name you might recognize -but every one would follow it with "well, except I replaced..." or "with an airfoil y wing".

- They're not kidding about airfoil affecting launch height and ranging ability. I got to fly a few Terminators with varying airfoils. The 6063 really does launch high, and prefers fast cruise. Slowing it down was not a good move - unless you want it on the ground fast. The 7080 launched high, and seemed to allow a wider range of speeds - not as fast as the 6063, but allowed slower without falling out of the sky.

-Joel

FAI F3J Team Selection Contest Report

-Fritz Bien

John Nilsson, Anker Berg-Sonne, Dave Walter and I ran the US F3J Team Selections over July 4 weekend. The F3J class, for those of you who are uninitiated, is a new class in thermal soaring, involving man-on-man flying of 8-10 people in each round. The rules are simple, there is a 10 minute working window, and the person who has the longest flight, combined with the best landing gets 1000 points, while the others get points normalized to that score. The strategy, of course, is to launch quickly, stay up for the maximum amount of time without going over the working time (30-point penalty and no landing). The planes are hand-towed on 150-m long monofilament towlines so that there would be a minimum of Contest Management supplied equipment malfunctions. The FAI rules then get messy, but you don't have to know about that.

31 of this country's pilots competed in this event held over the July 4th weekend on Long Island in the 105° F weather. There were 27 in Open class vying for 3 spots, and 4 Juniors, also vying for 3 additional spots to represent the U.S. in Greece next year. The hot condition was matched by fickle winds, which blew with gusts up to 20 mph.

Friday was the practice day for the aspirants, and I got a call at 8 AM asking if I could open the gate to the field. Some of the top competitors had already waited an hour in trying to get to the field that was to open at dawn. Being still in Concord, I gave them someone else's number, hoping the New Yorkers would be awake already. I got out by 2PM, fighting the vacation traffic, and just missed the display Joe Wurts made, doing dynamic soaring behind the tree line. As I was driving up, I saw a plane doing over 100 mph over the tree line, then dive towards the field, lose all of its momentum, and land into the pilot's hand. I guess that's the way Joe Wurts psyched out the competition. Witnesses claimed his Diamond was going so fast that most other planes would have shattered.

After a 1-1/2 hour pilot's meeting on Friday night interrupted only by the report that someone was trying

to break into a van, action began on Saturday after a slow start. This was after a start that consisted of airplane tagging, training of the official timers, a speech by the park commissioner, etc. The huge field looked like a postage stamp when we tried to put 9 pilots in a row separated by 50 feet from each other. Since each pilot needed 700 feet in front and 200 feet to the rear, and the end pilots needed 50 feet to their side, this made for a 500 by 900 foot flying area aligned for any direction that the wind might be blowing. Now we had to put the cars, scoring tent, and measurement areas on the remaining space.

Fortunately, the temperature was only in the high 90s on Saturday, so we were able to get in 6 rounds of open and 4 rounds of junior competition by 6 PM. The flying was exciting, since there were 9 planes launching together into the air at the same time for each heat. What was even more spectacular was when all 9 were able to make their time. Now there would be a loud whistling of 9 planes, all diving straight out of the sky at the same time to try to beat the clock and be on the ground before the sound of working-time horn.

What we saw were very dedicated people who imported their own teams to tow, call, and fly. The flyers that got the press were actually being supported by groups of people who appeared only as gorillas in the distance. Teamwork was on great display, particularly by one of the California teams, which featured Joe Wurts, Daryl Perkins, Darrell Zaballos, John Roe, Gavin Botha, and Gordon Jennings. Here we had the 1999 F3B team, which has been flying together for 5 years, all in one group and taking on all comers. They were able to guide each other into good lift, spot for each other, and get the timing down to better than 1/10 second. They towed their own planes and called for the pilots by time sharing their resources. The Eastern Soaring League, by contrast, looked like a group of individuals; all competing against each other to make the top 10.

The planes in the thermals were great to watch; one plane would find lift and start to circle up, then all of the planes that could reach that thermal would come join, until they formed a kettle, drifting downwind like vultures. At the 7-minute mark, some would break off and start upwind, and by 8 minutes, all would be screaming around the landing circles. What was even more fun to watch were the saves. Junior Paul Griebenow (13 years old) made the best one when he popped off the tow at 20 feet up, barely cleared the trees so he couldn't come back for a relaunch, then thermalled out from there to get a maximum flight. He was too low to get into the thermal that the others were in, but found his own.

A rainstorm interrupted Sunday flying, otherwise more than 6 rounds would have been flown on the second day, as we got through the. The weather was also more tolerable due to the cloud cover before the rain. The same number of rounds were flown as on Saturday, only the flying was finished by 5 PM and the top 10 making the fly-off was announced.

We had the fly-off on Monday. The format was 8 rounds of man-on-man 15-minute rounds where the top 10 flew against each other each time. There was one throw-out round to take account of broken lines, blown planes and other mishaps. This was the day that the best rose to the top. We saw Larry Jolly make a very low level save when he was coming in for a relaunch. We saw Joe Wurts putting in back-to-back-to-back 14:54s with 100 point landings. We saw his team out-launch the competition by 150 to 200 feet. We saw stinky air, which dashed some into the ground, but a few others able to stick it out by keying on the Pied Piper. We saw the Pied Piper finally dash these followers into a huge sinkhole. Finally, we selected the 3 people who will represent the US in Greece.

The real story is the help in running this contest. Here we have the best pilots in the US and some of the best in the world. How do we run a contest to make sure that they can fly their best and show their true talents? It took 9-10 timers plus two people to operate the timing equipment, two to score, and 3 to settle disputes should they arise. Two clubs in the Eastern Soaring League did most of the work. Members of the Long Island Silent Flyers, the home club, who we never see at their own contests came out all three days and did great jobs timing. CRRC members provided most of the skilled help in running the contest, from running the scoring to running the timing apparatus. In my opinion, we ran a great contest. Also helping was Skip Schow from the Capital Area Soaring Club, and one or two from other ESL clubs. The jury consisted of Doug Barry from CASA, Terry Luckenbach from Pennsylvania, and Tony Matyi from New Jersey. Our East Coast helpers really outperformed our flyers.

-Fritz

UPCOMING EVENTS in 1999



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

August 7, 8 Allentown NJ. ESL Open Competition, Tony Matyi and Bill Miller 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 8 First Fall indoor flying at Sudbury High.

October 17 CRRC Annual Auction

November 5 indoors flying at the Lincoln Sudbury High School Gym

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

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

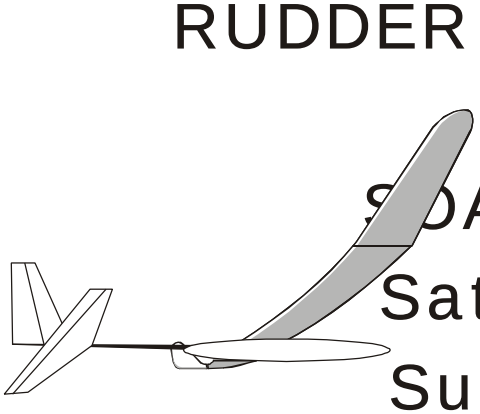
INSTRUCTOR	TOWN	TELEPHONE
Dick Williamson	Sudbury	978 443-8549
Dave Walter	Hudson	978-562-5400
Bruce Schneider	Hudson	978-562-9900
Lincoln Ross	Waltham	781-891-0332
John Nilsson	Clinton	508-368-7136
Chris Schuch	Stow	508-562-3819
Peter Young	Belmont	617 484 0640
Fritz Bien	Concord	978-369-1720

Come enjoy a Low-Pressure Contest!

SECOND ANNUAL CRRC

RUDDER ELEVATOR SPOILERS ONLY

SOARING CONTEST



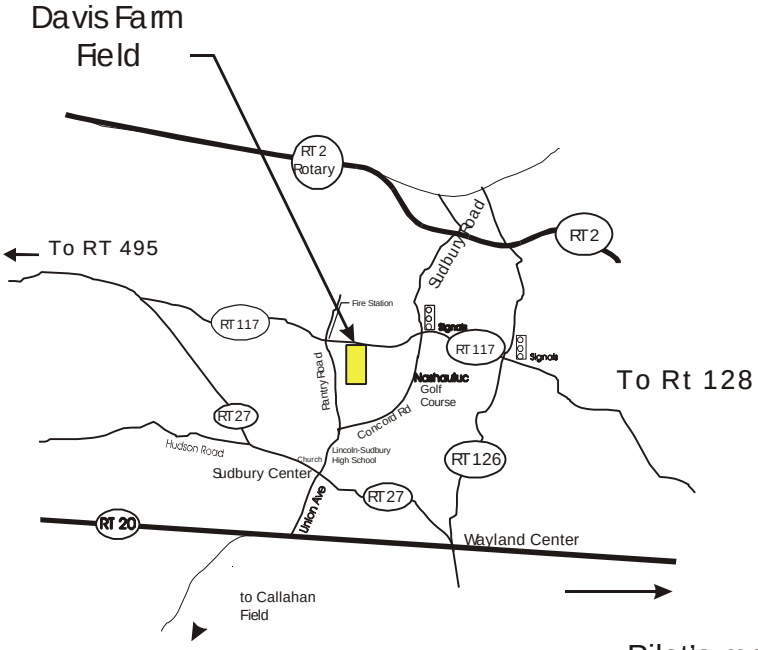


Saturday July 17th

Sunday JULY 18th

Davis Farm, Rt 117

Sudbury, MA



CRRC Flying Field Davis Farm

CONTEST DIRECTORS

Dick Williamson
21 Pendleton Rd.
Sudbury MA 01776
(978)-443-8549
williamson@ll.mit.edu

Les Gerhardt
6 Old Village Rd.
Acton MA 01720
(978) 263-3246

lesgerhardt@aics.net

Pilot's meeting 9:00 am
First Flight 9:18 AM

12 volt Winches with retrievers

26th ANNUAL
SUDBURY MA
AUGUST 14th and 15th 1999

SANCTIONS AMA and ESL Sanctioned Contest

CDs Anker Berg-Sonne (SAT) and Dave Walter (SUN)

SITE: DAVIS FARM SUDBURY (ROUTE ***117*** ¼ mi. East of DAKIN RD.)

EVENTS T-1 DURATION with L-4 LANDING BOTH DAYS.
RCHLG event SAT after main contest.

WINCHES 12-V FORD 3112 WITH Electro-Mechanical RETRIEVERS

AWARDS EXPERT AND SPORTSMAN THROUGH 3rd

FOOD LUNCH AT THE FIELD

REGISTRATION PRE-REGISTRATION REQUESTED. Entry Fee $15 per day, before Aug 10th
JUNIORS FREE. On Field Registration, $20. per day. 3 flyers per Frequency, no EXCEPTIONS!

Check-In 8:00 AM; **Pilot's Meeting** 9:01 AM; First **Flight** 9:18 AM

SEND REGISTRATION TO: Dave Walter

425 Main Street #18A
Hudson MA 01749

Map and hotel information will be sent with registration
Latest information will be made available on INTERNET at: http://www.ultranet.com/~crrc.

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NAME_____CLASS: EXPERT ÿ SPORT FLYER ÿ
JUNIOR ÿ

ADDRESS_____1ST CHANNEL_____2ND CHANNEL_____

CITY/STATE/ZIP_____

AMA#_____PHONE#_____SAT: ÿ SUN: ÿ

ESL MEMBER yes / no ***Make Checks Payable To CRRC*** TOTAL ENCLOSED_____