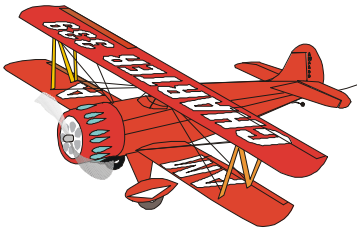
NEWSLETTER OF THE CHARLES RIVER RADIO CONTROLLERS, INC



CRRC FLIGHT-LOG

http://www.charlesriverrc.org/

AMA CHARTER 339 September 1999 Volume 35 Number 9

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SEPTEMBER MEETING:

7:30 PM
September 15th at
GTE Laboratory

Feature:

John Weigel in his flight from Portland OR back to MA in the Aeronca Champ that he restored.

John spent part of his summer flying the Aeronca Champ that he restored a few years ago back to the state, when the guy who bought the plane was transferred over-seas.
John will have slides of the trip and an entertaining narrative.

SEPTEMBER RAFFLE

1. I.F.O. for the winter indoor flying season. Great indoor plane!
2. Micro-torch. Very useful for a number of hobby needs.
3. A gallon of fuel for the Fall flying.

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

REPORT DATE		**9/2/1999**	
STARTING BALANCE			
Checkbook Balance (after check #1080)			$940.75
Savings Account Balance			$4,452.15
Cash			$29.30
Total Starting Balance			**$5,422.20**
INCOME			
Raffle			
Key Deposit			
Dues, Cash			$35.00
Dues, Checks			$125.00
Soar-in Contest			$615.00
Savings Account Interest July			$9.58
Total Income			**$784.58**
EXPENSES			
ITEM	**CHECK**	**RECIPIENT**	
Bank Maintenance Charge for July			$9.00
Newsletter + winch line	1083	F. Bien	$166.00
August Meeting &tour	1082	Collings Foundation	$300.00
RES Lunch	1081	K. Antonellis	$64.16
Soar-in postage, tape	1084	D. Walter	$40.00
Soar-in breakfast	1085	J. Nilsson	$41.00
Soar-in lunch	1086	C. Schuch	$245.00
Soar-in awards	1087	A. Berg-Sonne	$265.00
Total Expenses			**$1,130.16**
TREASURY BALANCE			**$5,076.62**

RECONCILIATION	
Checkbook Balance (after check 1087)	$585.59
Savings Account Balance	$4,461.73
Cash	$29.30
Total Ending Balance	**$5,076.62**

Signature: *Don A. Black*

PRESIDENT'S COLUMN

Bill Dimpfl

GENERAL MEETING

GENERAL MEETING: **Aug 18, 1999**

Bill Dimpfl opened the meeting at 8:00 PM with the acceptance of the secretary and treasurer's reports.

FIELD REPORT:

Both Medfield and Davis are in good shape. But soccer is season is starting soon at Davis.

OLD BUSINESS:

The 26th annual CRRC soar-in was held on Aug 14th and 15th. The conditions were far from perfect but my impression was that it was a good contest.

NEW BUSINESS:

Bill Dimpfl inquired about starting a search for a new power field. If anybody knows of a possible site or wants to help out in such an effort then get in contact with Bill.

The business portion of the meeting was closed at 8:12.

ENTERTAINMENT:

The entertainment for the evening was the marvelous collection of aircraft and cars at the Collings Foundation.

DAVIS FIELD FALL SCHEDULE

Dick Williamson

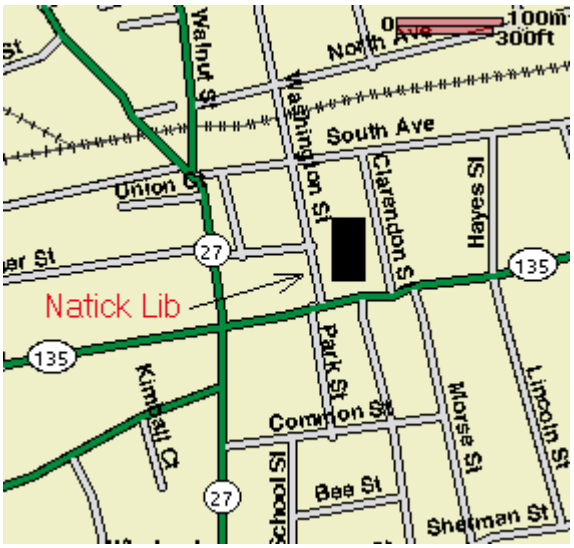
Davis Field will be available for flying every day through Friday, September 3. The field will be used for soccer practice on Saturday, September 4. There will be no soccer during the morning (until 1 p.m.) of Sunday, September 5. It is unclear whether any soccer will occur in the afternoon. Because no games are scheduled on 9/5, the only use would be if a team schedules a practice. The likelihood of a scheduled practice is not high. It is likely that no soccer will occur on Labor Day, Monday, September 6. I left a voice-mail message with the coordinator for the soccer program asking whether any soccer practices are scheduled for 9/5 and 9/6. If I get further information, I will pass it along.

After Labor Day weekend:

Starting Tuesday, September 7, Davis Field will be used by soccer most of the time except for Sunday mornings through Sunday, Nov. 13. Soccer practices are held Monday through Friday afternoons with teams selecting either 3:30 p.m. or 5:00 p.m. practice times. Soccer games are scheduled all day on Saturdays. Maybe some flying can be squeezed in after 5 p.m. Sunday soccer games start at 1 p.m. On Columbus Day weekend, the field will be free all day Sunday and Monday, Oct. 10-11. The field may be available on Veterans Day, Thursday, Nov. 11.

SEPTEMBER BOARD OF DIRECTORS MEETING

The September Board of Directors meeting will be held at the ***Natick*** Library. This meeting is scheduled for **Tuesday** September 28 at 7:30 PM. Map below:



MAP TO NATICK LIBRARY

Site Of The August Board of Director's Meeting.

Paper Airplane Contest

CRRC's biggest flying contest of the year was held on July 21 at GTE. The pylon races? No. The Soar-In? No. The RES contest? No. The paper airplane contest? Yes!

Flying a one-design sailplane selected by Fritz Bien 28 participants built, decorated and flew their gliders in three competitions, Distance, Duration and Spot Landing. Also, there was heavy competition for the best decorated aircraft, with a specially selected panel of judges pondering over the elegance of the aircraft before them. After hard fought battles, winners were determined and awarded specially designed trophies (plastic dessert cups) color-coded (blue for first, etc.) with inscriptions appropriate to each class. Al Marshall, Tom Rizzo and Joel Foner proved their skill by each placing in two events. The winners were:

Distance:	1st	Al Marshall	
	2nd	Tom Rizzo	
	3rd	Les Gerhardt	
Spot Landing	1st	Dave Walter	
	2nd	Al Marshall	
	3rd	Joel Foner	
Duration	1st	John Weigel, Sr.	2.90 sec.
	2nd	Tom Rizzo,	2.63 sec.
	3rd	Joel Foner	2.56 sec.

Decoration

1st	Bill Dimpfl with a decoration commemorating his space-shuttle experiment
2nd	Jyoti, a female guest with obvious artistic talent
3rd	Jon Leehey

1st Annual Burlington R/C Flyers R/C Auction

At the

Burlington American Legion Hall
162 Winn Street, Burlington MA
November 7, 1999
1pm – 3pm

(doors open at Noon for table viewing)
$2.00 Entrance Fee
Seller pays 5% commission to the club for any item auctioned, including parking lot deals
On-site Concessions -50/50 Raffle -Futaba Radio Raffle
For more info, contact: Artie Dunn 781-935-7352
Ed Grossheim 781-438-2732
Bob Johnson 781-272-5442

UPCOMING EVENTS in 1999



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

9/18-19/1999 Syosset, L.I. NY. 2-m. LISF ESL soaring contest Gordon Stratton CD PH:718-847-8299

9/19/1999 SUAGUS MA Route 107 Fun Fly 9:00am- 5PM. Bring your planes, friends and family for fun and excitement. Free hotdogs, hamburgers and soft drinks. Raffle: O.S. 46FX.

9/25-26/1999 Reading PA End of year ESL Contest Tom Kiesling CD

9/26/99 Slope Soaring races at Claremont NH

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. Bruce Schneider CD

October 17 CRRC ANNUAL AUCTION Natick VFW

November 5 Indoors Flying At the Lincoln Sudbury High School Gym

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

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 you want to post.

Any hints, kinks, and new methods that you discovered while playing in this hobby are greatly appreciated. It will save hours of misspent frustration for someone else who is faced with the same problem!

-Fritz

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.

INSTRUCTOR	TOWN	TELEPHONE
	POWER	
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

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)

Building the Slegers' FAZER

Fritz Bien

When the Long Island Silent Flyers decided to change the autumn contest back to 2 meters, I was at a quandary. Do I fly the Gentle Lady and TG-3 again this year, or do I build another full house ship to replace my LASER? I saw Ed Slegers at the Millstone contest in NJ, and the answer was simple. He had one in stock! Since ***Stuart Strong*** had just built one to take over to England with him, and since Stuart took less than a month to put his together and it was beautiful, I felt that if he could do it, so could I.

I called Ed on Monday and had it in my hands by Wednesday. There was a slight problem, though, I was called to visit my mom who came East to see my sister. Saturday and Sunday was our Soar-In, so I couldn't get started till Monday. My wife and kids were flying back on Wednesday, and I had to drive down to JFK to pick them up, so I was really only able to get one weekend of work on it before driving down to the Delaware contest. When you want your plane to fly in a short time, each day that you're busy with something else seams like an eternity.

Fortunately, the kit that arrived was excellent. There were not too many instructions to confuse, and plenty of wood to modify the plane as I saw fit. The work was mainly in drilling out the fuselage for the wing and elevator joiners, gluing on the leading edges and shaping them, gluing in the flap and aileron caps, and shaping, sanding smooth, and finishing. I plotted out the SA-7035 airfoil for 8 ½", 8", 7 ½", down to 5" to make templates for sanding the leading edge. When I compared these templates with ones I had made for the SD 7037, I found that they were the same, or close enough so that I couldn't make better ones, so I saved 2 evenings.

I epoxied the leading edge stock onto the wings and elevator, and framed the rudder in one night. (It takes about 20 minutes, but you have to wait for the glue to dry). Shaping the leading edges took two nights after the epoxy was dry. I found out that a mill bastard file is very effective at shaping basswood. The kit came with some fairly heavy basswood aileron caps, for which I substituted balsa, both to save weight, and to save sanding.

The fuselage was not quite straight, typical of epoxy-glass fuselages, but could be coaxed into alignment by wrapping a towel around the tail-boom, pouring hot water onto the towel, and slightly twisting when the fuselage became soft.

The nose cone was too loose, but could be tightened by sanding the rear edge away slightly to shorten the nose. This mod would get back to bite me later.

I covered the wing with 0.6 oz. glass cloth and West Systems epoxy. I did the bottom left wing first, using the 3M-77 method of holding the cloth in place while putting on the epoxy. This method, which usually works for me when working with balsa, was a real pain when working with Obechi. The problem was that the tiny grain in the Obechi was hard, and would snag the glass cloth. While the 3M-77 held the cloth in place, so did the grain, making smoothing down of the cloth very difficult. I abandoned this method on the other 3 wing surfaces, and just used the epoxy to hold the cloth after it was squeegeed in place.

Why did I glass the wing at all? Obechi has almost no strength in the cross grain direction. My Laser saw several wood splits in it before I finally crashed it for good. I hope that the cloth, put on at a bias, would help prevent the tearing. The entire covering and painting added 2 oz to the plane, about the same as if I covered the whole thing in Monokote.

The radio installation was typical for most glass ships, you had to put in the push rods and constrain their sheaths to get rid of play. Here I used the CST carbon push rods which are 0.050" diameter and in Teflon sheaths. Constraining them involve just putting in 3 plugs made from EPP foam to wedge them into the fuselage boom. Plywood blocks had to be glued in for the elevator pivot. This step took a whole night, since the fuselage could not be worked on while the blocks were drying. I should have planned this step earlier, since I had just glued the leading edges onto the wing, and capped the tail. With proper planning, I could have been working on the radio installation at that time.

I made the servo tray as per plans with the two servos at an angle and then mounted the tray above the opening in the fuselage, and connected the pushrods. I then thought to put the nosecone in place to see how it looked. There was a little binding, and when I moved the rudder, a rip showed up on the nosecone. The servo was sitting too high. If I hadn't trimmed the nose, it probably would have fit just right. The servos are now mounted in a novel sandwich approach, where the plywood tray acts like a clamp to hold the servo against the top of the fuselage.

The wing servos came next. I designed in my mind the wiring harness and servo installation and was ready for my one-hour foray into the basement when I remembered that it was Vivian's Birthday! Another day lost to building.

Thursday and I can work on my FAZER. I decided that the 1-hour per night was not going to be enough, and made time to be in the basement. The wing harness was put in, servos were changed to Deans connectors so that the wiring would fit the servo pockets that were routed into the wing. Here, the Micro-torch came in really handy, as to make the pocket fit the servo, I

heated a bent a piece of piano wire with the torch and just melted the foam to the shape that I was looking for.

Friday I had the whole plane together for the first time, but the wing servo didn't work! After chasing down a broken wire, I put turned on the radio, copied my Psyko program to a new "FAZER" airplane setting, and was ready for Saturday for test flying.

Saturday was a beautiful day, calm and sunny with the threat of soccer kids invading at any minute. The test launch was uneventful, except that there was not enough rudder mixing. Then I noticed that the rudder was not connected. In my hurry, I forgot to solder the connection. I vowed to not fly it until I went over the whole plane.

Sunday, today, I woke up at 5AM ready to go test-fly. I packed the car and drove to the field, hardly noticing the fog. I got to the field and realized that it was still dark, so went home to eat breakfast. At 8AM, I set back out to the field, making sure that the sky was clearing, and tested the new plane. I'm now ready for the contest, with 2 weeks to spare!

The FAZER flies very similarly to my Psyko, except that its landings have been too fast. I'll try to dial in the controls in the next two weeks before going to the contest.

-Fritz

ELECTRIC FUNFLY
BILL MARTIN FLYING FIELD
MEDFIELD
SATURDAY OCTOBER 2
BRING ANYTHING ELECTRIC
Ken Antonellis CD
Come out and enjoy a low-key contest!

THE BUDDY BOX INSTRUCTION PROGRAM

Dick Williamson

It has been said that most people who enter into the RC aircraft hobby amass a total of less than 20 sec. of flying time before they quit the hobby. In most cases, that 20 sec. occurs between the launch and crash of their uninstructed first flight! Staring at a rekitted pile of balsa and Monokote, most such beginners never get back in the air.

Moral for beginners: Get instruction.

Moral for CRRC members: Provide instruction so we can share the satisfaction of our hobby with others.

CRRC does have an active instruction program and we urge beginners to take advantage of it. Crashes can often be avoided if the instructor and student have a transmitter and buddy box hooked together. That way, the instructor can instantaneously take control when the situation warrants. This instant response is especially valuable with fast flying gas-powered planes.

At a recent board meeting, it was decided to add something to the instruction program. The beginner, not yet fully hooked by the hobby, has already laid out a fair amount of cash for his plane and radio system. He probably doesn't want to add to the expense by buying a buddy box, which he would hopefully use only for a short period of time. On the other hand, not every instructor has buddy boxes compatible with the transmitters of all of the students. Dilemma: How do we match up students and buddy-boxes? Here is the solution we want to try:

- CRRC will provide each student with a buddy box compatible with his transmitter (4-channel radios only). If we don't have an appropriate buddy box in the inventory, the club will buy one for the student.

- The student will pay a deposit for the buddy box. The deposit will be no more than the $25 to $45 for the appropriate buddy box. The student, not the instructor, keeps possession of the buddy box and brings it to the field along with the compatible transmitter.

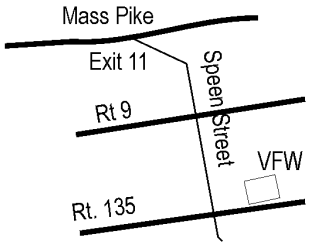
- CRRC will refund the deposit when the student returns the buddy box.

FROM RT 9 and MASS PIKE: EXIT AT SPEEN STREET towards NATICK. Turn LEFT onto Route 135.
VFW is about 400 yards on Rt 135 on the LEFT.

NEW LOCATION! VFW HALL

in NATICK MA

SUNDAY, OCTOBER 19th 1999

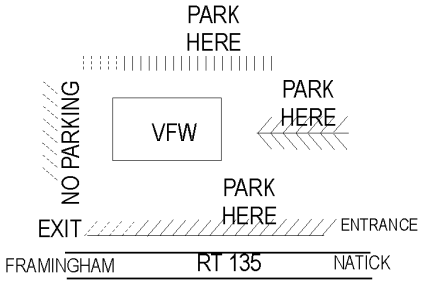


$1.00 ENTRANCE FEE INCLUDES
RAFFLE TICKET FOR
4 CHANNEL RADIO!
additional raffle tickets
$1.00 ea or 3/$2.-

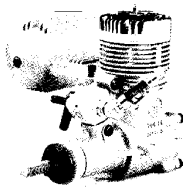
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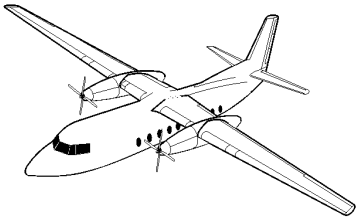
The CHARLES RIVER RADIO CONTROLLERS INC
ANNUAL HOBBY AUCTION

SET-UP AND VIEWING
12 NOON TO 1 PM
AUCTION 1 PM TO 3:30 PM



ALL MODELING ITEMS AUCTIONED
come
BUY/SELL
ENGINES
RADIOS
MODELS
KITS
TOOLS





CRRC GETS 10% OF PROCEEDS FROM ALL SALES
PLEASE! CASH ONLY, NO PRIVATE SALES

ALL ITEMS WILL BE SOLD!
Seller may bid on his own items.
Seller pays 10% up to $10.
If sold to himself