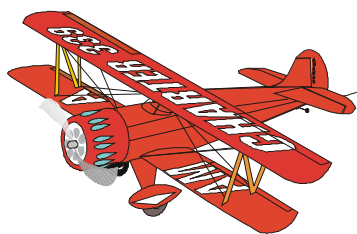


NEWSLETTER OF THE CHARLES RIVER RADIO CONTROLLERS, INC



CRRRC FLIGHT-LOG

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

AMA Charter 339

August 2001

Volume 38 Number 8

PRESIDENT

Tom Bauer
On Travel!

VICE-PRESIDENT

Jose Bruzual
Moving out of state!

MEMBERSHIP SECRETARY

Dick Williamson
978-443-8549
williamson@ll.mit.edu

RECORDING SECRETARY

Peter Young
617-484-0640
pwyoung@ix.netcom.com

TREASURER

Miner Crary
978-443-8209
minerc@aol.com

NEWSLETTER EDITOR

Jan Kansky
978-371-2485
kansky@jeklink.net

RAFFLE CHAIRMAN

Pete Young ex-officio
617-484-0640
pwyoung@ix.netcom.com

WEBMASTER

Joel Foner
508-653-3560
jfoner@fonerassoc.com

NEXT CLUB MEETING:

**Joel Foner on:
Building and Flying
RC Helicopters**

VERIZON Labs

**was on August 18, 2001
7:30 PM
Great Job Joel!**

Raffle Prizes:

**Goldberg Electra Deluxe Kit
Hobbico Heat Gun
Gallon of Fuel**

NEXT BOARD OF DIRECTORS MEETING:

The next directors meeting will be at the Natick Library Tuesday, August 21st 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!

NEWSLETTER EDITOR'S COLUMN:

Many thanks to our outgoing vice-president Jose Bruzual for taking over the presidential duties for the last couple months in President Tom Bauer's absence. As always, Jose did an outstanding job. Tom will be returning next month with his witty and informative column. I'm sure he will have many exciting RC stories to tell based on his flying adventures out west.

Here in the Northeast the contest season is in full swing. This last month we held the CRRRC Whipper Whiz Contest, the CRRRC Hand Launch Glider Contest, as well as the Annual CRRRC Soar-In. All three events were a great success! Detailed reports and results are in this issue of the Flight-Log.

Next month's Fun-Fly event hosted by Bob Scott should be a lot of fun. I'm sure Bob will devise many challenging tasks to put our aircraft through their paces. I hope to see you all there!

Jan Kansky

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TREASURER'S REPORT:

Report Date 7/31/01

Starting Balance 6/30/01

Checking (after #1186)	1,960.13
Savings	4,490.13
Cash	25.00
Total Starting	\$6,475.26

Income

Dues	220.00
Scale Meet Check	600.00
Key Deposits	55.00
Raffle	88.00
Interest on Savings	7.44
RES Registrations	375.50
Total Income	\$1,345.94

Expenses

#1190 Web Site, J. Foner	215.40
#1191 Raffle, P. Young	53.23
#1192 Field Expense Antonellis	92.49
#1193 RES Trophies, Williamson	231.00
#1194 Web Site, J. Foner	63.00
#1195 RES Food, K. Antonellis	189.61
Returned Deposit/Bank Fee	35.00
#1196 Newsletter (Mar-June)	747.82
#1197 Auction Deposit, B. Martin	75.00
Bank Fee	9.00
Total Expenses	\$1,711.55

Ending Balances

Checking (after #1197)	1,587.08
Savings	4,497.57
Cash	25.00
Total Ending 7/31/01	\$6,109.65

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

Vice President Jose Bruzual opened the July meeting at 7:40pm. The secretary's and treasurer's reports were accepted as printed in the newsletter. Jack Buckley reimbursed the club for the Scalemasters' Qualifier expenses.

Field Reports: Jon Leehey mentioned that the Medfield access road's side-growth and underbrush has been dramatically cut back. We're not sure who

planned this – possibly the Millis club – but this was a much needed improvement. Also – Jon has a red Lands' End jacket found at Millis; contact him if you know who it belongs to.

Flight Instruction: Any qualified fliers would be welcome Wednesday evenings at Medfield to help out instruct newcomers.

Contest Reports: Pete Young summarized the results of the recent Rudder-Elevator-Spoiler contest held at Davis Field. He especially thanked the club members who helped with support activities; as well as the club members who entered and flew.

Fritz Bien gave a recap of the July Eastern Soaring League trip to Reading PA. Highlights were 1) the CRRC travelers were not run over by truckers and 2) Dave Walter won 2nd place on Sunday against a very tough and large (56 entries) field. Jack Buckley reported that the Scalemasters Qualifying at Gardner Airport was quite successful although the weather was rainy. 18 fliers entered and one highlight was a turbine powered F-15 which flew well both days.

Guests: Tomer, a friend of Les Gerhardt, told an unbelievable story about retrieving his electric ARF from a Davis Field tree. After 4 hours of throwing rocks, shooting arrows, etc. the local Fire Department was called. A fire truck was driven across the hay field and the plane was blasted out of the tree with a water hose! Amazingly there was no damage and the plane flew the next day! Mark Augeri from Maynard is building an electric Hobby Lobby Topsy Nipper, a mid-wing Belgian (I believe) sport general aviation design.

New Business: Bob Scott is organizing a fun fly at Medfield Sunday 29

September, more details to follow.

Raffle: Les Gerhardt won the Slow Flyer Lite Stick kit donated by Miner Crary. Carl Walker won the Goldberg Freedom 20 courtesy of Bruce Schneider. And Fritz Bien won (again) a gallon of fuel.

Show & Tells: Jack Buckley brought in a huge IMAC-class Dave Patrick Designs' "Ultimate Extreme" ARF, a 9 ½ lb biplane with over 1300 square inches wing area. Power is provided by an OS 1.20 pumped Surpass. Mitch Buckley showed his Dan Fish-designed "Staudacher", a 21 pound G-62 aerobatic IMAC aircraft, 90" span. Fritz Bien showed us his "Aspen Leaf" RCHLG, a v-tail all built up glider which he bought at Reading, weighing 182 grams (appr. 6.3 ounces) ready to fly. Tomer showed his Megatech "Air Strike" electric ARF which, despite its treeing, was still flyable. Pete Young brought in a Bob Dodgson "V-Gilante" 2M glider which he modified with RADS couplers as well as flaps, weight 44 ounces (gulp!).

The meeting was closed and the WhipperWhiz contest was conducted. Results are posted on the CRRC web site.

MEDFIELD KEYS:

To get a key for the lock on the gate at the Medfield flying field you can: 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	Norwell	781-982-0268
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

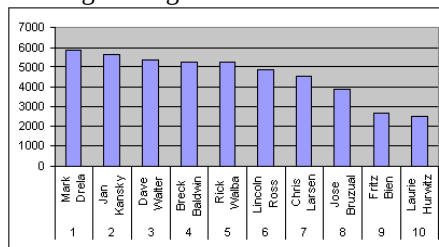
Joel Foner	Natick	508-653-3560
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Dick Williamson at the next club meeting.

CRRC HLG CONTEST

The 2001 CRRC Hand Launch Glider Contest was held at Davis Field on Saturday, July 20th. Joel Foner writes:

"Well, the results are in! The weather started warm, and got HOT. Flying throughout the day was challenging, with some (brief) periods of big lift, but mostly air that could best be described as "not great". There was continuous hand-wringing throughout the day – but past all that we got a pretty good turnout and everyone had fun. A good variety of designs showed up at the field – with a few tip-launchers showing some good results."



Top two flyers were flying the Mark Drela Apogee HLG, with third place flying a Monarch D-Lite. The tip launchers finished lower in the field due to both equipment problems and the task structure!

CRRC Whipper Whiz Contest

Jose Bruzual was the Contest Director for the First Annual CRRC Whipper Whiz Contest at the July General Meeting. For those of you not familiar with the Whipper Whiz, it is a small all balsa free-flight handlaunch glider. To my knowledge, this was the largest ever Whipper Whiz contest in history, complete with computerized scoring and trophies.

The first event scheduled was the duration task. The planes were hand-launched and the air time was measured with a stopwatch. The winner in this category was Sheldon Smith with a 3.2 second flight time. Second place went to Pete Young with a 2.7 second flight time, and third place was a tie between Doug Smith and Dave Walter, both with 2.6 seconds.

The second event was the distance task. A standard AMA thermal duration landing tape was stretched out and the task as to land as far down the room as measured by the landing tape without hitting the wall. Mike Cormier had the best flight by far, but unfortunately his aircraft was a little too good. The plane hit the wall just past the 100 point mark and was given a zero for the round. First place went to Doug Smith with 80 points, followed by Fritz Bien with 76 points and Dave Walter with 72 points.

The third task was to fly as many loops as possible. It was clear from the start that the Whipper Whiz was a one-loop type airplane. People threw as hard as possible, but in the end it was simply a matter of who had the most consistent throw. The flyoffs eventually whittled down the field to two competitors. Fritz Bien with his specially modified Whipper Whiz with Mark Drela airfoils, and Steve Young. Both competitors performed round after round of single loop flights until an errant throw by Steve left him in second place.

The final category was the presentation category. This was Jose Bruzual's chance to exercise his powers as CD and pick his favorite gliders. In the end, Sheldon Smith was awarded 10 points, Mike Cormier 9 points, Doug Hempel 8 points, and the rest of the flyers received 5 points.

MEMBERSHIP RENEWAL:

Don't forget to renew your CRRC membership! Please use the form enclosed in this newsletter, or talk to

The final tally was a simple straight sum of all four events with no normalization performed. Don't ask me why Jose did it this way, but the end result was that the flight time and loops score was nearly insignificant compared to the 100 point max distance score. The presentations score was marginally significant with 10 points awarded to the best looking plane. In the end, as always it was a spot landing contest :-). The winner was Doug Smith, with Fritz Bien in second, and Dave Walter in third. Thanks to Jose for running a fun event!

Name	Dur	Dist	Loop	Pres	Tot
Doug Smith	2.6	80	0	5	87.6
Friz Bien	1.5	76	3	5	85.5
Dave Walter	2.6	72	0	5	79.6
Doug Hempel	2.3	68	0	8	78.3
Jan Kansky	1.6	60	0	5	66.6
Steve Young	1.6	52	2	5	60.6
Sheldon Smith	3.2	44	1	10	58.2
Bob Scott	2.2	48	0	5	55.2
Pete Young	2.7	40	0	5	47.7
Mike Zeis	2.1	24	0	5	31.1
Mike Cormier	1.9	0	0	9	10.9
Neil Thompson	1.4	0	0	5	6.4

DBSF ESL TRIP REPORT

CRRC soaring pilots Dave Walter, Fritz Bien, John Nilsson, Jose Bruzual, with Sonia, and Jan Kansky attended the 2001 Daniel Boone Homestead Soaring

Competition in Birdsboro, Pennsylvania. The drive down on Friday night was uneventful. The chatter on the FRS walkie-talkies made the time pass more quickly. Thanks to the experienced contest goers on the trip, the driving route and schedule was timed perfectly to miss the bulk of the Friday evening rush hour traffic.

The driving route took us through the scenic Delaware Water Gap Park, a beautiful ridge along the Delaware river, where eagle-eyed co-pilot Dave Walter spotted a R/C flying field alongside the road. I bet someone in the club has flown there. Can anyone identify the field?

We arrived at the hotel around 9pm and checked-in. We couldn't retire for the night without visiting the hotel bar. No, not for the reason that you would think. The reason for visiting the bar was to examine the full-scale Monocoupe conveniently hanging from the ceiling in the vicinity of the bar. Of course, once we saw the plane we couldn't just get up and go. While Fritz was writing down the scale details of the airplane for his next modeling project we stopped at the bar for a few cold ones.

On waking Saturday morning we were greeted with ideal soaring conditions. The skies were blue and wind forecasts called for light winds all day. The CRRC caravan arrived at the field after visiting the local supermarket to pick up food and water. The field is a moderately sized flying field that is surrounded by some interesting topography. The landing circle approach uphill was particularly challenging. The rolling hills of the Pennsylvania countryside are a slightly different backdrop for flying that what we are used to here in Massachusetts. Here's a picture of our home

away from home:



CRRC members Fritz Bien, Jan Kansky, and Jose Bruzual relax in the CRRC tent at the DBSF soaring Contest. Photo Credit: Sonia Cupido

Saturday's field included 54 pilots from all around the ESL region. The format was a new hybrid man-on-man normalized scoring system with eight minute flight windows. The idea behind this format was to remove the inequity associated with the thermal cycle by normalizing all pilots based on the other planes that flew in the same air. The downside of this format is that with three of four winches and 9 pilots per flight group the first pilot to launch and the last pilot to launch could experience significantly different thermal conditions, making the man-on-man normalization not as meaningful.

Typical man-on-man contests require that pilots launch within a minute or so. The eight minute window allowed for plenty of sand-bagging action! The other challenge was that the man-on-man normalization was performed regardless of the pilot class, expert or sportsman. In my case, Murphy's law dictated that for the last flight of the day, when I needed to make up as many points as possible, I ended up flying against ESL champ Tom Kiesling and National Champ Mike Lachowski! Nevertheless it was a fun format that was worth a try. Excepting from the Dale

Hart's CD report:

"Saturday's contest started out with Phil Barnes taking an early lead in Expert class. He held on for three rounds, but his fourth round flight bumped him down a couple spots. Meanwhile, Mike Lachowski was slowly and consistently working his way up to the top to win Expert for the day. In Sportsman, Ron Bates latched onto first place by the third round, and never let go.

On Sunday, the Leaders in Expert class swapped places every round. Contenders throughout the day were Luke Waters, Tom Kiesling, Dave Walter, and Phil Barnes. By the end of contest, Luke had first place. In Sportsman class, Jan Kansky held onto the top spot for the first three rounds. Luis Bustamante finished out the contest in first place the last three rounds. The overall winner for the weekend was Mike Lachowski, who finished first on Saturday, and fourth on Sunday."

Dave Walter was the star CRRC flyer this weekend. On Sunday, Dave actually finished with the top raw score (before normalization), but the normalization process pushed him down to second place. Fritz Bien ran into a bit of bad luck because of equipment problems. One servo failure and a loose Mantis center bolt were enough to put him out of the running. Nevertheless, on Sunday's last flight Fritz flew his Psycho, and registered a nearly perfect flight that pushed Tom Kiesling out of the second spot allowing Dave's perfect last flight to move him from third to second. A real CRRC team effort!

The trip home was a long one. As reported at the CRRC general meeting, traffic delays had us in a standstill on the highway for about an hour! Dave Wal-

ter again came through in the co-pilot spot by surviving John Nilsson's daring 3 mph merge cutting in front of an 18-wheeler Freightliner bumper with horn blaring and then taking us on a back road tour of Connecticut to bypass the trouble spot on the highway. All in all it was a great trip with CRRC bringing home a second place spot thanks to Dave's flight performance.

CRRC SOAR-IN

Dave Walter, CD

The 28th annual CRRC Soar-In was held on August 11 and 12 at Davis Field in Sudbury, Massachusetts. In the classic New England tradition, our weekend was threatened by an extended heat wave that scorched the Boston area with 95+ degree temperatures right up through Friday evening. But in an uncharacteristic stroke of luck, the miserable heat broke Saturday morning, chased away by a moderate North wind, and provided us with a beautiful day for soaring. Unfortunately, our good luck expired Sunday morning when the inevitable showers moved in, forcing a cancellation of the second day of the contest.

Thirty-five pilots signed up on Saturday, 16 in Expert class and 19 in Sportsman. Tasks were 6 minutes in the first round, followed by 8 minutes in the rest of the rounds. We used the standard 25-foot landing circle, good for 100 points if you hit the spot. Seven rounds were flown.

Although the weather was beautiful, the wind direction presented us with a major dilemma. At the narrow soccer field we fly on, we are forced to deploy the winches in a north-south orientation. The wind direction began the day from the north, so the CD decided to bite the

bullet and set up at the south end of the field, which required all the participants to lug their equipment 800 feet from the parking lot. No sooner had we fully setup than the wind shifted to the East, presenting us with dilemma number two: the landings would have to come in directly over the winches. A less than ideal configuration, but the CD decided to give it a try.

To the credit of every pilot in the competition, there were no grumblings about the long walk, and everyone was alert and patient when launching (well, most pilots were patient). I distinctly remember watching several pilots stand at the winch for minutes at a time, plane held aloft, cocked and ready to go, while a steady parade of gliders whistled over the winch line en route to the landing circle. It looked like the landing procession at LaGuardia, complete with stacked up planes waiting for their opening. And here's an unexpected plus for us CD's: Sandbag all you like... there was no guarantee you could actually launch at the exact moment you stepped up to the winch. Rounds proceeded with amazing smoothness, and there were no collisions or damage during the day. We had just a single airplane land in a tree, but I think Dick Williamson did that for old times' sake.

At the end of the day, the Usual Suspects appeared at the awards ceremony, with Tom Kiesling taking first in Expert class, a mere 3 points ahead of second place Mike Lachowski. I was pleased to see the return of Jim Tyrie to the upper crust with his third place showing. Sportsman class was swept by three CRRC members: Jan Kansky first, Jeff Hainline second, and Mark Drela third. Mark also won the RES award for highest point total with his original design Allegro.

As always, the success of the Soar-In is a direct result of all the club members who pitch in and help. I would like to thank the following for their assistance: Tracy Clark, Joel Foner, Les Gerhardt, Peter Lofgren, Dave Marshall, Bob Maselek, Neil Thompson, and Mike Zeis. Thanks also go to all those who brought equipment such as winches, retrievers, tents, generator, etc. And special thanks to registrar Anker Berg-Sonne and co-CD John Nilsson, along with condolences for a washed-out Sunday.

Now, let us pray for a South wind next year...

First	Last	Class	Cum. Total
Thomas	Kiesling	Expert	3851
Mike	Lachowski	Expert	3848
Jim	Tyrie	Expert	3776
Jeff	Carr	Expert	3770
Terry	Luckenbach	Expert	3683
Dave	Walter	Expert	3660
Jerald	Zeigenfuse	Expert	3646
Carl	Luft	Expert	3415
Tony	Matyi	Expert	3403
Paul	Bell	Expert	3232
John	Nilsson	Expert	3222
Fritz	Bien	Expert	3174
Anker	Berg-Sonne	Expert	3001
Chris	Schuch	Expert	2700
Jack	Buckley	Expert	2426
Gary	Cundiff	Expert	2294
Jan	Kansky	Sport	3659
Jeff	Hainline	Sport	3631
Mark	Drela	Sport	3578
Bill	Haymaker	Sport	3416
Minor	Crary	Sport	3349
Kurt	Sourbeer	Sport	3299
Don	Black	Sport	3172
Tony	Guide	Sport	3128
Chris	Badessa	Sport	3035
Bruce	Schneider	Sport	2963
Gordon	Stratton	Sport	2919
John	Hayes	Sport	2739
Ron	Cichowski	Sport	2491

Jim	Herrmann	Sport	2402
Dick	Williamson	Sport	2171
Alan	Marshall	Sport	2062
Mark	Higgins	Sport	1890
Dave	Hague	Sport	1884
Mitch	Buckley	Sport	878

UPCOMING EVENTS:

August 26: Great NE Scale Flyin

September 16: Woodsom Farm

September 29: Medfield Fun-Fly

See the website for more details!

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.

SEPTEMBER SOAR

On September 23rd the SNHRCC will be sponsoring a soaring contest similar to the one held this spring. The major change will be the classes, as before there will be the 7 cell electric sailplane class. The change will be the flying of 2 meter and open classes of RES (rudder/elevator/spoiler) sailplanes.

The events will be duration and a spot landing as before. Food will be available, registration fee of \$5 per entry. Registration at 8:00 flying starts at 9:00 Directions to the field can be found at www.litchfieldnh.com/snhrrcc

For those of you who need some winch time to trim your sailplanes prior to the contest contact John Hayes for dates and times. Jhayes6096@aol.com or 603-424-7125 Good lift, John

MISCELLANEOUS

My name is Bob Kane, I am one of the long lost members of the R/C Divot-Diggers from Ware Mass (no longer operational). I now live in Kissimmee Florida and I'm getting back into the hobby. I am looking for a kit or prints to build a Lou Andrews S-Ray. I know the business has since been sold but if any of you have what I am looking for it is worth \$\$\$\$ to me. I would be most grateful if you could include this request in your next news letter. Thank you very much: Bob Kane Contact info: camino86-@webtv.net PH -407-846-6665



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

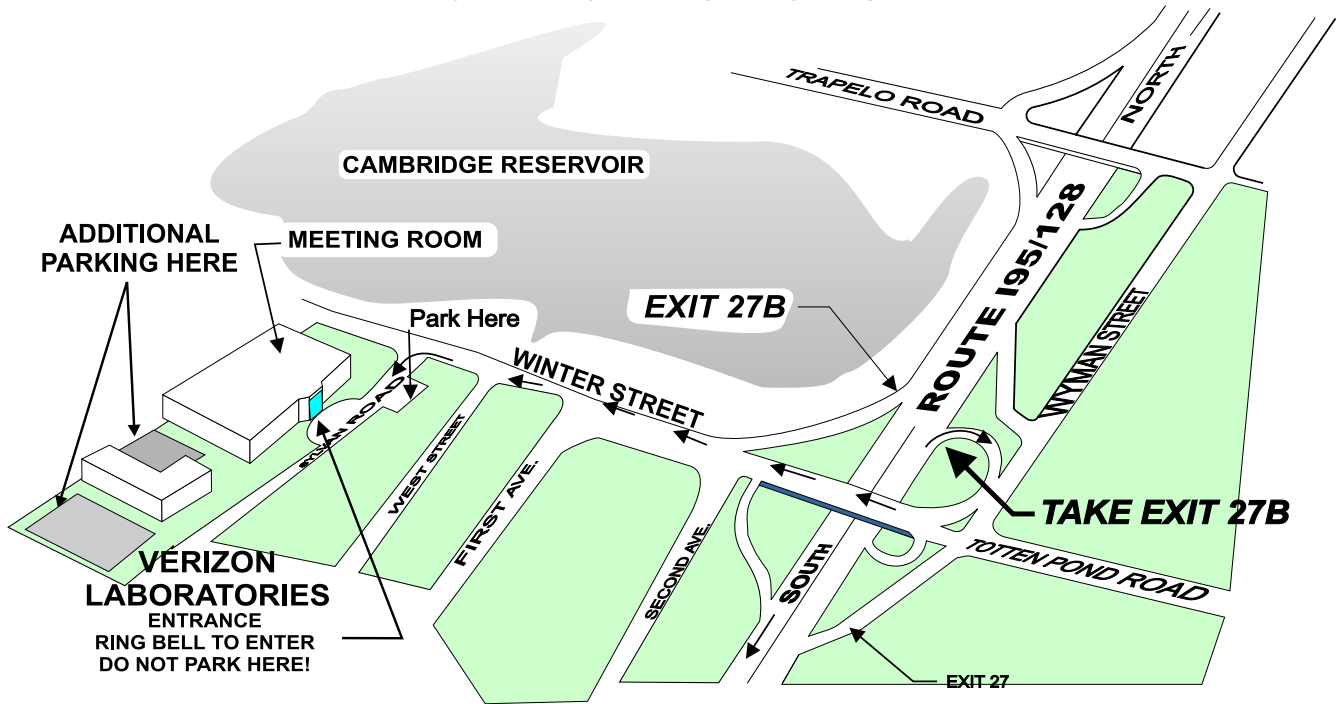
This database is made to help you select future radios that have the fewest conflicts with ones used by others at the flying field. Put the number of transmitters that you own for each frequency. **ADD D IF IT IS YOUR PRIMARY FREQUENCY AT Davis Farm, and M if it is your primary at Medfield.**

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