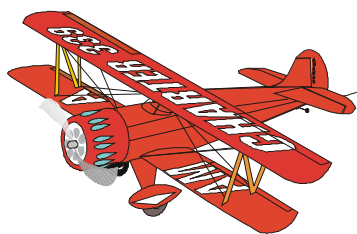


NEWSLETTER OF THE CHARLES RIVER RADIO CONTROLLERS, INC



CRRRC FLIGHT-LOG

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

AMA Charter 339

July 2001

Volume 38 Number 7

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On Travel

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NEXT CLUB MEETING:

Whipper Whiz Contest !!!!!

VERIZON Labs

July 18, 2001
7:30 PM
(See map on last page)

Raffle Prizes:

Freedom 20 Trainer
Lite Stik
Gallon of Fuel

NEXT BOARD OF DIRECTORS MEETING:

The next directors meeting will be at the Natick Library Tuesday, July 24th at 7:00 PM. These meetings are traditionally held the Tuesday following the general meeting. All members and guests are invited to attend. Note the change in time and location!

VICE-PRESIDENT'S COLUMN:

Jose Bruzual

Gang, it is July and we are well under way to one of our busiest times. This month we held the RES contest. I had a chance to stop by and saw a wonderful event, power guys were out there flying, people came from every where, the weather could not have been any better, and to top it all off, Peter and Dick did a wonderful job organizing and running the contest.

Well, we are not done yet, this week we will have our first Whipper Whiz contest. See last month's newsletter for the Whipper Whiz Plans. Don't forget to come ready to fly for the Wednesday meeting. On Saturday we'll have our HLG contest, which Jan Kansky is organizing and I am sure it will be an amazing event.

So lets get out there, support our events and have fun!

Sincerely,

Jose Bruzual

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TREASURER'S REPORT:

Report Date 6/30/01

Starting Balance 5/31/01

Checking (after #1186)	\$2,067.79
Savings	4,483.08
Cash	25.00
Total Starting	6,575.87

Income

Dues	290.00
Raffle	80.00
Interest (February, March)	7.05
Total Income	377.05

Expenses

#1187 Raffle Peter Young	129.42
#1188 Postage/Library	
Dick Williamson	222.93
#1189 Field Expense, Raffle	
Peter Young	116.31
Bank Fee	9.00
Total Expenses	477.66

Ending Balances

Checking (after #1189)	1,960.13
Savings	4,490.18
Cash	25.00
Total Ending 4/30/01	\$6,475.26

Signature *Miner Crary***JUNE MEETING:***Pete Young*

As President Tom Bauer is off on summer vacation, Vice President Jose Bruzual opened the June meeting at 7:45. The Secretary's and Treasurer's reports were accepted as printed in the newsletter. Dick Williamson reported that the membership currently totals 144 with quite a few non-renewals outstanding.

Field reports: soccer play is ending at Davis Field this coming weekend. At

Medfield, the briefly-missing padlock has been returned. There's quite a bit of newcomer flying activity on Wednesday nights and all qualified club members are encouraged to come out and assist the CRRC and Millis volunteers with flight training.

Andrew Bennett reports that a National Guard armory near Fresh Pond Circle appears to be available at reasonable cost and has a good ceiling for indoor flying. Rental costs are \$12/hour for the site and \$10/hour for a guard. Way to go Drew!

A Hobbico ARF 40 trainer was presented to Jon Leehey as Jon's veteran plane, used to train many new fliers, hit a tree at the Charlton Fun Fly and was totalled.

Fritz Bien reported on the Long Island Silent Fliers glider contest where quite a few CRRicers made the trip down. Jan Kansky scored a 3rd in Sportsman with his new plane, a terrific job of flying.

New members and guests: Mike Zeis (Uxbridge) is a new member and is flying a 2 channel electric glider given to him by his brother. Tom Donovan (Framingham) is interested in trying electric flight. Larry Parker is another ex-gas flier who's also interested in electric. Steve Swartz (Cambridge) is similarly interested and has been getting plenty of advice from club members. Tony David is interested in gas and has a brother in Minnesota urging him on.

Raffle prizes: Homer Eckhardt won the HiTec 555 4 channel receiver. Don Opland (Newton) is another new CRRC member and is looking for model suggestions. Doug Hempel won yet another raffle prize (third this year!) and took the gallon of fuel. Charlie Johnson

won the Great Planes sanding bar and sandpaper refill.

Show and Tell: Neil Kaufman showed off a very nice Aeronca destined for electric power, built from Nick Ziroli plans in Model Aviation. Lincoln Ross brought in an old fashioned twin pusher. Rob Catalano showed his new yet-to-be-flown Sig Mid Star 40. Mark Drela discussed and showed the technical details of two new planes. His 30" Mosquito-class Apogee uses the new FMA Extreme receiver, HS-50 servos, and 120 mah NiMH batteries; ready to fly weight is only 2 3/4 oz. Mark's Allegro-Lite S-400 electric has a new wing and weighs only 19 ounces ready to fly. This plane has 35 to 40 minutes air time and Mark reports that he has never used all the battery power available.

Speaker: Ray Harlan brought in a whole flock of indoor rubber band powered duration models covered in either microfilm or ultra-thin Mylar, several planes had been previous AMA record holders. He flew several aircraft inside the meeting area.

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.

4th ANNUAL CRRC RES GLIDER CONTEST

We've just completed the 4th Annual thermal duration contest for rudder-elevator-spoiler winch-launched gliders. A total of 44 entrants flew Saturday and Sunday with totally contrasting weather conditions.

Saturday was bright and sunny with temperatures in the low 80s and mild conditions overall. Thermal activity was strong, interspersed with down air cycles and short periods of fairly strong winds. 8 rounds were flown Saturday with a 4 minute max the first round and 8 minute maxes afterwards.

Sunday started out gloomily with the organizers and helpers huddled under tents at 8:15 listening to the rain drops falling overhead. By 8:30 the weather cleared and it remained dry the rest of the day. The skies stayed gray and overcast though with very few strong thermals evident. After an initial 4 minute max in the first round, 6 rounds were completed with 6 minute maxes.

The final results were:

Day 1, 2 Meter:

- 1st Mark Drela - Allegro Lite
- 2nd Lincoln Ross - Sagitta 600
- 3rd Jan Kinsky - original design

Day 1, Unlimited

- 1st John Hayes - Majestic
- 2nd Bob Rondeau - Sailaire
- 3rd Lincoln Ross - Olympic II

Day 2, 2 Meter

- 1st Mark Drela - Allegro Lite
- 2nd Lincoln Ross - Sagitta 600
- 3rd Fritz Bien - Gentle Lady

Day 2, Unlimited

- 1st Ron Cichowski - Majestic

- 2nd John Hayes - Majestic
- 3rd Pete Young - Majestic

Complete flight results are available on the CRRC website.

We'd like to thank all the CRRC members who unselfishly volunteered their time and also supplied all the numerous items needed to support this contest. These people included: Ken Antonellis for food and drink; Bob Maselek and Les and Nancy Gerhardt for scoring and impound; Jeff Hainline and Jack Buckley for providing tents; Fritz Bien, Don Black, Dave Walter, and Anker Berg-Sonne for supplying winches and retrievers; and to many many club members who operated the winches and retrievers.

DAVIS FIELD HISTORY

Recently Peter Young had the misfortune of planting his Majestic RES glider in one of the tallest pine trees lining the South end of Davis Field. As a competitive sailplane pilot Peter has been through the experience of recovering a lost plane several times before so he wisely outfitted his plane with a beeper that activates when no transmitter signal has been detected for some time. Luckily, this time the plane was in easy view in the tall pine tree and Peter decided to save the unpleasant task of recovering the airplane for the local tree climber. So he left with the plane sitting in the tree beeping away.

As many of you know, the local High Flyers Club uses the south end of Davis field as their base of operations. When the High Flyers came for their afternoon session they heard an annoying beeping sound coming from the tree and soon discovered Pete's plane stuck in the uppermost branches. The incessant beeping bothered them to the point that they mounted a rescue operation and

recovered Peter Young's and immediately turned off the power switch.

Later Peter was contacted by the group and when he went to pick up his plane he got to talking with the guys. Later, Ed Baker of the High Flyers wrote to Pete with some interesting details behind the Davis Field flying site. Ed graciously permitted us to reprint his letter to Peter in the newsletter. Ed writes:

"The two people who climbed the tree are Carl Dale and Geoff Rockwell. Carl is a very good friend of mine and it was he who founded our club. He pretty much taught himself to fly using a Carl Goldberg Eaglet. He got some help from an old guy at a field on Rt. 2 by the Concord prison, back when you could fly there. But he mostly learned on his own with many, many repairs. If you build the plane yourself then you can repair it yourself.

The old guy told Carl about the Sudbury Field, but said their club had disbanded after a terrible accident. Carl found the field and was able to find the old runway. The town of Sudbury had put in a crushed gravel runway and had the site listed on town maps as an R/C flying field.

Carl started flying his plane there and this became our field. Carl taught me and a few other people how to fly the models. Occasionally people would see the planes flying and find us. We met a couple of new friends that way.

Then the town of Sudbury put in the soccer fields. We're lucky the golf driving range proposal didn't go through. The town made a deal with Earl the farmer. If Earl would clear the land for the soccer fields using his farm equipment, then he could farm the hay

that grows there. This way the town gets the soccer fields for just the cost of planting the grass and Earl gets to farm the hayfield. Imagine our shock when we arrived at the field one day and it had all been plowed under.

There used to be a line of 15 foot pine trees perpendicular to the tall pines that your plane was in (we call them the Linc trees, but you guys might want to call them the Pete trees). It was too much work at the time for Earl to bulldoze those trees, so we relocated to the end of the trees. A couple of years later we arrived at the field to find that they had been bulldozed. All that's left now is that big pile that you see in the field. We relocated again to our current location.

We run into Earl farming the hay every now and then and have a good relationship with him. He gave us permission to mow part of his hay field to use as a pit and runway.

So that's the story of my friend Carl, whom we call Commander Carl. By the way, his favorite book on flying, and hence our bible, is *Stick and Rudder* by Wolfgang Langewiesche."

SPARE THAT TREE!

With the flying season now well underway, the CRRC Board of Directors asked me to review the where's and whyfore's of cutting down trees in an attempt to retrieve a model airplane. In the past two contest seasons I've somehow (?) managed to get three gliders stuck in trees while chasing that ever-so-elusive thermal downwind. When the planes were located, I was tempted to cut them down but I'd like to discuss the following points:

1) The Sudbury field is a Nature Conservatory and unauthorized tree cutting there could very well lead to possible loss of our flying field privileges. The situation at Medfield is similar. So while cutting down a tree may be tempting, please think of the very serious implications if authorities were to take notice.

2) Safety and hazards. While cutting down a tree may appear to be easy to do, the actual facts are sobering. There can be a lot of pent-up tension in a tree trunk and a partially severed tree may release its energy in unexpected ways. Using a powered chain saw, unless you are extremely expert, can present extreme hazards to the individual or to bystanders.

Also, weak or diseased upper portions of the tree may fall and hurt individuals – Dick Williamson has knowledge of just this occurrence which resulted in the death to one person and serious injuries to another.

3) Damage to your aircraft. Cutting down a tree is no guarantee that you'll get your airplane back unharmed. In fact, recent experience has been just the opposite: the falling tree caused extensive damage to the models, obviously exactly what the flier didn't want to have happen.

So what's the best thing to do if your airplane is stuck in a tree? I personally do not feel comfortable climbing up to any significant heights over 5 to 10 feet. I have had extremely good results calling professional tree climbers. These folks have all the right equipment to climb high with safety and professionalism and they have the knowledge to determine the best ways to get the model down. In my most recent tree removal incident, a professional tree climber

climbed up 85 feet, removed my Majestic from the top of the tree, and rapelled down carrying the model which he handed to me without any additional damage – none.

I have had good luck with the following tree climbers:

– Ken Greeno, (508) 574–5900

– Tony () at Delmar Tree Service, Framingham, (508) 879–0011.

Their rates are very reasonable and I recommend either one of them for providing professional services.

UPCOMING EVENTS:

July 21: CRRC HLG contest

August 11–12: CRRC Soar-In

August 26: Great NE Scale Flyin

September 16: Woodsom Farm

See the website for more details!

CRRC SOAR-IN CALL FOR HELP

CRRC is hosting the annual Soar-in for open class sailplanes on August 11 and 12. This ESL sanctioned contest is one of the biggest soaring events held in Massachusetts, and its success is due to the tremendous help we get from club members during the setup and running of the competition. Jobs that need to be filled include registration, scoring, transmitter impound, winch/retriever operations, and food service. We also have a need for canopies, tables, chairs, and anything else that you think might be useful on a hot day.

If you would like to volunteer, please contact:

Dave Walter, (978)562–5400, [wal-
ter@TopLayer.com](mailto:walter@TopLayer.com)

John Nilsson, (978)368–7136, j.b.nilsson@worldnet.att.net

WOODSOM FARM FESTIVAL

Sunday September 16 is the date for this year's Woodsom Farm Festival model aviation demo and fun fly at the Woodsom Farm site in Amesbury on the North Shore. This is a great opportunity to show our model aircraft in a high vis setting and our flying last year was a huge success with several extremely positive writeups in the local paper.

Weather permitting, we plan to fly gas, electrics, gliders, and helis on a large grassy athletic field complex across the highway from the main fair. We were fortunate to have very mild weather last year and obviously, are hoping for good weather again. Flying should start around ten in the morning and last through the afternoon. For further details on the Festival itself, go to www.woodsomfestival.com

If at all possible, plan on coming up to Amesbury to fly and demonstrate your aircraft. The Festival is a very folksy event with lots of family attractions and fun events for kids <if you're the gambling type, you can play Bovine Bingo and try to guess where the cow "leaves her mark">

For further details, contact Pete Young.

Here are some photos from the RES Contest. Thanks to Les Gerhardt and

Sonia for the photos.



Fritz Bien Launches the Gentle Lady
(Note the wrist action on the release)



Ron Cichowski spooling up the winch with the Majestic in hand



Some of the airplanes competing. Gentle Lady Fritz Bien, Chrysalis with custom wing Jan Kansky, Sailaire Bob Rondeau, Minimax Joel Foner, Highlander Jeff Hainline, Sagitta and Oly Lincoln Ross, and the tent of the NH crew in the background holds several Majestics and Jim Tyrie's custom ship.



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

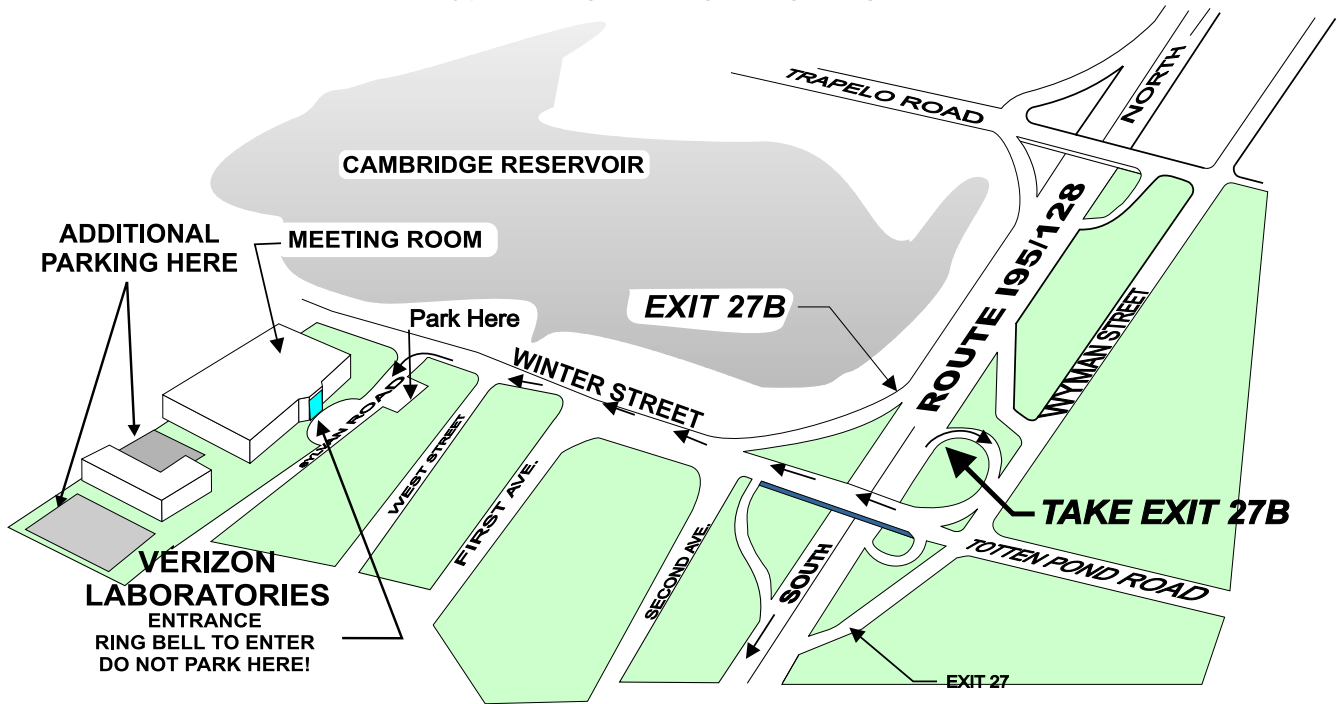
This database is made to help you select future radios that have the fewest conflicts with ones used by others at the flying field. Put the number of transmitters that you own for each frequency. **ADD D IF IT IS YOUR PRIMARY FREQUENCY AT Davis Farm, and M if it is your primary at Medfield.**

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