

NEWSLETTER OF THE CHARLES RIVER RADIO CONTROLLERS, INC



CRRRC FLIGHT-LOG

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

AMA CHARTER 339

JANUARY 2002

VOLUME 39 NUMBER 1

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781 235-7344

tbauer@wellesley.edu

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Joel Foner

508 653-3560

jfoner@fonerassoc.com

**GENERAL
MEETING
Wednesday
January 16 7:30
PM
VERIZON
LABORATORIES
SEE MAP ON COVER**

GUEST SPEAKER TO BE ARRANGED

Bring in your winter projects that you have just started and show them to the rest of us so that we can get inspired!

JANUARY RAFFLE

1. SIG SOMETHIN' EXTRA Kit
2. Choice of cool tool
3. Gallon of 10% Nitro Fuel.

RAFFLE INFORMATION:

Raffle tickets are \$1.00 each and 3 for \$2.00. To encourage people identifying themselves, a free ticket is given to anyone wearing a nametag. An extra ticket is also given to anyone who brings in a Show-and- Tell.

JANUARY DIRECTORS MEETING

The next directors meeting will be at the Sudbury Library Tuesday, January 22, at 7:30 PM. This meeting is the one where traditionally the year's events are hashed out. The Board meeting is held on the Tuesday following the General Meeting. All Members and guests are invited.

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TREASURER'S REPORT

Miner Crary

Report Date 12/31/01

Starting Balance 11/30/01	
Checking (after #1218)	\$3,085.22
Savings	4,521.27
Cash	25.00
Total Starting	\$7,631.49
Income	
Dues	250.00
Holiday Party	250.00
Total Income	\$500.00
Expenses	
Tom Bauer	142.01
Raffle Prizes #1219	
Wellesley Widows	200.00
Holiday Party #1220	
Jon Leehey	30.00
Dues Refund #1221	
Void -- #1222	0.00
Marlboro Country Club	1,108.32
Holiday Party #1223	
Andrew Bennett --	5.00
Dues Refund #1224	
Stuart Strong	5.00
Dues Refund #1225	
Bank Fee (December)	9.00
Total Expenses	\$1,499.33
Ending Balances	
Checking (after #1225)	\$2,085.89
Savings	4,521.27
Cash	25.00
Total Ending 12/31/01	\$6,632.16

Signature: *Miner Crary*

PRESIDENT'S COLUMN

Jon Leehey

PRESIDENT'S COLUMN

Happy New Year to you all! As your new President, I would first like to thank Tom Bauer, the rest of last years officers and all club members for another wonderful year of flying and socialization. I have been a member of CRRC for 6 years now, and the club just keeps getting better and better.

I would also like to thank the new and returning club officers for volunteering this year. It takes a dedicated effort to organize this group of flying nuts with interesting meetings, successful events and social activities. The second annual Holiday Party at the Marlborough Country Club is a good example. A fun time was had by all attendees, topped off by the story of the Piper Cherokee landing on Route 20 just a few miles away. I want to give special thanks to Pete Young for organizing this again.

As a true test of die-hardness, over 25 members and spectators showed up at Medfield for our Nth annual Frozen Finger Fun Fly on January 1. We had usual mix of power planes, electrics, Zags and helicopters, flying in increasing bitter temperatures as the wind picked up.

No gliders, unless you want to count Fritz's electric staying up with the motor off. I only recall one mishap - when yours truly landed hot after not hearing Fritz call "on the field". My Kougat, bouncing down the frozen field, seemed to aim right at his poor electric with the unfortunate expected result. Fortunately, his plane needs only minor surgery.

Later in the morning, we were joined by three true die-hards, Ruane and the two Buckley's, who had done us all one better. They had already been out flying through midnight on New Years Eve to win the title of first flights in 2002! Don't you just love this hobby?

One request to all members. If anyone has ideas for guest speakers, please contact Derick Veliz or any of the club officers. We need all the help we can get to continue our tradition of interesting speakers at each meeting.

Thanks and safe flying.
Jon Leehey

DECEMBER MEETING NOTES

Pete Young

The Holiday Party was substituted for The December General Meeting.

A total of 46 people bought tickets to attend. All of the attendees seemed satisfied with the evening's socializing and the performance by The Wellesley Widows.

A final check to the Marlborough Country Club, in the amount of \$1108.32, was made out. The final accounting was that Marlboro Country Club's expenses exceeded revenues by \$158.32, an improvement over last year.

The amount could have been significantly less were it not for last minute cancellations and the lack of a few more signups.

FLYING INDOORS

Bruce Schneider

This is just a reminder that we will be having a indoors fun fly on Saturday January 19th between 7PM and 10 PM the Cambridge Armory on 450 Concord Road in Cambridge, as well as Friday evening February 22 at the Sudbury High School. The time will be from 6:00-10:00 PM.

For those of you who have come to this event you know how fascinating it is to fly our planes indoors. When we started this event about three years ago, there were very few indoor flyers. Traditionally indoor flying was exclusive to free flight. That is still an important part of our fun fly and I encourage all you RCer's to try it.

There are ARF free flight planes such as the Butterfly or Mayfly. Also Peck Polymer sell many fascinating and enjoyable kits. Even if you have not own one of these, there are enough of the ARF's to go around. On the surface it looks easy, but the trick is to trim and fly them for maximum time. When you get it right it is a BLAST!

When it comes to RC we now



Bill Dimpfl ready to take off the Scale model of Glenn Curtiss's Silver Dart, Christian Dimpfl wondering how it would ever fly.

enjoy an abundance of planes. Most are ARF's and come with all the gear except for servos, batteries, speed control and radio. Lately companies like GWS have very reasonable flight packs. All the above gear can be bought for about \$80. The planes are inexpensive and fun to fly. I encourage all to check into an indoor flyer. Some examples are the Bleriot II, Tigermoth, Lite Stick, IFO, and Cub.

Lately even indoor helicopters

have been showing up. There is even talk of having pylon races. The planes can be built in about 4 hours. You can fly most of them both indoors and out on calm days. (The more daring folks fly them outdoors on not so calm days.)

It seems like most of our indoor flying is now RC. In order to give a chance for everyone, we are going to try a new format.

Ten minutes of each our will be devoted to FF. This gives plenty of time for recharging our RC planes and gives uninterrupted flying for FF models. Of course FF models can be flow during an RC session, but fly at your own risk.

When you think the average temperature at the end of February is about 35 degrees think how much fun you can have with this part of the hobby. Here are some pictures from a previous event.

See you there.

-Bruce



Ed Ommicioli flying his Bleriot with Tom Bauer and Ruane Crummett watching. Dave Walter and Fritz Bien are at the far end of the gym ready to take evasive action.

CRRRC BUILDING AND FLIGHT INSTRUCTORS:

Below is our list of qualified and willing instructors. Power planes are flown only at the Bill Martin Flying Field in Medfield. Sailplanes and Electrics can be flown at the Davis Farm Field on Rte. 117 in Sudbury as well as Callahan State Park in Framingham.

See our Website <http://www.charlesrivercrrc.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.

INSTRUCTOR	TOWN	TELEPHONE
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POWER

Ruane Crummett (Chief)	Wayland	508-655-2234
Bob Scott	Roslindale	617 323 6600
Pete Young	Belmont	617-484-0648
Larry Copeland	E. Walpole	508-668-0448
Ken Antonellis	Natick	508-653-4513
Jon Leehey	Wayland	508 358 5721
Dave Walter	Hudson	508-562-5400
Fritz Bien	Concord	978-369-1720
Neil Kaufman	Sudbury	508-443-9647

SOARING

Dick Williamson	Sudbury	978 443-8549
Dave Walter	Hudson	978-562-5400
Bruce Schneider	Hudson	978-562-9900
Fritz Bien	Concord	978-369-1720
John Nilsson	Clinton	508-368-7136
Peter Young	Belmont	617 484 0640
Lincoln Ross	Waltham	781-891-0332

ELECTRICS

Bruce Schneider	Hudson	978-562-9900
Fritz Bien	Concord	978-369-1720
Dave Walter	Hudson	978-562-5400
Peter Young	Belmont	617 484 0640
Lincoln Ross	Waltham	781-891-0332

HELICOPTERS

Joel Foner	Natick	508-653-3560
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BUILDING

Ruane Crummett	Wayland	508-655-2234
Fritz Bien	Concord	978-369-1720
Joel Foner	Natick	508-653-3560
John Weigel	Natick	508-653-
3560 Peter Young	Belmont	617 484

0640

CRRRC LIBRARY

The club keeps a library of videos and books. They are made available at club meetings.

Videos:

1996 World Masters Aerobatic Championships
AMA – The Pioneers (25 min)
Byron – New Generation of Modeling Products (17 min)
Byron – R/C Wars
Combat Models – Fightertown USA Demo (8 min)
Coming of Jets & History of the DC3
Dynamic Soaring
Elmira '97

Endless Lift
Hot Stuff Video (60 min)
Local Flying (Medfield)
Military Aircraft
Monokote 1 & 2
Old Buzzard Goes Flying
R/C Helicopters
R/C Info and Tips
R/C Ornithopter Research Project (45 min)
R/C Soaring from the Ground Up R/C Video Magazine, Vol. 1
R/C Video Magazine, Vol. 2
R/C Video Magazine, Vol. 3
R/C Video Magazine, Vol. 4
R/C Video Magazine, Vol. 5
R/C Video Magazine, Vol. 6 & 7
R/C Video Magazine, Vol. 7
R/C Video Magazine, Vol. 8
R/C Video Magazine, Vol. 9 & 10
R/C Video Magazine, Vol. 12 & 13
Scale Aircraft Documentation
The Light Stuff (Daedalus Project)
Wring It Out, Vol. 2 (40 min)

Books:

1993 Don Edberg Complete Source Book
AMA – Sound and Model Aeronautics
Aviation Heritage Magazine – B2
Flying Wing
Completely Cars – Harry Higley
Trainers (R/C Magazine)

HEARD AND SEEN AT THE FIELD

December and the first week of January has made being an all year flyer easy. While some of us have been flying every weekend, only the weekend between Christmas and New Year's was nearly a blow-out due to the wind. If only we had the forethought of going to the Cape on that weekend.

Seen at Davis on December 23rd were half a dozen Zagi's, including the newer 400Xs flown by Don Black and Pete Lofgren. We also had Charlie Cluken and Jeff (?) with theirs, as well as the regular crowd Miner and Fritz.

We were able to set up a winch 3 out of the last 5 weekends since there has been little snow on the ground. New planes at the field include Ron Chichowski's new Schpot-Dorker, Bob Doppler's, Joey Zacame's, Don Black's and Pete Lofgren's new Tiger-Moths, Bruce Schneider's new Zagi 400X and GWS Cub, as well as Miner Crary's beautiful SR Cutie. We also were able to see Larry Parker show off his new SR X250. It seems that building season is taking off with a lot of testing of new planes.

If you have been having the winter blues, come on out and enjoy the fun!

-Fritz

THE ASTRO-FLIGHT 110D CHARGER

-Larry Copeland

The 110Ds really want 12V to 14V since it was designed to run from a recently charged car battery or very hefty AC supply. I don't think it would be happy at 10.3V, maybe 11.5V.

The small portable TV's use 12V AC power adapters. One I've got says it's rated for about 2.3 Amps. Since the 110Ds don't have perfect efficiency, you could probably get out 1.5 Amps with one of these. Ames had these adapters for about \$20. Another idea is a 12V motorcycle or lawn tractor battery. Wal-Mart had these for about \$18. You will still need a trickle charger of about 1/4 to 1/2 Amp to recharge the battery. Don't use a regular automotive charger on these little batteries except maybe in trickle charge mode. There are lots of surplus 12V regulated power supplies for cheap if you know where to look.

The high charge rates don't do our batteries any good but of course they are necessary if you must recharge in a reasonable time at the field. The high *discharge* rates of course can't be avoided while flying but are not quite as bad as fast charging.

For the small park flyers, have a bunch of batteries pre-charged. Rotate them around so that the batteries have time to cool both after flight and after charging. I noticed when running my 110D on a wall charger that it would poop out (but not be damaged) at some point when you increased the current. I believe that the instantaneous input voltage would go well below 12V (because it was supplied from poorly filtered DC), and the 110D probably knows enough

to protect itself by shutting down. But the wall charger is perfectly usable if you make note of where it cuts out.

110D trivia: Do NOT stop charging by disconnecting the battery being charged! The output system sees no load and the output voltage zooms up to about 40V, giving you a nasty shock (ask me how I know). ALWAYS shut off the charger with the button.

More trivia: On very discharged batteries, the 110D will false peak (and so will most peaking chargers) if you start off at high current. If you have the time, charge at lower current. This gives the cell internal impedance time to reduce. If you need to shorten the time, restart at higher current after you've given it some slower charging. The 110D claims to charge down to 200 mA but it's really happiest at .5A and above.

Still more trivia: If you turn on the 110D by holding the button first, it enters a secret "test" mode which essentially disables the peaking shutoff feature and it becomes a dumb adjustable-current charger (good for charging lead acid's if you watch the output voltage).

The 110D will let you cycle once through the slow then fast modes. After you stop it, it now enters the normal peaking mode.

I like the 110D (it's rugged as hell) but its peaking is a little too sensitive at low current. They made it -1% detection for NiMH batteries but you have to out-think it for larger NiCds.

I shudder at what charging will be like when we all switch to Lithium Ion batteries. Too much charge or discharge destroys them! We'll have to relearn everything. Right now, Li-Ion's

don't produce enough current for motor batteries. But NiCds will probably disappear some day. Wal-Mart is selling 1600 mA-Hr AA NiMH's for cheap. Fly a long time without charging!

Hold the button down as you are connecting the INPUT side to the 12V battery or AC power supply. The display confirms the test mode. It's sort of a nuisance because you have to do this each time to try this mode.

I think "Astro Bob" had it right when he designed the 110D. He made it very rugged, probably based on years of blowing up his earlier chargers. After all this discussion, I realized there is another solution: Get a 115D!!!

I think that's the AC/DC powered version. It's funny how things turn. In the latest issue of MA, Bob Kopski talks about going BACK to timed charging because of problems with false peaking or overcharging using peaking chargers. On the whole, peaking chargers are probably the safer.

This reminds me of HO trains: A million sub-hobbies inside one hobby.

Larry

CALENDAR OF EVENTS

Since the calendar of events for the year is determined in the January Board of Director's meeting, we will not preempt it in

this newsletter. If you have a favorite event you want included on the 2002 Calendar, please come to the Board Meeting and bring it up.

I have included the Eastern Soaring League Calendar in

this Newsletter for those who want to either attend some great soaring events, or work around their schedule.

-Fritz



2002 CONTEST CALENDAR

CONTEST NUMBER	Date	Contest Name	Point of contact	Phone #	e-mail	Location
1	4/20-4/21	BRASS	Randy Smith	(804) 245-6440	rag2000@mindspring.com	Waynesboro, VA
2	5/4-5/5	BASS HL	John Appling	(410) 374-2463	jappling@qis.net	Baltimore, MD
3	5/18-5/19	CASA 2M	Phil Barnes	(301) 916-9574	ymbarnes@aol.com	Warrenton, VA
4	6/8-6/9	LASS	John Eshbach	717-569-9465	magikanman@aol.com	Lancaster, PA
*	6/15-6/16	BARCS HL	William Grenoble	(717) 582 4109	ifyicrash@aol.com	Carlisle, PA
5	6/22-6/23	LISF Open	John Hauff	(718) 767-1369	tankman58@aol.com	Syosset, NY
6	7/6-7/7	SKSS	John Kirchstein	(302) 731-2831	kirchste@voicenet.com	Wilmington, DE
7	7/20-7/21	DBSF	Dale Hart	(610) 821-0977	dalehart@enter.net	Birdsboro, PA
*	7/27-8/4	NATS				Muncie IN
8	8/10-8/11	CRRC	Anker Berg- Sonne	(978) 897-1750	anker@ultranet.com	Sudbury, MA
9	8/24-8/25	BASS Open	John Appling	(410) 374-2463	jappling@qis.net	Baltimore, MD
10	9/7-9/8	CASA Open	Skip Schow	(703) 573-7242	raschow@aol.com	Warrenton, VA
11	9/21-9/22	LISF 2M	Gordon Stratton	(718) 847-8299	gstrat3784@aol.com	Syosset, NY
*	9/28-9/29	CASA HL	Charlie French	301 436 4943	charles.french@att.net	Rockville, MD
12	10/5-10/6	ESL Open	Tom Kiesling	(814)255-7418	Kiesling@ctc.com	Birdsboro, PA

* = NON-OFFICIAL ESL CONTESTS. Total ESL contests: 12 weekends, 24 contest days. This is the current ESL Contest Schedule. If your schedule does not have a contact or if some of the information is incorrect, please contact Fritz Bien with any changes or additional information. If you want a flyer to advertise your event in the ESL newsletter, send it to Fritz Bien, and a check for \$10 made out to the ESL to Lois Zeigenfuse.



THE CHARLES RIVER RADIO CONTROLLERS, INC

AMA Charter 339

2002 MEMBERSHIP APPLICATION

Name _____ AMA No. _____

Street _____ Birth Date (AMA reqmnt) _____

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

e-mail _____

I PREFER TO RECEIVE MY NEWSLETTER

☐ ELECTRONICALLY ☐ Via the US Mail

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

To receive membership card and field pass, bring this application to a club meeting, or mail **with a copy of your Year 2000 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
e-mail: williamson@ll.mit.edu**

	New Members	Renewals
OPEN Member	\$30.00	\$35.00
member, (under 19 before 7-1) \$15.00	\$15.00	\$20.00
SENIOR member, (if age 60 before 7-1)	\$20.00	\$25.00
full time STUDENT	\$15.00	\$20.00
Family member additional to OPEN membership	\$15.00	\$20.00
		Deduct \$5 if paid before March 1

I'M INTERESTED IN THE FOLLOWING:

- | | | |
|---|--------------------------------------|---|
| ☐ TRAINERS/SPORT PLANES | ☐ ELECTRICS | ☐ HELICOPTERS |
| ☐ GLIDERS | ☐ PATTERN | ☐ RACING |
| ☐ SCALE/SEMI-SCALE/QTR SCALE | ☐ DUCTED FANS | ☐ INDOOR/PARK FLYERS |
| ☐ 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	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	25	30	35	40	45	50	55	60

HAM LICENSE CHANNELS: license may be checked at the field!

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