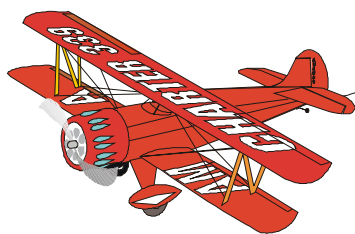


NEWSLETTER OF THE CHARLES RIVER RADIO CONTROLLERS, INC



CRRRC FLIGHT-LOG

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

AMA Charter 339

June 2001

Volume 38 Number 6

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On travel

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NEXT CLUB MEETING:

Ray Harlan on

Indoor Free Flight

VERIZON Labs

June 20, 2001

7:30 PM

(See map on last page)

Raffle Prizes:

Hitec 555 Receiver
???????
0.00378541 m³ of Fuel

Whipper Whiz Contest!

NEXT BOARD OF DIRECTORS MEETING:

The next directors meeting will be at the Sudbury Library Tuesday, June 26th at 7:30 PM. These meetings are traditionally held the Tuesday following the general meeting. All members and guests are invited to attend.

VICE PRESIDENT'S COLUMN:

Jose Bruzual

You can tell when flying season is well under way. Wednesday nights at Medfield are in effect, spring soccer is over at Davis, and Tom Bauer packs up and moves out west for the summer, well summer is here. And our beloved president has embarked in his annual migration. For those new members. He always comes back marking yet another season. We just received word from Tom that his dad is doing better, if any of you would like to send him some words of encouragement you can email him at: tbauer@wellesley.edu.

I will be filling in for Tom as president until his return.

Last weekend (06/09-10) was beautiful at Davis the usual suspects showed up and a small crowd of spectators as well. The field is looking good. A new bulletin board was added for soccer use. Pilots keep in mind this new addition when approaching, especially with electronics and hand launch.

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Jonathan Leehy reports that Wednesday nights at Medfield have been very positive, last week they had about twenty people show up some looking for instruction, keeping Jon busy. Unfortunately our new table is missing a bench, and the other one got broken, Peter Young was able to temporarily fix it.

We have two events coming up in July, the RES and the HLG contest both held at Davis field. Peter Yong and Dick Williamson are contest directors for the RES. They did a wonderful job last year; I encourage everyone to show up this year. The hand launch contest is going to be a more informal contest, just to test HLG waters. Jan Kansky and myself will be CDs for this contest. If you would like to find out more about the RES, HLG contest or any other event visit our website for more details. Don't forget our Whipper Whiz FF HLG contest to be held during our next club meeting, check out the article later in this newsletter or the CRRC website for contest rules.

That is all for now, see you at the field and fly safely.

Jose Bruzual

TREASURER'S REPORT:

Report Date 5/31/01

Starting Balance 4/31/01	
Checking (after #1183)	\$2,242.11
Savings	4,475.08
Cash	25.00
Total Starting	6,742.19
Income	
Dues	480.00
Raffle	57.00
Interest (February, March)	8.00
Total Income	545.00
Expenses	

#1184 M. Crary Videos	83.90
#1185 J. Leehey Field Expense	18.42
#1186 Scale Competition	600.00
Bank Fee	9.00

Total Expenses 711.32

Ending Balances

Checking (after #1186)	2,067.79
Savings	4,483.08
Cash	25.00
Total Ending 4/30/01	\$6,575.87

Signature *Miner Crary*

MAY MEETING:

Fritz Bien and Tom Bauer

President **Tom Bauer** opened the meeting at 7:34PM. The Secretary's and Treasurer's reports were accepted as printed in the newsletter. There was no membership report.

Field Reports: Davis Field was reported to be in excellent shape. Soccer is still taking place on Saturday mornings. Medfield is mowed and in good shape. **Kenny Antonellis** made a beautiful new picnic table.

Flight Instructor's Report: **Jon Leehey** says he is starting Wednesday flight instruction starting 23 May and plans to continue through the summer. Start time is by appointment and typically is by 5:30PM.

Old Business: The need for gravel on the Medfield road was brought up by **Joel Foner**.

Board Meeting Volunteers: **Ruane Crummet** volunteered for May and June. **Gene Rozea** continues for May.

New Business: **Jose Bruzual** proposed a Cape trip for May 17th. **Jack Buckley** asked the club for the annual \$600 contribution for the Scale Fun-Fly.

New Members and Guests: **Scott Stewart** is a new member and is interested in instructing power. **Katie** and **Roberto Mighty** new members and want to learn to fly power. Welcome.

Meeting locations: Sudbury 22 May, then Natick for June, July, and August. Sudbury has a \$20 meeting fee. **Tom Bauer** proposed that we move meetings to Natick and start at 7PM. **Joel Foner** agreed to change times at Natick.

The meeting was closed at 7:58PM.

Raffle Prizes: **Steve Young** subbed for **Pete Young** running the raffle. **Fritz Bien** won the first prize of a gallon of fuel, **Rick Walba** won the second prize of the Highlander EPP sailplane. The sailplane is on back order from NSP so he still needs to collect from **Pete Young**. **Jan Kansky** won the Sonic alert plane finder.

Show and Tell: **Ed Omiccioli** brought in an Extreme Whipper Whiz. He gave flight demos and took two beautiful bows. **Scott Stewart** brought in a magnificently built Goldberg Chipmunk with a Saito 91 four stroke. The covering was exquisitely done in Ultracote. **Jack Buckley** showed up with a hanger 9 Edge 540. Weighed 11 lbs with a Moki 135. 81" wing span, but looks a lot bigger. He also brought in Vitacal decal maker that works with an inkjet printer. Price \$11/ 5 sheets. **Warren Chafe** brought in a Microdyne Atom .099 by Polk Models. He also showed an Arden .099 ballbearing engine and the first glowplug engine. **Fritz Bien** showed up with a carbon fiber Boomerang with RADS control links. Jesse Hefter displayed his Easy Sport which weighs in at 6 1/2 lbs. **Katie** and **Roberto Mighty** brought in their Tower hobbies 40 which they just about have

completed. **Warren Chafe** won the Show and Tell prize which was a metal yardstick.

Speaker: Mitch Buckley talked about Scale competition at the Nats. in Munchie, IN. with Charlie and Linda Nelson. Had many interesting stories and showed some nice videos of static displays and flying.

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
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
Joel Foner	Natick	508-653-3560

ELECTRICS

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

May and June had an unusual number of rainy Sundays. Do you think that did anything to slow down the CRRC action at Davis field? Of course not.

Sunday the 20th was the exception. The weather was perfect but the CRRC soars were scattered across the eastern seaboard competing in various soaring competitions. A small contingent traveled to the LASS ESL contest. Anker writes: "

Fritz and I drove to Lancaster, Pennsylvania this past weekend to compete in the Lancaster Area Soaring Society (LASS) contest Saturday and Sunday. Originally, Dave Walter was going to make it, but he had a bad cold and was too ill to handle the drive.

The drive down to Lancaster is a six hour and thirty minute to seven hour drive which was made entertaining by placing my laptop between the front seats and running a mapping program off a dash-mounted GPS unit. Also, we never seem to run out of things to talk about. The hotel, which we haven't stayed at before turned out to be one of the best deals on the circuit. Huge, clean room and very reasonable price.

The forecast for Saturday was light winds and plenty of sun. That's exactly what we got, and the contest was pretty much getting into large thermals for 7 minutes and then make your landings. Fritz was doing great - in first place - with his new Mantis until he had to land in the same spot as another Mantis. On the next launch the tail fluttered and came right off and despite his attempts at flying the Mantis without a tail he landed hard enough to damage the wings severely. The post mortem was that the mating Manti had broken an elevator control horn and as so often one small failure causes a slightly bigger failure until you have small pieces of plane raining out of the sky. So it was back to the old plane for Fritz. I discovered that I had forgotten all my wing holddown nuts and bolts for all planes at home and had to scrounge around, but Paul Bell and Jerry Zeigenfuse were able to help me out, so I flew the new Sharon. It was better conditions for the Mantis, but I had it on a frequency that was booked solid at the contest. Between rounds I switched crystals and reprogrammed it for my my Stylus transmitter.

At then end of the 9 round day we both ended up in the middle of the pack. After a shower and a rest we went out to dinner at the Outback steak house with a bunch of other flyers.

Sunday was supposed to be calm and sunny in the morning and then turn into rain. They couldn't have been more wrong. It was cold, overcast and windy slowly calming into the afternoon. I had the Mantis all set up but wasn't sure whether I should fly the Sharon again, but decided to give the new MH32 wings a try, so I ballasted up the Mantis. That turned out to be a good decision, the MH32 wings really change the Mantis for the better. It both penetrates and hangs and had no trouble in the wind. Paul Bell, who was flying a 7037 Mantis had a lot of trouble. Fritz was still bummed out over wiping out the Mantis and also discovered that the old plane flew better unballasted in spite of the wind.

The last round ended a little before 3PM and the CD was kind enough to get us on the road by 3:30. We had decided to let the GPS tell us how to get home, which it did really well on under 7 hours, including stops for dinner and gas.

Terry Luckenbach is selling some really nice fuselages for Manti and I bought one and Fritz picked up one for Don and one for himself. At \$110 they are a good value if you have ever seen anything Terry builds.

The contest was really well run and it was too bad we didn't get a bigger contingent down there.

Even though there are more and more Eurotrash gliders the Manti are doing really well for themselves, and the rumor really is true, there may be a

molded supersized Mantis coming!"

Thanks for the outstanding report Anker!

Another group of CRRC soaring pilots attended the Southern New Hampshire RC club 2 meter and electric soaring competition. Yours truly attended and wrote the following summary:

"Just got back from the SNHRCC 2M and 7-cell contest in New Hampshire. The weather conditions were perfect for soaring. The site was located on top of a hill which seemed to be just right for last minute emergency slope soaring when pilots needed to work hard for their time. In some cases big lift was everywhere, and at other times the sink was nearly as strong. At times the lift was strong from nearly ground level, making a perfect site for handlaunch and last minute saves. Landings were disastrous because of a steep downhill slope just behind the landing tapes. Many many landings fell short.

On one memorable round near the end of the contest both flight groups were send out simultaneously and all ended up stacked in one monster thermal. Overall there were about 10 soaring entries, and about 6 electric entries. Two very nice winches with flawless retrievers. The winches were strong and resulted in one folded wing and one snag on the retriever line that ended with a picture-perfect arrestor hook dethermalizer type landing."

CRRC members bringing home wood: First Place 2m sailplane: M. Drela Second Place 2m sailplane: R. Cichowski. First Place 2m electric M. Drela.

Thanks to CRRC Members and New Hampshire residents Jim Herrman, Jim

Tyrie, as well as event CD John Hayes.

Memorial Day Weekend was another two row of cars day at Davis. The weather was unsettled but the lift was strong at times. I brought a video camera to capture some of the action. Don Black asked me if I was transitioning the newsletter to a video format. Unfortunately the answer is no. Maybe someday when you all have fiber optic internet lines running into your house we will give that a try. Anyway, the reason I was busy videotaping was that I had totalled my CRRC RES contest contended the Chrysalis 2M earlier that morning. I beefed up the wing with a carbon spar, and sure enough the spar held. Unfortunately the entire wing structure fluttered on zoom and a large piece of the left inboard wing panel departed during flight. Flight controls were nearly unresponsive, and according to Murphy's law the plane hit the ground going almost precisely straight down. The wing folded forward and the tail snapped off. Not too bad considering what it had gone through.

The rest of the pilots had better luck. Many many Manti were nesting in the grasses lining Davis field. Everyone seems to be very happy with the flight performance and the sharp good looks of the plane (I had to throw that in there to see if you were still reading this stuff). Fritz was back to his numerous backup planes but it would only be another week or two before his Mantis was back in the air.

The video tape also captured plenty of flying by club members Pete Lofgren, Laurie Hurwitz, Jeff Hainline, Jose Bruzual, Don Black, Chris Larsen, Chris Badessa, and others. The video tape will be available in the club video library.

The following weekend was rainy, but

the conditions were perfect for Lazy Bee and Slow Poke flying. Fritz exercised his Speed 400 tri-motor Lazy Bee that he scratch built. Fritz told me he sent a photo of his tri-bee to the brainchild of the Lazy Bee concept and sometime later received a photo of a five motor Lazy Bee in return. Where will it end? Fritz has decided to switch the gender of the Velcro on all his packs, but unfortunately he didn't get to the particular pack that he was using so he was frequently heard complaining about cg shifts in flight! I suggested Fritz construct a Velcro gender changer by sticking two pieces back to back. I personally think Fritz likes the added challenge of a time-varying CG in the Lazy Bee.

Bruce Schneider was busy optimizing his Great Planes Slow Poke electric conversion a la the S&E Modeler article. Bruce used the Endoplasma motor on seven cells with a gear reduction system. The plane took to the air despite a less than ideal prop that was the only choice at hand. Bruce put it through the paces with loops and a nice landing all caught on tape. See the video library.

Sunday the 10th of June marked the return of nice soaring weather on Sunday. The attendance at Davis was the best yet. Mark Drela was there with his new 30 inch wing span Apogee glider. This 78 gram (2.75 oz) plane has a wing loading of 3.1 oz per sq ft. This weight is roughly half of other Mosquito class gliders! This fact coupled with Mark's excelled tailored made airfoils puts this plane in a class of its own.

Rick Walba was also flying HLG with his new tip-launch Sidewinder. This new launch technique looks very promising. Recent measurements at the IHLGF placed tip launch gliders breaking the 140 foot launch height level. Wow!

The usual AMA thermal duration flying was taking place as well. The lift was spotty but strong and at times there were as many as seven 3 meter aircraft sharing a thermal. Two winches were operating throughout the day. Several people driving by stopped by to see the action and were introduced to the club.

MEDFIELD

Wednesday night has been quite a success at Medfield. Chief Instructor, Jon Leehey has been filing weekly reports on the CRRC email list. Jon writes:

May 23: "Despite weather predictions to the contrary, we held a successful instruction night at Medfield. It only drizzled for 3 minutes and the wind did die down. We had only one student and three instructors: myself and John and Vinny from Millis. MMAC has decided to join us for Wed. night flying. This is great since it should help guarantee a better balance of instructors to students. And we will be able to cover for each other."

June 6: "It was a great night with little wind and a nice sky. I had four students and only one instructor (me). There were two instructors from Millis but they had 4 or 5 students also. But thanks to Paul Murphy who chipped in and helped out, everybody got to fly at least some. Doug Hemple flew his Zagi for the first time and proved to be an ACE. You should have seen his landing (and he has not solo'd on power yet)!!!"

Doug Hempel replies:

"I had a great time tonight (yesterday?). Been a crappy week and it's only Wednesday, but it was nice to get out there and enjoy a great evening and some fun and laughs and forget about things like work for a bit.

Jon's too nice about my Zagi flying. I was lucky not to take off Paul and Rob's respective noggins in the pits and was even luckier not to cart-wheel the thing down the runway on my "solo landing". :) Was a *lot* of fun to fly, though. So much so that Jon was more interested in me charging the Zagi's battery than he was with me gas-sing up the ol' PT-40. I think another 400X is soon going to be on it's way to Jon's address. :)

All kidding aside, Jon should be commended for doing yeoman's work tonight. Had his plane all hooked up and never got a chance to fly it as he selflessly helped everyone else out. Paul was also very nice, not being an official "trainer", to step up and help out. He tried to get Warren's plane up, but it was displaying a few nasty habits on takeoffs for some undetermined reason. Paul also checked out Rob Catalano who has been doing quite a lot of flying with the Burlington club, but came down to check out Medfield and wanted a few check flights to get familiar with the field and surroundings.

Jon could sure use some more help if the weather keeps cooperating and Wednesday's continue to be this busy... hint... hint. :)"

Sounds like fun. I suggest all CRRC members check out the action next Wednesday!

Whipper Whiz Contest:

Jose Bruzual, CD

Two classes:

Stock: "international rules"

1. Duration

2. Distance

Modified:

1. Loops

2. Presentation

International Rules:

1. The airframe parts must first be made strictly stock. The wing must have the 1" x 6" platform. 1/32" balsa may only be used on the fin.

2. Surfaces may be rounded and an airfoil sanded in them before or after assembly. Paper tabs may optionally be attached to a wing tip and stab for roll and pitch trim adjustments.

3. You can build an unlimited number trying to get best performance.

4. You can enter separate airframes for duration and distance.

5. Only pure arm power can be used for the international competition.

CRRC Flies the public:

Bob Scott

Yesterday at the Grand Masters Fair in Charlton, MA three CRRC members helped put on a flying demonstration and buddy box assisted public flying. We had an estimated 30 people try their thumbs (or finger and thumbs) at RC flying. Many more, numbers in the hundreds, were content to just watch the flying on this sunny and calm day. The fair is an annual event put on by the Massachusetts Masons. It's open to the public with free admission and over 40 booths. The people I talked to were blown away by this event and I haven't heard of any problems. It is likely that we could be asked to do something

similar next year. If so we will need a lot more help and could have some static displays and club info available. The helpers were John Leehey, Pete Young and myself. Thank you guys, we couldn't have done it without your help.

Bob Scott

UPCOMING EVENTS:

June 23-24: Crow Island Heli Fun fly

June 23-24: BARCSS HLG Contest

June 23-24: NE Scale Championship

July 7-8: CRRC RES Contest

July 21: CRRC HLG Contest

August 11-12: CRRC Soar-In

October 13: Down East Soaring F3J

See the website for more details!

CRRC RES Contest:

CRRC's annual contest for rudder-elevator-spoiler gliders will be held July 7th and 8th at Davis Field. Help is needed for equipment setup, flight timing, scorekeeping, field cleanup, and a host of other tasks. Please give some thought to helping out the club! If you can help on either or both days, please contact the Contest Directors, Pete Young and Dick Williamson, as soon as you can. Contact info is:

Saturday July 7th CD: Pete Young, phone 617 484-0640, e-mail pwyoung@ix.netcom.com

Sunday July 8th CD: Dick Williamson, phone 978 443-8549, e-mail wiliamson@ll.mit.edu



Evo Handlaunch, Jose Bruzual



Evo and Sidewinder share airspace



Psycho and K2 in the foreground



Bruce, Miner discuss the setup.



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

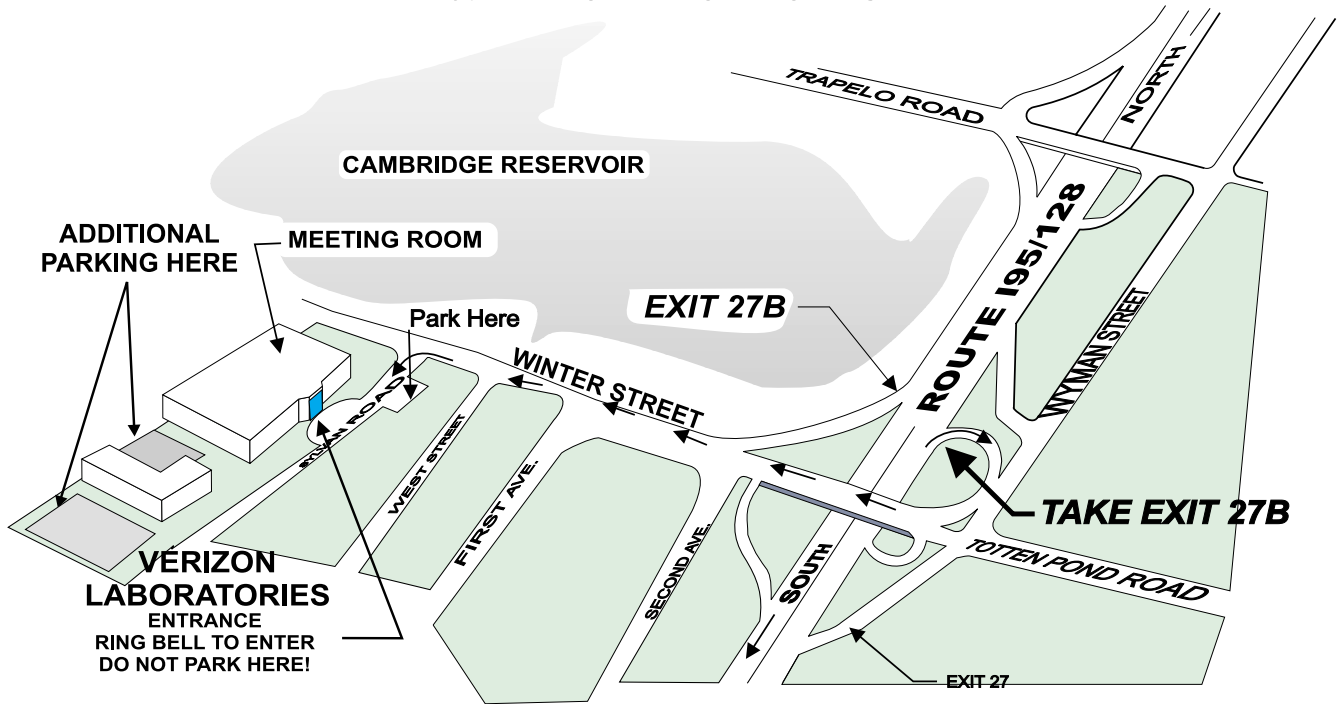
This database is made to help you select future radios that have the fewest conflicts with ones used by others at the flying field. Put the number of transmitters that you own for each frequency. **ADD D IF IT IS YOUR PRIMARY FREQUENCY AT Davis Farm, and M if it is your primary at Medfield.**

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