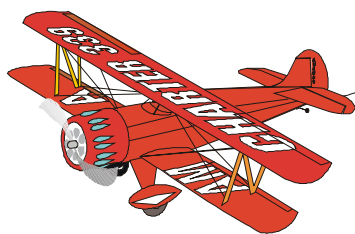


NEWSLETTER OF THE CHARLES RIVER RADIO CONTROLLERS, INC



CRRRC FLIGHT-LOG

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

AMA Charter 339

May 2001

Volume 38 Number 5

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NEXT CLUB MEETING:

Mitch Buckley on

RC Scale Nationals

VERIZON Labs

May 16, 2001

7:30 PM

(See map on last page)

Raffle Prizes:

**MAD Highlander
Airborne Monitor
0.00378541 m³ of Fuel**

NEXT BOARD OF DIRECTORS MEETING:

The next directors meeting will be at the Sudbury Library Tuesday, May 22nd 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

With the nice weather returning and the flood waters receding, everyone will be getting back to flying and enjoying all those new planes we built over the snowy winter (spring) months. Consequently, I'm going to talk a little bit about safety this month. Everyone wants to have fun flying. Getting your plane back on the ground in one working piece is a big part of the enjoyment in our hobby. For some of us, just taking off and landing is a major experience. You wonder every time you take off, "Am I going to have to spend 40 more hours and how many hundred bucks to get another model in the air?" With an instructor you have a reasonable expectation of getting your model back on the ground in one piece. The more experienced flyers feel pretty confident of their flying abilities, but might be a just a bit rusty after all those months. As long as it is not too windy, everything should be OK. But what if the model isn't flight worthy? A worn out battery or loose connection could turn the first spring flight into its last!

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What would you do if your model suddenly rolled over and headed for the ground? Do you work the sticks the same direction as the roll? Do you pull back? Push forward? Do you shout out a warning to other modelers? The time to make decisions like this is before it happens, not while the model is plummeting to the ground out of control. Planning how to deal with emergencies before they happen can turn an emergency into an almost normal event.

A couple of years ago I had the horizontal stabilizer break off a 4 meter Discus sailplane just after the zoom, while launching at Davis field. From my full-scale glider flying I knew that spoilers were a possible method of pitch control. The model was plummeting rapidly to the ground, but I had rudder and ailerons. I pulled open the spoilers and noticed the nose rise, closing the spoilers, I turned the plane around and lined it up on the field. Just before touchdown I opened the spoilers and up came the nose. It was a hard landing, but except for the missing stab the model was unharmed! When the emergency happened, I heard someone say "Spoilers". I don't know if someone next to me said it, or if it was the voice of an instructor from long ago, but it was the voice of emergency planning.

Before each of you launch your next plane I'd like you to ask yourself what you would do in various situations. Think about keeping your model flying right, what to do in an emergency, and what to do if you lose a model. Have fun, help a new comer, and I hope to see you at the field.

Tom Bauer

TREASURER'S REPORT:

Report Date 4/30/01

Starting Balance 3/31/01	
Checking (after #1182)	\$1,994.11
Savings	4,464.21
Cash	25.00
Total Starting	6,483.32

Income	
Dues	290.00
Raffle	88.00
Interest (February, March)	10.87
Total Income	388.87

Expenses	
#1183 Peter Young	121.00
Bank Fee	9.00
Total Expenses	130.00

Ending Balances	
Checking (after #1183)	2,242.11
Savings	4,475.08
Cash	25.00
Total Ending 4/30/01	\$6,742.19

Signature *Miner Cravy*

APRIL MEETING:

Pete Young

President **Tom Bauer** opened the meeting at 7:45PM. The secretary's and treasurer's reports were accepted as printed in the newsletter. There was no membership report given.

Field reports: the Davis field was reported to be slightly soggy at the south end. **Tony Thompson** commented that organized soccer may not be present at Davis until mid-May and he gave us the following Information number for soccer field schedules and conditions: 978 371-7878, x5110.

Medfield's access road is underwater in spots.

Flight instructor's report: **Jon Leehey** reported that the May 5th field cleanup and fun fly is very much To Be Determined at this point due to the road conditions. Wednesday instructor evenings will be starting very soon.

Old Business: Board member meeting volunteers are **Ruane Crummett** and **Gene Rozea**.

New Business: Upcoming events were the April 27th indoor fun fly at the Lincoln-Sudbury HS site. And the indoor meet at the Shriners' auditorium April 30th.

Meeting guests were the following: **Robert Josephs** who is refurbishing a Kadet Jr last flown in 1985; from Haverhill **Leo Campbell** who is interested in gliders; from Wayland, **Irving Erlichman** who's also interested in gliders; and **Andrew Bennett** from Belmont, active in free flight in the 70s and 80s.

Raffle Prizes: **Doug Smith** won the Spirit 2M ARF glider which was promptly appropriated by Sheldon. **Doug Campbell** won a butane mini-torch. And **Andrew Bennett** won the gallon of fuel. By the way, THANKS to **Alex Lob** of Alex's Hobbyworks hobby shop, 129 Belmont St., Belmont, for supplying these and other prizes, and for his support to our club in many ways.

Show and Tell: **Derick Veliz** brought us his Astro brushless 020 sport aileron ship, 47" span, 33 ounces, equipped with ailerons for aerobatics. **Pete Young** showed his CR (Charlie Richardson) Contender 2M wingeron sloper which he's trying to pawn off on Tom. **Warren Chafe** displayed his Lanier Simple Trainer. **Tom Bauer** showed off his Peck Polymers ROG

which is covered in lightweight 'grocery bag' plastic using adhesive techniques described in last month's newsletter – I guess we know what Tom's answer is to the "paper or plastic" question. **Abbott Lahti** showed us his Electric Little Stik flown at one time with a .19 glow engine 30 years ago and now converted to electric; the current powerplant is a Kyosho Magnetic Mayhem r/c car motor, geared. **Jack Hall**, a stalwart of the Central Mass R/C club, amazed us all with his accounts of the testing and Micro Air Vehicle competition of the WPI MAV entry; this plane is carved from a single block of pink foam and reinforced with clear packing tape; this plane was designed to carry a 2 oz payload and fly for 2 minutes minimum, powered by a Speed 400 motor. **Fritz Bien** showed off another exquisite scale plane, a Fly Line Models Velie Monocoupe, 22" span, modeled like the full scale aircraft on display in Reading PA. **Steve Young** brought in a very nice Boomerang EPP sloper. **Tom Bauer** got up again with his Sig Riser 2M which he claims he built for his daughter Angie. **Chris Baker** talked about his Piccolo electric helicopter and can direct any interested folks to a Piccolo website, contact him if interested. **Sheldon Smith** brought in his Laser Arts' Sovereign 2M v-tail glider, nice job of construction. **Mark Drela** gave a detailed explanation of how to accurately shape thin balsa wood to produce precise contours. And finally, **Dave Walter** showed us his Hans Mueller-produced Esprit, an all-molded 3+M V-tail ship with exquisite workmanship. **Abbott Lahti** won the Show and Tell door prize, 5 minute epoxy provided by Alex Lob.

The meeting then transitioned to an evening of videos. Tom Bauer put up an extraordinary video saluting Kelly Johnson and the SR-71 Blackbird triplesonic reconnaissance

aircraft. We viewed also a Paul Naton video featuring hyper performance slope aircraft, including Joe Wurts' 150+ mph Dynamic Soaring flights at Parker Mountain.

MEDFIELD KEYS:

The lock on the gate at Medfield has been changed. You can get a 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.

SEEN AT THE FIELD:

DAVIS FIELD

The weekend of April 21st and 22nd brought ideal soaring conditions at Davis field. On Saturday morning the usual crew arrived at Davis with the hope that the soccer practice would not be taking place. Unfortunately, it was just a matter of a few short hours before the SUVs and minivans began flooding the parking lot.

The decision was made to fly Mattison field for the rest of the morning. Jose Bruzual served as the club videographer and later posted movies of the flying action on the crrc discussion group web site <http://groups.yahoo.com/group/crrc/files/DavisMPG-04-21-01/>. One movie shows Dave Walter launching his plane. The next shows his precision spot landing. Several movies show Fritz Bien landing his Mantis at Davis and Mattison

followed by a nice thermal climb-out at Mattison with a background discussion on whether Fritz will fly the Mantis as his primary plane for ESL competition! So what's the verdict Fritz? The last movie is the obligatory Lite-Stik flying at the end of the soaring session.

The following Sunday was windier and made for some challenging flying conditions. Lessons learned: Always check your transmitter before launching to make sure it is configured for the correct model! Don't fly combat with the winch line.

Sunday the 29th of April was a two-row-of-cars day at Davis field. The conditions were sunny, breezy, warm, and perfect for flying. The lift was strong enough at times that models were gaining huge amounts of altitude with each turn in a thermal. Landings were still a challenge mainly because of the wind and also because of the fact that many new airplanes were being flown for the first or second time.

Highlights of the day included Jim Tyrie's new Jaro Muller Escape. Dave Walter flew alongside with his Muller Esprit. Both are flawless planes with amazing craftsmanship and world class flight performance.

MEDFIELD

The annual Medfield Trainer Fun Fly/Cleanup day was held on the 5th of May. Pete Young writes:

Although the weather initially looked threatening, a hardy group of CRRers showed up for the annual Medfield cleanup and fun fly day. The group included Tom Bauer, Fritz Bien, Jon Leehey, Bob Scott, Doug Hempel, Ken Antonellis, and myself with Lincoln Ross a late arrival. It was good to see

Lincoln again as he's been under the weather, so to speak, the past few weeks.

The field was cleaned up pretty well and the access road bio-growth tidied up starting from the field side. The wet spots in the road are fairly small and if gravel is spread around as has been planned, the road should be in good shape for the next year. Ken's picnic table looks terrific, very nicely made, and we all owe Ken a big "thank you" for constructing the table the old fashioned way, from scratch - no kit work here!

By late morning the weather had cleared nicely with just a mild breeze blowing down the runway. Lots of flying ensued with Doug Hempel getting in quite a few flights on his brand new PT-40. All in all, quite a nice day at Medfield with lots of good companionship and flying to boot.

INDOOR FLYING at LSHS

Bruce Schneider organized another successful night of indoor flying at the Lincoln Sudbury High School on the evening of April 27th.

Mike Cormier flew his new electric helicopter, the Hornet. The training gear had just the right amount of springiness so that the heli could perform a nice bounce as the ping-pong balls touched the ground and the training gear flexed.

Derik Veliz flew a home-brew indoor RC plane made covered with tissue. This electric powered plane was fast, yet still maneuverable enough to fly within the confines of the gym. At one point Derik attached his small wireless video camera to the indoor flyer in an attempt to capture some indoor flight footage. Everyone agreed that it was a

bit too heavy for the onboard power package.

Fritz Bien brought his extensive collection of indoor free-flight and RC aircraft. So many, in fact, that he only had time to give each one a few flights before moving onto the next airplane!

Chris Larsen brought several original design indoor RC aircraft, as well as some glider conversions. The most successful of his planes was based on a wing that Chris hot-wired out of a block of white foam. A fun way to build...

Dave Walter tired of his rubber-powered Firefly, so he decided to test the air in the gym with his Monarch hand-launch glider. The expert panel of observers concluded that there was no lift in the gym. Seeing a HLG fly indoors gives you a new perspective on just how fast these planes are relative to the indoor flyers. Not long after we concluded that a grid of space heaters would make a nice thermal source.

UPCOMING EVENTS:

May 20: SNHRCC 2 Meter & 7 Cell

June 3: Lazy Loopers Heli Fun fly

June 3: YSFA Sailplane Challenge

June 23-24: BARCSS HLG Contest

July 7-8: CRRC RES Contest

July 21: CRRC HLG contest

August 11-12: CRRC Soar-In

See the website for more details!

Bruce Schneider writes:

I am sending you a picture of my electric conversion of a Great Planes Slow Poke. The plane was originally designed for a .15 to .25 glow engine. It has a 16 double turn car motor with a stock Master Airscrew 3:1 gear box that turns the 10 X 6 prop at 8400 rpms. I am using a 7cell 2400mah battery pack.

Nice looking plane Bruce!



John Hayes writes:

On May 20th at the SNHRCC club field here in Hudson NH we will be having a 2M glider contest and a 7 cell electric sailplane contest as well. There will be 2 winches and retrievers for the sailplanes and the electrics will be limited to a 1 minute motor run. Both events will have a spot landing and will be looking for a 7 minute duration flight (after motor off for the electrics).

Interested? This contest is unadvertised, try to give me a rough head count if you have others who would like to attend. I will send directions as soon as I have them made up.

Rick Walba posted a great contest report to the CRRC email list about the recently held BASS HLG tournament. I was fortunate enough to attend as a spectator. Let me add to his observa-

tions. For those of you that haven't heard, the latest craze in the hand-launch glider community is the "discus launch" concept.

This contest was the first large contest where the majority of flyers were launching with the new technique. Why? The best discus launcher at the contest and eventual winner, Phil Barnes, was launching roughly twice as high as the best Javelin launcher. I don't care how good a thermal pilot you are, eventually your luck will run out if you take on a discus launch competitor. There were plenty of poorly executed discus launches at the contest and even those were as high as a good javelin launch. Of course, the new launching technique requires a new airplane design.

The top builders and pilots at the contest were flying planes that were largely constructed of Kevlar and carbon. The prototypical airplane had a double or triple taper wing bagged with a double layer of Kevlar at the root, extending roughly out 6 inches from the root, followed by a single layer to the tip. Carbon fiber rovings or tapes were placed under the Kevlar to transfer the bending and tension forces from the tip launch to the fuselage. Most planes used a flapperon configuration with two small servos embedded in the wing, and two servos in the nose to control the tail surfaces. The flapperon configuration allowed for camber changing during flight for launch, upwind runs, and brakes on landing.

Tail booms were usually a lightweight carbon tube, or a aluminum carbon composite boom. Tail sections were usually in the cross configuration with equal rudder area above and below the boom line to ease the torsion load on the tail boom during the tip launch. The exception being Phil Barnes' Psycho-

Logic DLG had a narrower chord with an MH32 section and a standard tail configuration. Tom Kiesling's creation utilized an RG14 airfoil. Oleg Golovidov chose the AG series from Mark Drela's Apogee hlg.

The difference between the airfoils was notable on launch with many planes screaming through the air on release, while some of the thinner airfoils barely whispering. Tom Keisling mounted a small tube in the wingtip of his airplane so that it would make a nice whistling sound on launch. The RG14 based airplane was very quiet on launch even with the whistle.

The breezy conditions made for some challenging flying conditions. As Rick mentioned, the discus launchers were able to gain enough altitude off launch that they could range downwind to a tree line with sufficient altitude to slope the trees by the time they got there. Making your time was not a given and careful decision making was required. On one particular round, the start whistle blew just as a cold breeze whipped through the area. Everybody was just standing there looking around with the exception of one beginner from the local club that decided to launch right when the whistle blew. Needless to say, people started joking with him the second he launched because everyone was waiting for better air. Ten seconds later Phil Barnes launched with his monster discus launch and found lift while the first competitor to launch ended up with a short flight. Smart decision making and observation really count when you are flying hand launch gliders.

The next page is a plane of the Whipper Whiz glider. Build yours soon because an upcoming meeting will be a Whipper Whiz duration contest!



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

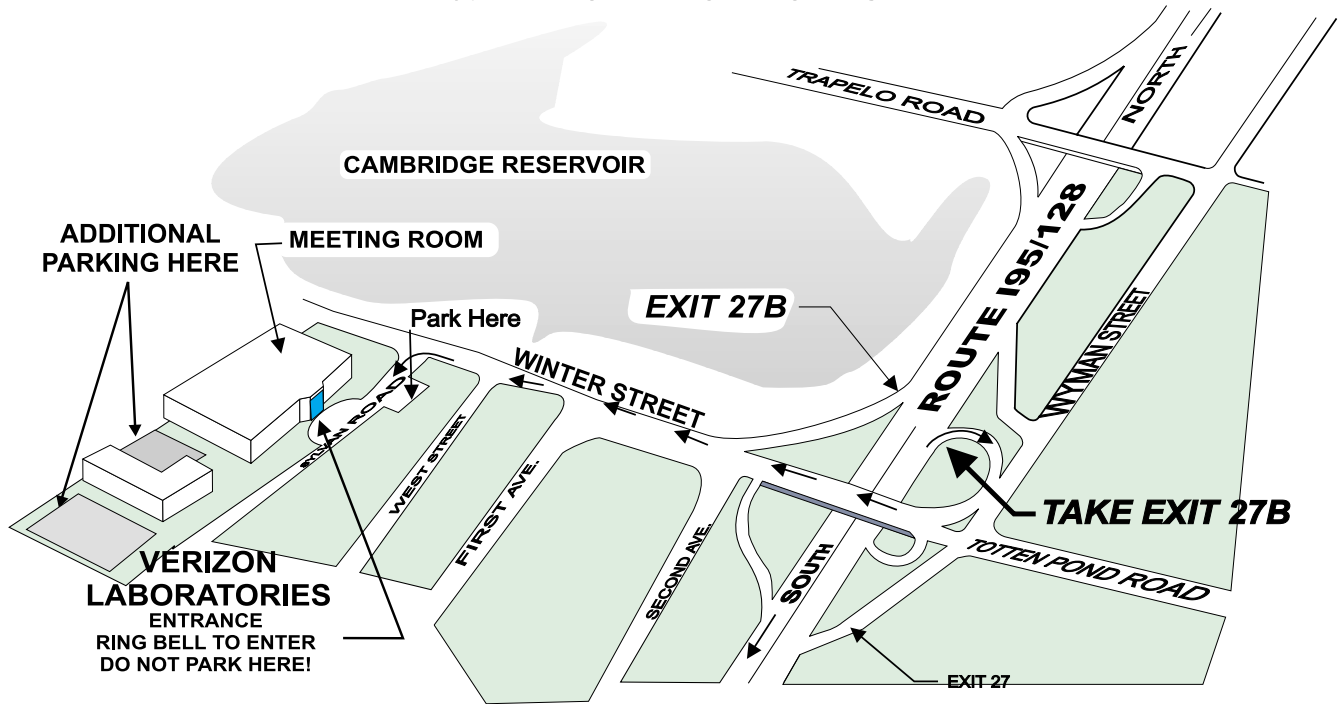
This database is made to help you select future radios that have the fewest conflicts with ones used by others at the flying field. Put the number of transmitters that you own for each frequency. **ADD D IF IT IS YOUR PRIMARY FREQUENCY AT Davis Farm, and M if it is your primary at Medfield.**

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