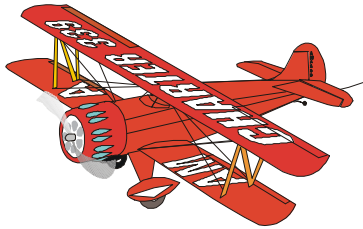
NEWSLETTER OF THE CHARLES RIVER RADIO CONTROLLERS, INC



CRRC FLIGHT-LOG

http://www.charlesriverrc.org/

AMA CHARTER 339 August 1999 Volume 35 Number 8

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August MEETING:

6:00 PM
August 18th at
Collings Foundation
Stow

Feature:

Visit to the Foundation Dedicated to the Restoration of Aircraft and Automobiles

SEE MAP ON COVER!

DIRECTIONS FROM SUDBURY CENTER:
A variety of routes lead to the Route 27 intersection at the colonial center of Sudbury with its white churches.

At the lights, go west on Route 27. A short distance past the lights, Route 27 veers right toward Maynard. Do not go right, but rather go straight ahead on what is called Hudson Road. Continue west on Hudson Road past the old entrance to the drop zone and the fire-fighting academy. The first right past the academy is Sudbury Road. Take this past Lake Boone to Barton Rd. which will be on your left. If



TREASURER'S REPORT

REPORT DATE **8/7/99**

STARTING BALANCE

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

INCOME

Raffle	$88.00
Key Deposit	$0.00
Dues, Checks	$140.00
RES Contest	$505.00
Savings Account Interest June	$10.12
Total Income	**$743.12**

EXPENSES

ITEM	CHECK	RECIPIENT	
Bank Maintenance Charge for June			$9.00
Newsletter	1079	F. Bien	$93.50
RES Sunday Lunch	cash	Les Gerhardt	$65.50
Paper Airplane Trophy	1078	D. Williamson	$16.25
RES Expenses	1080	Les Gerhardt	$315.52
Total Expenses			**$499.77**

TREASURY BALANCE **$5,422.20**

RECONCILIATION

Checkbook Balance (after check 1080)	$940.75
Savings Account Balance	$4,452.15
Cash	$29.30
Total Ending Balance	**$5,422.20**

Signature: *Don A. Black*

PRESIDENT'S COLUMN

Bill Dimpfl

I am looking forward to our meeting this month at the Collings' Estate. After seeing a photo of some of the planes in the hangar I expect there is a good chance that one of them will inspire me to start another scale project.

An important topic we covered at the last board meeting was the situation regarding power flying fields for the club. The Bill Martin Field in Medfield is in excellent condition, but for a number of reasons is not ideal for many club members. In contrast the Davis Farm Field is so ideal for sailplanes that many power flyers are becoming soaring fanatics. So far, while I enjoy flying gliders, the soaring bug hasn't bitten me too deeply, but I do maintain a deep love of power scale modeling. My belief is that we need another power flying field. We have a strategy for attempting to regain use of the Taylor Drop Zone in Stow, but that is definitely not a sure thing, and there would be issues with coordinating frequency use with the Crow Island Field that is also in Stow. I believe that we need to actively look for a second power field, aside from the Drop Zone, in a location that is complementary to the Bill Martin Field. At this month's business meeting I will be asking for volunteers for a committee to find such a field. Please consider the possibility of helping with this task.

GENERAL MEETING

The general meeting notes have not been received at this time, so I'll just wing it.
The meeting was called to order at 7:38 and the secretary and treasurer's reports were accepted as presented in last month's newsletter.

Old Business:

The successful RES contest was described by Les and Dick.

New Business:

Help was requested for the upcoming CRRC Soar-In. There were many volunteers.

New Members and guests: There were more guests than old members for this meeting. Many finding out about the club on the internet.

Raffle: The Sig Something Extra was raffled off, and some undeserving glider pilot won. Dave says he'll build it when he has time.

Show and Tell:

Jon Leehey brought his partially completed Something Extra in to make everybody drool.
Frank Parsons brought in some old radios that he told the crowd about.
Bill Dimpfl Showed off his T-Shirt that he got while waiting for the Space Shuttle launch that his experiment was manifested on.



Some of the action at the Paper Airplane contest held during the July Meeting. Here ***Jose Bruzual*** is launching with the whole group kibitzing. Note the tension on all of the faces in this very competitive event.

RUDDER ELEVATOR SPOILER

Les Gerhardt

Who says you have to be an expert to win contests?

The Second Annual RES contests held JULY 14 & 15 both had a good turn out with over twenty contestants each day. The weather wasn't as salubrious as last year and we lost several planes to folded wings on tow and lost many over the trees and into the corn. The gusty conditions made it very difficult to score any landing points. It is rumored that the near 100 degree temperatures kept many pilots away from Sunday's bake-out.

The outstanding performance of the meet was ***Sheldon Smith***, a Junior, flying in Two Meter. At the lunch break, Sheldon led the entire field, both Two-Meter and Unlimited, with a total score of 775. His closest competitor was Ruane Crummett with 759 and Fritz Bien in Unlimited with 662. Ruane kept the pressure on and finally edged out a first place win with 1088 points.

Sheldon found some down air and ended up in second place with 936 points narrowly beating out ***Jim Tyrie*** with 935 points. All three winners were flying Spirits.

As a special award for ***Sheldon's*** stellar performance we have an Airtronics Eclipse glider kit for him. This kit was donated to the club by ***Jim Tyrie*** (long before the contest).

After the scores were tallied and the awards dispersed, Fritz' lost Two Meter score card was discovered in the timer's pocket.

The old "hidden score card trick" caught another victim. His 968 points would have been a second place. Next year maybe we'll have to have the timers sign out for the time cards.



third place with 927 points even though he got a zero last round for landing his Bird of Time in the cornfield. At this writing the BOT still hasn't been found (all other plane were recovered).

Sunday the weather was a bit cooler with temperatures reaching only(!) 95 degrees. There seemed to be more lift and scores were higher. Some contestants showed up from Vermont and Connecticut. ***Bob Rondeau*** came down out of the hills of Vermont and took first place in Two Meter with 1496 points. ***Fritz Bien*** placed second with Cedric's Gentle Lady scoring 1229 points. Bob Doppler came in third with his modified Gentle Lady and 1155 points. In the Unlimited competition, Pete Young placed first with his Meteor and 1969 points followed closely by ***Bob Rondeau*** with his giant Sailaire and 1939 points.

Lincoln Ross and his Cumic came in third with 1624 points which, when combined with Saturday's second place gave him a total of 2715 points for the Two Day High Point trophy.





Helmut Lelke is getting ready to launch.

When we conceived the First Annual RES Contest in 1998 we viewed it as an opportunity for the newer fliers to join the fun of low pressure competition with relatively inexpensive planes.
This year we had had a good turn out of new fliers including Sheldon Smith (2nd place on Saturday), ***Chris Badassa*** (5th place on Sunday), ***Ben Tucker, Charlie Johnson, Richard Plummer, Bernard Ayhow, Jim Otis, Shawn McCarthy, and Jon Leehey***. We hope to see more new fliers again at next year's meet.



We want to thank all the CRRC members that brought equipment, helped set up and tear down the tents and lend a hand to the newer fliers on the winches. Also a special thanks to Cathy Antonellis who slaved over a hot stove to provide lunch on Saturday, ***Jose Bruzual*** who handled the transmitter impound Saturday and brought his laptop computer to keep score on Sunday. Thanks go to ***Glenn Schrader*** who handled the impound on Sunday and ***Nancy Gerhardt*** who helped keep scores on both days and ran out for sandwiches, chips, cookies and coke on Sunday.



Glenn Schrader manning the transmitter impound, while ***Jack Buckley*** is deciding whether to spill Pepsi into his transmitter.



MISS MANNERS VISITS DAVIS FIELD

-An informal way to look at the rules at Davis Field.

Dick Williamson

One Sunday morning, a car pulled into the parking lot at Davis Field and very nice women got out. After watching several sailplanes spiraling upward in a thermal, she walked over to one of the CRRC members and asked, "I was just driving by and noticed those beautiful planes up in the sky. How do you get them up there?"

"We use these electrically powered winches to tow the planes up and then we fly around looking for rising air currents."

"Does each flyer have his own winch?"

"No. One or two people bring their own winches and these other things we call retrievers. We all share the use of these pieces of equipment so we all pitch in to help the owners set up the units and pack them away at the end of the day."

Then she noted, "I see a lot of planes in the air at the same time and a bunch of pilots holding those little boxes with all of the switches and levers. How do you know that you are controlling the right plane?"

"Each of those boxes (we call them transmitters) sends out a radio signal on a particular channel and we make certain that only one flyer is on a particular channel at any time. To do this, we have that frequency board over there that has all of those numbers running up the sides. Those are the channel numbers. Before a pilot turns on his transmitter, he goes over to the board and checks to see if anyone is using his channel. Each transmitter has associated with it a thing we call a pin which is a closepin that has a tag attached indicating the flyer's name and his channel number. A flyer clips the pin on the board over the channel number before he turns on his transmitter. If he finds that someone else has already clipped a pin over that channel number, he knows there is a

"Gee. I find this intricate dance rather fascinating," noted the women." "It seems that in every social situation, people evolve a set of unwritten rules that help everyone to better enjoy the experience.

How do you know when it is your turn to launch?"

"Well first of all, we need to make certain that our channel is free.

Then we look around to see if others are waiting to launch. There is usually some sort of informal queue of flyers waiting to launch so we inquire around us to see if anyone is waiting. Sometimes, we place our planes in a queue behind the winch, if the winches are quite busy.

When we use a winch without a retriever or use a high start, we have to walk down the field to retrieve the parachute end of the towline. In that case, the person who walked down to get the tow line usually has next priority."

"I notice that when you use that retriever, someone is sitting there ready to turn it on whenever a pilot is ready to launch on the winch.

Why can't you retrieve that towline at just any time? Why does there seem to be such a hurry to get the tow line in right after a launch?"

"Just after we release from tow, there is a lot of tow line and retriever line floating in the air. If we wait too long to retrieve, the lines will drape all over the field and often get tangled with planes, people, or equipment. The potential problems are worse if the planes are being launched in a strong wind. By retrieving the towline as soon as possible after release from launch, we minimize such problems. That's why the person launching always has someone lined up to run the retriever."

She looked a little worried. "Those planes fly

don't interfere with the next person to launch. Also, we want to put ourselves in position to land the plane far away from the winches, the winch lines and all of those people and planes sitting behind the winches. Landing on the winch lines just as some one is launching is a good way to destroy two planes at once!"

"I notice that those sailplanes go up rather fast when towed by the winch. How do you keep from hitting another plane in the air?"

"If another plane is flying over the winch lines, we wait until the plane is out of the way. If we are flying, we pay attention to whether someone is ready to launch and then keep the plane away from the area of the winch lines. In any case, we shout out "Launching" to warn everyone just before we launch."

Looking off to the side, the women said, "I noticed that some people are using that stretchy thing to tow their planes into the air. But it is set up off to one side. Why is that?"

"That stretchy thing is a high start. We worry that the towline on the high start may get tangled with the lines of one of the winches.

When that happens, a terrible rat's nest occurs. By setting up the high start off to one side and trying to put it on the downwind side of the field, we can best avoid these tangles."

"Look at that plane over there. It seems to be going up without being attached to a towline. In fact, it looks like it has a propeller on the front. What kind of a plane is that? It doesn't seem to make much noise."

"That is an electrically powered plane so it doesn't need a tow to get it into the air. Because electrically powered planes are relatively quiet, we can fly them at this field, but we discourage people from flying the noisier gas-powered planes because they can disturb people in the neighboring houses or those taking a walk in the conservation areas which adjoin the field. We especially try to keep all of our planes, including sailplanes, away from the house which is just across from the field on the north side of the road."

planes also land away from the winches and the winch lines, just like the sailplanes. The only problem we have is when some landing targets for the sailplanes (We call these tapes.) are set up down field alongside the tall grass. In that case, the electric and sailplane flyers have to carefully coordinate their flights so no one gets hit."

As her eyes swept over the field and the wooded areas nearby, she sighed, "It must be very nice to have this beautiful and convenient field all to your selves for flying your planes."

"This is indeed a wonderful place to pursue our hobby. We do have the field pretty much to ourselves during the summer, and on those few days when it is decent to fly in the winter. However, the Sudbury Park and Recreation folks manage this area so it is open for use by anyone.

During the spring and fall, the Sudbury soccer program uses the field and they have priority over anyone else. Also, we don't want to hit any kids with our planes, so we don't fly when soccer players are around."

Glancing at some of the flyers engaged in conversation, she noted, "Many of the you seem to know each other rather well. Do you all belong to some kind of club?"

"Many of us belong to the Charles River Radio Controllers club which has arranged a permit with the town of Sudbury to fly here when there is no soccer activity. All of the flyers here belong to the Academy of Model Aeronautics, which provides insurance coverage for club members should an injury or property damage occurs. We do not have exclusive use of the field. Anyone can fly here."

"Do you have any formal set of written rules and a field marshal to enforce the rules?"

"Nah. Our main reason for being here is to fly, so we don't have any field cop. We rely on everyone knowing how to proceed so that we all have fun."

She responded, "Well, it seems to me that you may not have a written set of rules, but you do have some well-thought-out guidelines which make flying more enjoyable all around. This

UPCOMING EVENTS in 1999



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

August 22 SSRCC Scale Fly-In Bridgewater MA Site: Club Field. Richard Sarkesian CD, 42 Cushing aVe Revere, MA 02151 PH:781-289-9685. Registration begins at 9AM, flying & static judging at 10AM. No builder of model rule. Categories for military, civilian & aerobatic. Two flight lines. Prizes for 1st, 2nd & 3rd place. Must fly to qualify. Sponsor: SOUTH SHORE RADIO CONTROL CLUB

9/05/99 Worcester, MA (C) New England Championships for Formula GX Combat. Site: Boynton Park. Neil Simpson CD, 129 Podunk Rd., East Brookfield, MA 01515. PH: 508-867-8702. Formula GX is speed limit (73 mph). Control line combat flown in rounds format. Rules available upon request.

9/11/99 - 9/12/99 Brimfield, MA (C) Brimfield Hydro Fun Fly. Site: Streeter Pt, Rt 20 Brimfield Dam. D. E. Foster CD, 69 Intervale Rd Springfield, MA 01118 PH:413-782-3872. Sponsor: GEE BEE PRODUCTS

9/12/99 Hadley, MA (A) Fall Race for 424(JSO). Site: Club Field. Gifford Fogg CD, 1612 Westorer Rd., Chicopee, MA 01020. PH: 413-593-3581. NEPRO rules and K & B 4011 only. Standard and expert classes. Trophies to 3rd place plus fast time. Sponsor: HCRC

9/26/99 Falmouth, MA (AA) NEWG Fall Contest for 142, 153, 154, 163(JSO) and 124, 140(J)(SO). Site: Cranes Wildlife Sanctuary. Paul Nelson CD, 4 Tall Tree Way Georgetown, MA 01833 PH:978-352-2765. FAC events: modern scale, peanut, walnut, Thompson Bendix race, WWII combat, midget air racers. E-mail nels426@banet.net Sponsor: NEWG

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.

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

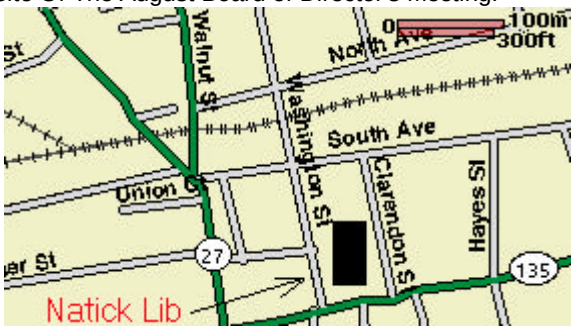
INSTRUCTOR	TOWN	TELEPHONE
Dick Williamson	Sudbury	978 443-8549
Dave Walter	Hudson	978-562-5400
Bruce Schneider	Hudson	978-562-9900
Lincoln Ross	Waltham	781-891-0332
John Nilsson	Clinton	508-368-7136
Chris Schuch	Stow	508-562-3819
Peter Young	Belmont	617 484 0640
Fritz Bien	Concord	978-369-1720

Contribute to your Newsletter

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

MAP TO NATICK LIBRARY

Site Of The August Board of Director's Meeting.



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)



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!

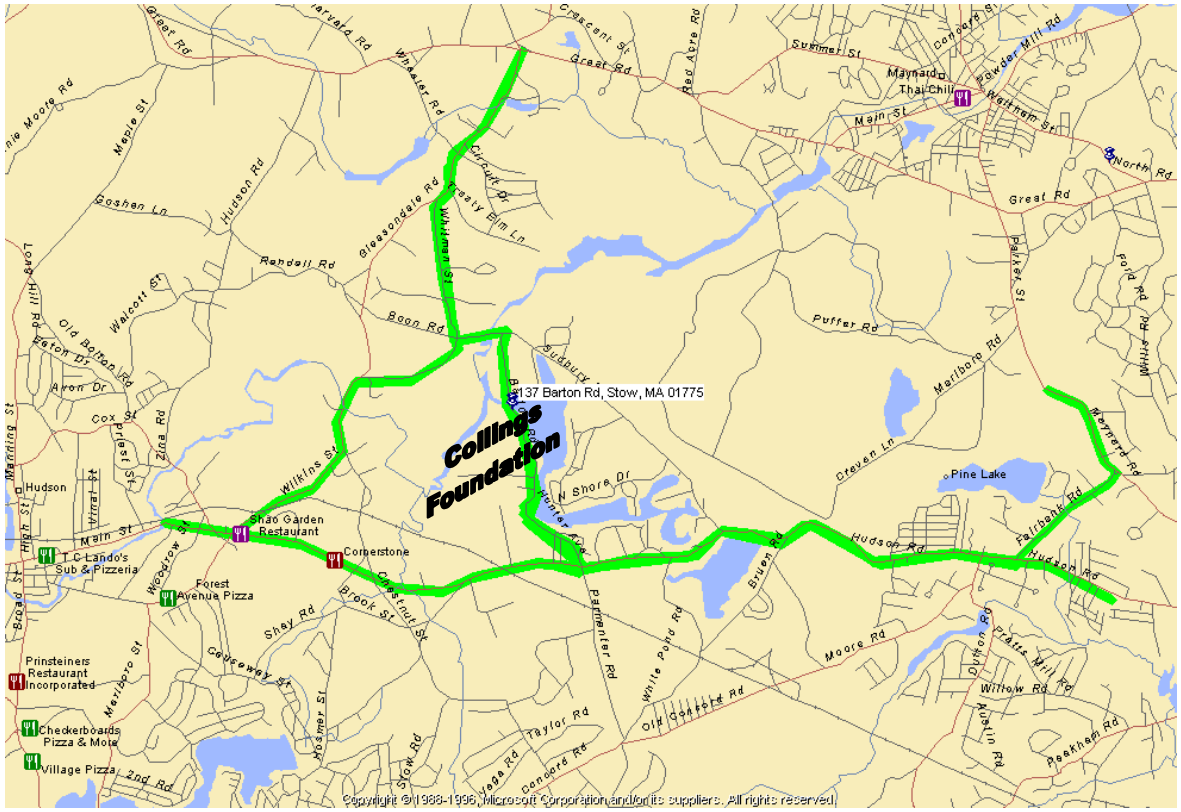
Check-In 8:00 AM; **Pilot's Meeting** 9:01 AM; First **Flight** 9:18 AM

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.charlesriverrc.org

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NAME_____CLASS: EXPERT ÿ SPORT FLYER ÿ
JUNIOR ÿ



*The August Meeting of the **Charles River Radio Controllers** will be held at the Collings Foundation. See inside for directions*

CRRC Flight-Log
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