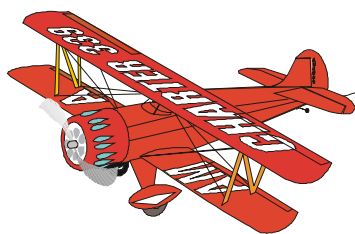


NEWSLETTER OF THE CHARLES RIVER RADIO CONTROLLERS, INC



CRRRC FLIGHT-LOG

<http://www.charlesriverrc.org/>

AMA Charter 339

February 2001

Volume 38 Number 2

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NEXT CLUB MEETING:

"Workshop Night"

Working with EPP
Working with fiberglass
Foam cutting
Covering using Monokote
Soldering
Introduction to Vacuum Bagging
No show and tell tonight.

VERIZON Labs

February 21, 2001

7:30 PM

(See map on last page)

Raffle Prizes:

Variable Speed Dremel
Top Flite Heat Gun
Gallon of Fuel

NEXT BOARD OF DIRECTORS MEETING:

The next directors meeting will be at the Sudbury Library Tuesday, February 27th at 7:30 PM. These meetings are traditionally held the Tuesday following the general meeting. All members and guests are invited to attend.

PRESIDENT'S COLUMN:

Tom Bauer

What a winter it has been! When is it going to stop snowing? I was out for the first time this year "frozen lake flying" last Sunday. I heard that there was a good turn out at Davis Field. Some of the recent sunny warm days certainly looked like good soaring weather. Keep those batteries charged and take advantage when conditions permit. The Cape can be very nice in the winter too. I am considering running down there this Sunday as the wind prediction is West @30MPH. If you think of going make a few phone calls or post a message on the CRRRC egroups.

Speaking of batteries, when is the last time you replaced the batteries in "old Monokote"? How about charging those batteries up and letting them run for a few hours to cycle them? This is a good time of year to go over all your planes and do a good inspection. Repair or replace any loose linkages, check for frayed wiring, torn covering, or broken hinges. I just noticed that my transmitter antenna was loose and repaired that. A

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good cleaning cloth and a work over with a hot iron gets the wrinkles out of shrink covering. While you are at it, check out the wing incidence. A little heat and some pressure can straighten out a twisted wing and turn that squirrelly plane into a flying gem. Maybe it would be a good time to add some trim to make it look a little better. How about adding some lettering? Is your current name, address, phone number, and AMA number in all your planes?

An urgent reminder: it's time to renew your AMA and CRRC memberships for the year. If you can make the February meeting Dick Williamson has both AMA and CRRC renewal forms so you can get squared away all in one stop. There is a March 1st deadline for the club to submit paid-up club rosters. I think the last count was about 70 out of 170 members had renewed. If you can't attend the February meeting please mail in the form at the back of this newsletter.

February seems to be auction and event month. There is the WRAM show which is a great event to spend money at. Plus it gives you something to show for March's Winter Project night. See the web site and the event calendar for times and locations. Thanks to everyone who made notice of these events.

Jose is going to stand in for me while I take my daughter skiing. At this month's board meeting we will be finishing up dates and events for the year. If you have any ideas, or would like to volunteer, let us know.

That's all for now,

Tom Bauer

TREASURER'S REPORT:

Report Date 1/31/01

Starting Balance

Checking (after #1161)	\$814.53
Savings	\$4,420.92
Cash	\$25.00
Total Starting	\$5,260.45

Income

Dues	\$1,240.00
Raffle	\$71.00
Holiday Party	\$116.72
Interest	\$ 22.33
Total Income	\$1,450.05

Expenses

Dues Refunds	
#1163, 1164, 1169	\$15.00
Davis Permit	
#1167 Dick Williamson	\$360.00
Newsletter	
#1166 Jan Kinsky	\$125.83
Raffle Prizes	
#1165 Pete Young	\$86.53
#1168 Pete Young	\$121.00
Recognition Awards	
#1162 Dick Williamson	\$86.10
Bank Fee	\$9.00
Total Expenses	\$803.46

Ending Balances

Checking (after #1168)	\$1,438.79
Savings	\$4,443.25
Cash	\$25.00
Total Ending	\$5,907.04

Signature *Miner Crary*

JANUARY MEETING:

Laurie Hurwitz, Chris Larsen

President **Tom Bauer** opened the meeting.

Reports:

The treasurer's report was accepted as printed in the newsletter.

Dick Williamson reported that he had received 49 membership renewals.

The flight instructors indicated that there would be no instruction this winter.

The parking lot at Davis field was plowed, and many fliers had been there in the last month. The road into Medfield had not been plowed.

New Business:

A request was sent for the 2002 scale masters to be held in New England.

Joel Foner reported that the new web site seems to be up and running with over 50,000 hits in the last nine months.

Ken Antonellis was interested in starting a library for the club. If you have any videos borrowed from the club, please return them to him.

The WRAM show will be taking place on February 23-25 in White Plains New York.

New keys for Medfield will be available at the end of February or the beginning of March.

Special Events:

Instructor of the year award went to **Bob Scott**. Congratulations Bob!

The Bob Fish Award for a person or persons not on the board of directors who made a large contribution to the club went to **Larry Copeland** and **Don Black**. Congratulations!

Raffle Prizes:

The Extra 300S went to **Miner Crary**. **Anker Berg-Sonne** went home with a Sig Something Extra and **Jack Hall** took the prized gallon of fuel.

Show and Tell

Mitch Buckley brought his Rascal.

Ralph Johnston had a Bloody Mary electric plane.

Mike Cormier brought his battery discharger for receiver packs, and a low battery alert.

Charlie Johnson had a Perky Plus gas plane.

Gene Rozea brought his SR X250 electric plane.

Jan Kansky brought an original glider constructed in five hours.

Laurie Hurwitz showed the remains of a Primera glider after an over zealous zoom launch.

Warren Chafe had a gas engine from 1933.

Rick Harris had a highlander glider.

Joel Foner brought his ICOM Scanner (information on the web site)

Derick Veliz was showing his latest pictures taken from a small wing speed 400 plane.

MEDFIELD KEYS:

Sometime at the end of February, or early March the lock on the gate at the Medfield flying field will be changed. When this happens, you will be able to secure your new key either by: 1) Bringing your old key to the next meeting for exchange. 2) Stopping by Alex's R/C hobby shop for exchange (don't forget your membership card.) or 3) Sending a SASE with your old key to

Ken Antonellis, 14 Winslow Road, Natick, MA 01760. If you do not have a key to exchange, there is a \$5.00 fee.

CRRC BUILDING AND FLIGHT INSTRUCTORS:

Below is our list of qualified and willing instructors. Power planes are flown at the Bill Martin Flying Field in Medfield. Sailplanes and Electrics can be flown at the Davis Farm Field on Rte 177 in Sudbury and at Callahan State Park in Framingham. See our web-site <http://www.charlesriverrc.org> for directions to the flying fields. If you have any questions about the construction of your airplane, or want to have an experienced pilot pre-flight check your airplane before heading to the flying field then call any of the building instructors.

POWER

Jon Leehey (Chief)	Wayland	508-358-5721
Bob Scott	Roslindale	617-323-6600
Pete Young	Belmont	617-484-0648
Ruane Crummett	Wayland	508-655-2234
Larry Copeland	E. Walpole	508-668-0448
Fritz Bien	Concord	508-369-1720
Neil Kaufman	Sudbury	978-443-9647

SOARING

Dick Williamson	Sudbury	978-443-8549
Ken Antonellis	Natick	508-653-4513
Fritz Bien	Concord	978-369-1720
Dave Walter	Hudson	978-562-5400
Tom Bauer	Wellesley	781-235-7344
Bruce Schneider	Hudson	978-562-9900
John Nilsson	Clinton	508-368-7136
Pete Young	Belmont	617-484-0640
Joel Foner	Natick	508-653-3560
Lincoln Ross	Waltham	781-891-0332

BUILDING

Pete Young	Belmont	617-484-0640
John Weigel	Natick	508-655-2138
Fritz Bien	Concord	978-369-1720
Dick Williamson	Sudbury	978-443-8549
Tom Bauer	Wellesley	781-235-7344
Joel Foner	Natick	508-653-3560

ELECTRICS

Tom Bauer	Wellesley	781-235-7344
Fritz Bien	Concord	978-369-1720
Dick Williamson	Sudbury	978-443-8549
Bruce Schneider	Hudson	978-562-9900
Dave Walter	Hudson	978-562-5400
Pete Young	Belmont	617-484-0640
Lincoln Ross	Waltham	781-891-0332

HELICOPTERS

Joel Foner	Natick	508-653-3560
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MEMBERSHIP RENEWAL:

Don't forget to renew your CRRC membership! Please use the form enclosed in this newsletter, or talk to Dick Williamson at the next club meeting. Renew before March 1st for \$5 off!

SEEN AT THE FIELD:**DAVIS FIELD**

January 14th was a nice day for flying at Davis Field. About half of the parking area had been plowed but was still covered by a layer of ice. This made for a nice runway surface. The usual crew, Don Black, Fritz Bien, Jose Bruzual, Derik Veliz, Miner Crary, Jan Kansky, Dick Williamson, Dave Walter, Les Gerhardt, Bruce Schneider, Mark Drela, and Gerry Kennedy were present and accounted for.

Don Black had repaired the damage to his SR X440 that resulted from a Midair with Helmut Lelke the week before. After a few more strategically placed "SR Batteries" stickers the fiberglass fuselage on the X440 looked like new.

Mark Drela's Allegro-E was cruising the skies above the furball of Zagis below, Mark reports a 25 minute dead-air time with this Speed 400 powered glider. Add a few thermals, and you get the picture.

Dave Walter introduced us to the "stick insulators" he has retrofitted to his transmitter. Dave takes a piece of surgical tubing and puts it on top of the transmitter stick to prevent the metal to skin contact that saps heat from your fingers. Dave was flying his Monarch D hand launch glider. Mark Drela flew alongside with his Apogee 40 built with a new slimmer fuselage that sports a

custom made larger diameter tailboom. Mark made a few attempts at tip launching the Apogee but decided he needed a stronger wing-tip layup and some tall grass ahead before really giving it a go.

A new trend at Davis on Sunday mornings is the Lite-Stick by Hobby People/Watt-Age/GWS. This popular indoor stick electric was reviewed in January 2000 issue of Model Airplane News. At least five of the aforementioned people are proud Lite Stick owners. A bit of wind is not enough to put an end to the Lite-Stick action. At one point, Fritz's Lite-Stick was flying full-power barely making headway into the light wind.

The durability of the Zagi 400 was tested once again when, yours truly, Jan Kansky, rammed the frequency board with his Zagi. The running joke was that I was so accustomed to flying in CRRCsim (where the frequency board and outhouse can be flown through without any problem whatsoever) that I had lost touch with reality. I was happy to use that as an excuse, but in reality I just wasn't paying attention. Good peripheral vision skills are important for flying model aircraft, especially in combat flight. But don't try to fly combat against a solid wood object like a frequency board. It will usually win. However, in the case of the Zagi, after recovering the battery pack from the snow and putting it back in the plane I was airborne once again in 30 seconds. So count that as a victory for the Zagi. Don't try that with anything other than EPP foam airplanes, a useful lesson for people learning to fly.

January 21st was a bit windy for flying, but I went out to the field as made one Zagi flight before I decided it was too cold and blustery. While waiting in the car for my battery pack to charge, I

watched the thermals blowing across the field as they sucked up the light blowing snow. The rotation of the thermals was clearly visible as well as the speed with which they move downwind on a windy day. The air was very unstable and turbulent. I was fairly challenging to fly at low levels and not get forced into an unrecoverable position because of the turbulence.

Superbowl Sunday, January 28th brought better flying weather, but it was still a bit windy. Fritz Bien flew his Electric Hawk F5B style 10-cell Aveox powered sailplane (on three channels for this particular flight). Helmut Lelke was back with his repaired sailplane. A few Zagis took to the air, but the weather was just too cold to stay outdoors for long.

Sunday February 4th was a bit warmer and started off sunny and very calm. Fritz blew out a component in his Aveox speed controller that powers his Electric Hawk sailplane. Everyone heard a popping sound as the component blew. It must have gotten fairly hot because the heat-shrink covering the ESC had melted and the circuit board was a nice charred black color. The ESC was over 8 years old and had seen better days. I didn't know they made brushless motors for electric model airplanes 8 years ago, but Fritz is always on the cutting edge of technology.

As the day progressed the thermal activity picked up. Don Black and Mark Drela managed some impressive flights with their electric sailplanes. You can tell that everyone is missing flying their thermal machines because we were all back-seat drivers when these guys were thermal searching. We were all evaluating the turning decisions of the pilots to try to come to a consensus if they were really flying in the optimum lift.

Fritz flew his beautifully finished Fly Line Bucker Jungmeister Biplane that looked and sounded great in the air. He converted this plane from .051 gas power to geared electric power. Perfect for winter flying. Fritz writes: It was designed by an old flying buddy from San Diego who moved to Virginia soon after I moved here, Don Srull. The Speed 400 does a better job flying it than did the .051 even though, power-wise, the .051 would win hands down. That 6-3 propeller would scream at 21,000 RPM and the plane wouldn't go any faster than it was doing last Sunday. Of course, it had all the flying wires on before, and I was flying the plane clean on Sunday. I've since added the flying wires and am ready to test it again. The conversion was simple, as I just cut a hole through the fire wall and put a couple of spacers to make the length right. I'm now turning a 10-8 prop instead of the 6-3.

Les Gerhardt showed up with his new Zagi 400x. The first flight was a success, but the new plastic tiptlets offered by Trick R/C don't hold up well in the cold weather. Cracks developed after one landing in the bumpy snow. We agreed that coroplast tips would be a better choice, but then the running joke was that Les would have to buy a huge quantity of coroplast to get a few bits for new tiptlets. Does anyone know a source for small quantities of coroplast? I've heard that sign shops sell it. In the past, Eddie Ellis recommended to go out and buy a steak for dinner and then use the foam tray to make new tiptlets. Medium or well done?

Derik Veliz flew his speed 400 powered Multiplex Twinstar. This is Derik's workhorse camera carrying plane, but this time the camera stayed on the ground and the access holes on the side of the plane looked like miniature doors

for skydivers to jump out of. Anyone planning on trying the RC skydiver that Multiplex sells?

February 11th brought high winds and cold temperatures. Not enough to discourage me from taking a couple of Zagi flights at Davis Field. The tree line to the West of the parking lot kicked up a lot of turbulent air that at times would flip the Zagi 90 degrees requiring some quick stickwork to keep it in the air. As the pack started to run out the Zagi was barely making progress upwind because of the strong headwind. I can't wait for warmer weather.

MEDFIELD

It sounds like the large amounts of snow that we have gotten this winter has put a stop to flying activities at Medfield. Spring will be here before you know, so hang in there!

CAPE COD

Bob Scott made a trip out to Wellfleet for some slope soaring on Superbowl Sunday. He reports: "I added a pair of channel lock linesman pliers to the Boomie to get it to fly forward. Had a lot of fun but the direction was off by about 45 degrees at Wellfleet. Flew until 12:00 then went home to prepare for the super bowl. I broke a servo horn when I inadvertently launched inverted." (Bob, next time look for the huge "SPARKY" written on the bottom of your plane to see if it is right side up. -Ed :-)

SHOPPING EBAY:

Jose E. Bruzual

Ebay (<http://www.ebay.com>) is fun, exciting, addicting and dangerous. As I found out it is very easy to get all caught

up in a bidding war over a still-in-production-\$30.00-two-meter-plane and end up paying as if you had purchased a still-in-the-box-never-used-Hobby-Hack.

So along the way I have picked up a few tips that help me stay focused through the experience and keep my wife happy.

As a buyer, you should understand; Ebay for the most part is a SELLER'S MARKET, this does not mean you should not shop there but you should become a more cautious shopper. For instance I try to find items that are no longer in production. I like "Nostalgia" items such as old radios and sailplanes. Yea, I know what you are thinking, "why don't you go down Fritz's basement" ? well, Ebay has a better search engine?

Here are a few things I try to keep in mind while I have my buyer's cap on:

- Ebay is a "seller's market"
- Make sure the seller has good "feedback"*
- Read and understand the seller's conditions, don't be afraid to ask them if you don't understand or are unsure. And if you don't like their conditions, DON'T bid on it, you won't get them to change their mind.
- Don't become too attached to the item being sold.
- Set a spending limit for that item before you bid and stick to it. Let someone else over pay for it.

- Never over bid the user "jeb-net430" I hear he does not like it. (Little Ebay humor) *

As a seller there are other things to consider as well. The goal here is to get the best price for you item and obtain good "feedback" from your customers.

- Search Ebay for similar items being sold, to get an idea of what you can expect for yours.
- Check the item you are about to sell make sure it is clean and write down a list of things that might be potentially wrong with it, so you can give an accurate description of the condition.
- Write a complete description listing all major features, and condition of the item being sold. Try to answer any major questions a bidder would have, such as payment conditions, shipping, and contact information.
- Have your item packed and ready to ship even before you post your auction on Ebay.

I have been very lucky with my experience on ebay both as a seller and buy, last year I picked up a brand new Tx Futaba 8U series for about \$200.00 and not long ago I sold a Spirit Elite for a very good price.

So next time you are setting up shop or are just walking through the big halls of that mall called Ebay, take some time to work out your strategy, it could benefit you as a seller or buyer.

MORE 12V BATTERY TIPS:

Fritz Bien

Stolen from the Trojan Battery website.

Cleaning:

Batteries seem to attract dust, dirt, and grime. Keeping them clean will help one spot trouble signs if they appear and avoid problems associated with grime.

1. Check that all vent caps are tightly in place.
2. Clean the battery top with a cloth or brush and a solution of baking soda and water. When cleaning, do not allow any cleaning solution, or other foreign matter to get inside the battery.
3. Rinse with water and dry with a clean cloth.
4. Clean battery terminals and the inside of cable clamps using a post and clamp cleaner. Clean terminals will have a bright metallic shine.
5. Reconnect the clamps to the terminals and thinly coat them with petroleum jelly (Vaseline) to prevent corrosion.
6. Keep the area around batteries clean and dry.

Miscellaneous

Pitts Biplane:

The club would like to thank Warren Chafe for his very thoughtful gift to last month's guest speaker. Warren built an beautiful red tissue covered Pitts Biplane that he presented to Kenneth Manuelian.

Oscilloscopes (Free):

Old Tektronix Scopes (Tube type) I have three scopes and only need one. Type 564B, 2 MHz Storage Scope with 3A72 (650 kHz) dual trace plug in and 2B67 time base. Type 506 Scope with 9A1 Dual Trace plug in and 3B1 time base. Call Jack Hall (508) 393-0173

UPCOMING EVENTS:

Feb 23-25: WRAM show

Feb 27: CRRC Board Meeting

Mar 3: Cape Ann RC Club Auction

Mar 18: Lazy Loopers Freeze Fly

Mar 18: Burlington RC Flyers Auction

Mar 21: CRRC Monthly Meeting

Apr 27: Indoor Flying at LSHS

May 5: Down East Soaring Contest

May 6: CRRC Trainer Fun Fly/Race

See the website for more details!

MAILING LIST HUMOR:

Submitted by Joel Foner

Written by Vegar Dalsrud,

raptor heli email listserv

It all begins by someone asking a simple question, lets for example take "How to change your glow plug?" 1 helpful and knowledgeable person will respond with a clear and nice procedure on how to change the plug. 7 persons will post half answers like "unscrew it", etc. 15 will comment on the first one and

share similar methods on how they would perform the plug change. 6 persons will point out the dangers of changing plugs and advice against it. 13 people to point out spelling mistakes in the initial question. 24 persons to flame the spell checkers. 35 persons to complain to the moderator saying that this discussion is inappropriate on this list. 9 persons flaming the spell checker flamers for also making spelling mistakes. 17 people claiming this is a raptor list and asking the discussion to be continued on the glow plug list. 56 persons defending the discussion on the list, because we all use glow plugs, and it is therefore relevant on the raptor list. 76 persons will debate where to buy the glow plugs, which brand is the best, and which are crap. 1 person starting to quote the bibles references to glow plugs. 89 persons telling him to respect the beliefs of others and take the religious crap to the preaching list. 35 people complaining about the language being used in the anti religious posts. 8 people posting URLs where glow plugs can be seen. 15 posting that the URL did not work and giving new URLs. 6 posting links they found in the URLs which defend having the discussion on this list. 19 persons to repost all the messages and URLs on the current topic, including all headers, signatures and ads, and then add "I agree!" to the top of the post. 27 people threatening to sign off the list because they do not like how this thread is developing. 7 persons quoting the "I agree!" post and adding "Me too!". 4 people suggesting to search the archive for glow plugs. 6 people pointing out that the archive is not searchable and suggesting to move the list to another list provider. 54 persons sending e-mails off-list to the people who agreed with them and patting each other on the back. 5 people actually signing off the list in frustration. 1 guy changing his glow plug.



THE CHARLES RIVER RADIO CONTROLLERS, INC

AMA Charter 339

2001 MEMBERSHIP APPLICATION

Name _____ AMA No _____

Street _____ Birth Date (AMA reqmnt) _____

Town _____ State _____ Zip _____ Tel. () _____ - _____

e-mail _____

To receive membership card and field pass, bring this application to a club meeting, or mail with a **copy of your current AMA LICENSE**, appropriate dues, and a **SELF ADDRESSED STAMPED ENVELOPE** to:

Dick Williamson /Secretary CRRC
P.O. Box 398
Lincoln, MA 01773
Telephone (978) 443-8549
email: williamson@ll.mit.edu

I WOULD LIKE TO PARTICIPATE IN:

- ☐ CONTESTS ☐ FUNFLYS
☐ I DO NOT want my address to appear in the club phone book

	New Members	Renewals
OPEN Member	\$30.00	\$35.00
SENIOR member (if age 60 before July 1)	\$20.00	\$25.00
JUNIOR member (under 19 on July 1)	\$15.00	\$20.00
Full-time STUDENT	\$15.00	\$20.00
Family member addtl to OPEN membership	\$15.00	\$20.00
		Deduct \$5 if paid before Mar 1

I'M INTERESTED IN THE FOLLOWING:

- ☐ TRAINERS/SPORT PLANES ☐ ELECTRICS ☐ HELICOPTERS
☐ GLIDERS ☐ PATTERN ☐ RACING
☐ SCALE/SEMI-SCALE/QTR SCALE ☐ DUCTED FANS ☐ SEA/FLOAT-PLANES
☐ OTHER (specify) _____

FREQUENCY DATABASE

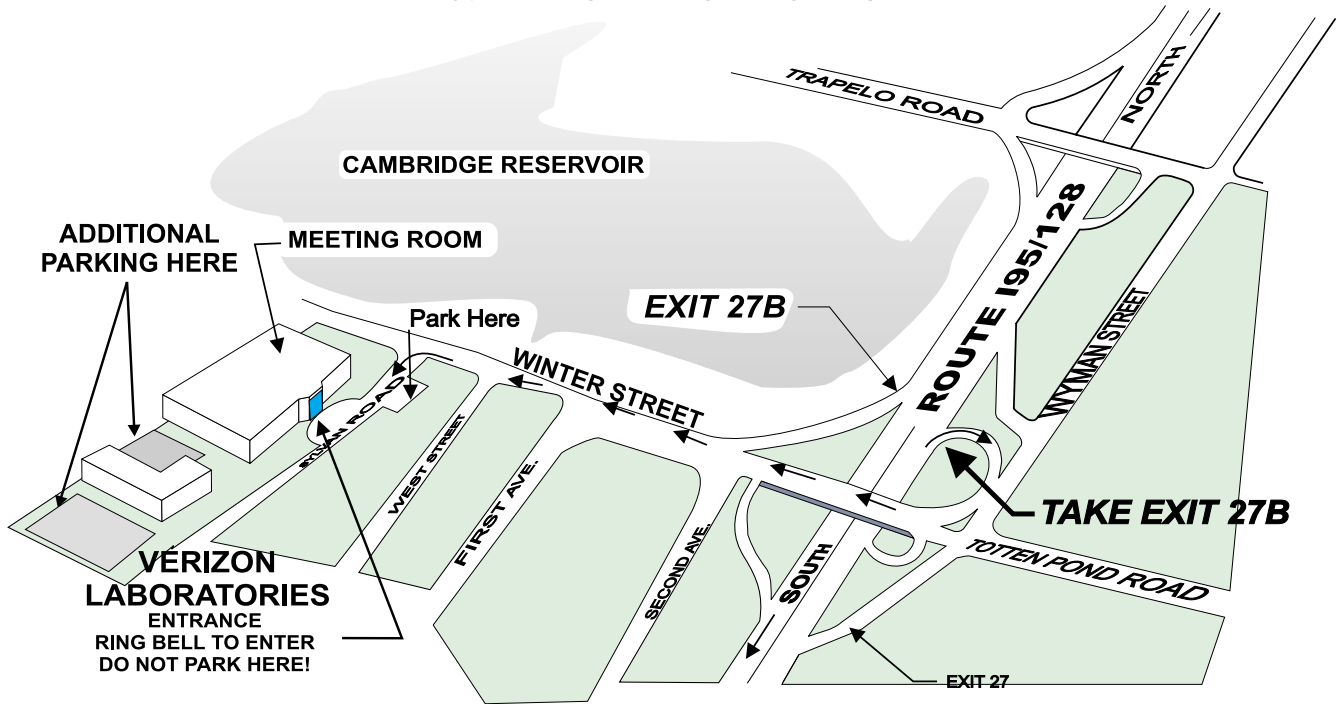
This database is made to help you select future radios that have the fewest conflicts with ones used by others at the flying field. Put the number of transmitters that you own for each frequency. **ADD D IF IT IS YOUR PRIMARY FREQUENCY AT Davis Farm, and M if it is your primary at Medfield.**

11 _____ 16 _____ * 21 X 26 _____ 31 _____ 36 _____ 41 _____ 46 _____ 51 _____ 56 _____
12 _____ 17 _____ 22 _____ 27 _____ 32 _____ 37 _____ 42 _____ 47 _____ 52 _____ 57 _____
13 _____ 18 _____ 23 _____ 28 _____ 33 _____ 38 _____ 43 _____ 48 _____ 53 _____ 58 _____
14 _____ 19 _____ 24 _____ 29 _____ 34 _____ 39 _____ 44 _____ 49 _____ 54 _____ 59 _____
15 _____ * 20 X 25 _____ 30 _____ 35 _____ 40 _____ 45 _____ 50 _____ 55 _____ 60 _____

*These channels cannot be used at CRRC fields due to the close proximity to TV Channel 4. HAM LICENSE CHANNELS: license will be checked at the field!

01 _____ 02 _____ 03 _____ 04 _____ 05 _____ 06 _____ 07 _____ 08 _____ 09 _____ 10 _____
53.1 _____ 53.2 _____ 53.3 _____ 53.4 _____ 53.5 _____ 53.6 _____ 53.7 _____
53.8 _____

LOCATION OF MONTHLY MEETING
FOR THE CHARLES RIVER RADIO CONTROLLERS
at VERIZON LABORATORIES



JAN KANSKY
159 ELSINORE ST #2
CONCORD, MA 01742