

NEWSLETTER OF THE CHARLES RIVER RADIO CONTROLLERS, INC



CRRC FLIGHT-LOG

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

AMA CHARTER 339

August 2002

VOLUME 39 NUMBER 8

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GENERAL MEETING

Wednesday

August 21

7:30 PM

Verizon Labs

Guest Speaker:

August RAFFLE

1st Prize: DARE SCALE

MODEL of the WRIGHT

FLYER! Read the review in the

latest Flying Models Magazine.

WIN, BUILD, and help celebrate
the 100th anniversary of flight.

2nd Prize Choice of:

**Gallon of 10% Premium Nitro
fuel,** Warthog plans

3rd Prize Choice of a Cool Tool

(Including, but not limited to):

Screwdriver, pliers kit,

11" Easy Sander Bar, Razor

Plane, Balsa Stripper, 4" Bench

Vise, Hemostat, Covering Iron

Thermometer, 100 #11 Knife

Blades, X-Acto Needle files, or a

Peck Polymers ROG FF-Kit

One prize awarded from each category.

Show and Tell prize will be selection
from Cool Tools.

Tickets are \$1.- each or 3/\$2.-, a free
ticket for a name-tag and a free ticket
for a Show-and-tell.

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TREASURER'S REPORT

Report Date 7/31/02

Checking (after #1258)	1,303.06
Savings	4,547.31
Cash	25.00
Total Ending 6/30/02	\$5,875.37

Income

Dues	305.00
Raffle	119.00
Scale Fun Fly	600.00
RES Contest	810.00
Total Income	\$1,834.00

Expenses

Peter Lofgren RES Beverages #1259	114.06
Helen Cray	
RES Lunch #1260	236.505
John Weigel	
Raffle Prize #1261	65.94
Dick Williamson	
RES Porta Potty #1262	145.56
Dick Williamson	
RES Food # 1263	39.64
Ken Antonellis --	
RES Dinner #1264	126.98
Tracy Clark	
Fun Fly Food #1266	72.73
Fritz Bien	
Newsletter #1265	98.38
Bank Fee (June)	9.00
Total Expenses	\$908.84

Ending Balances

Checking (after #1266)	2,228.22
Savings	4,547.31
Cash	25.00
Total Ending 7/31/02	\$6,800.53

Signature: *Miner Cray*

PRESIDENT'S COLUMN

Jon Leehey

This month I am going to report on a fun flying event that I attended. On Sunday, August 4th, the Wingbusters held their first annual "eggcellent event" at their field in Halifax. It was a breakfast – fun fly with a full cooked breakfast made to order. Anybody was welcome to attend and any AMA member was welcome to fly. There were over 20 pilots and 50 total in attendance including a number of families.

Breakfast included eggs made to order, bagels, toast, homefries, bacon, sausage, coffee, OJ and pancakes (plain, blueberry or chocolate chip). They also served iced coffee – a very nice touch considering that it was already over 90 degrees by 9 am! The breakfast cooks were Bob Scott and his brother Mark on the grills with help from other Wingbusters members and spouses.

For you power flyers that have never been to the Halifax field, I highly recommend that you take the time to try it out. It is a bit of a drive but worth it. Bob has extended CRRC members a standing invitation to come visit anytime. The field is carved out of a cornfield with virtually unlimited flying room and no trees. For those used to Medfield, it is a strange experience to be able to fly straight away from yourself, only limited by the range of your eyesight.

In addition to the usual collection of 40/60 sized trainers and sport planes there was everything from IFOs to a 35%, DA100 powered Extra 300S. During a break in the flying, Alex Lob, the only other CRRC member present, performed a demonstration of 3D helicopter antics that wowed the crowd.

The most unusual plane award clearly went to a guy named Lee who flew a scratch designed G23 powered airplane with a wing cord greater than its span. It looked like a flying card table with its nearly square and solid plan-form. On the

bottom of the plane, Lee had added an American flag and he hovered the plane with the flag facing the pits for long enough for everyone to recite the Star Spangled Banner. Realize that this means that he was hovering the plane while looking at the bottom (the hard way)!

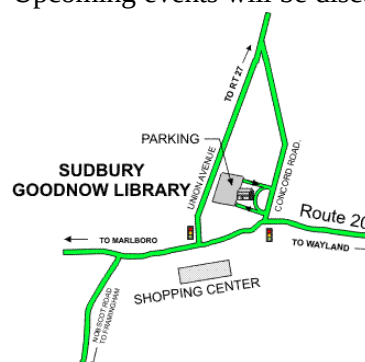
Other than one or two deadstick landings in the cornfield, there were no airplane mishaps. The lack of wind on Sunday was a mixed blessing – the flying was great but the heat eventually got to be too much for me and I left at 1:30 literally fried.

Flying at the Wingbusters field in Halifax is a lot of fun. You should check it out sometime.

Happy Flying!

August DIRECTORS MEETING

The next directors meeting will be, Tuesday, August 20th at 7:30 PM, at the Sudbury Goodnow Library. Upcoming events will be discussed.



JULY MEETING NOTES

Ken Antonellis

President John Leehey opened the meeting at 7:43 PM

Treasurer and secretary reports accepted as printed in the Newsletter.

Field report – Both Medfield and Davis Fields in great shape!

Miner Crary reported on the R.E.S. contest in which we were fortunate to have great weather. There were more than 20 contestants each day and all went very well. The pressure was minimal so all had a wonderful time.

Dick Williamson discussed the fall schedule at Davis Field. It was agreed to try to get the schedule in the CRRC web site.

The Wing Busters are having a breakfast Fun-Fly on August 4th.

John Leehey announced that Bob Scott has volunteered to be our liaison for the Woodsom Farm festival.

Dave Walter reminded us of the upcoming CRRC Soar-In on August 10 and 11. Dave suggested that we can also use volunteers to make the event enjoyable for all.

Neil Kaufman asked if spinners were still required per the A.M.A. rules. It was agreed that the board would look into the matter and would report back at the next meeting. Neil had reported that some members

were flying at Medfield with out the required spinner.

Raffle

Bob Scott won first prize and opted for the fuel. He already had a drill press and hoped that a newer member would be lucky enough to win it.

Jeremy Harkin won the drill press, lucky guy!

Dennis Grant won third place and took the rubber powered Dumas T-34 kit.

SHOW AND TELL

Mike Cormier made a neat little table saw powered by a speed 600 motor, and plywood for a nice miter bench. He uses his flight pack to drive the saw. It is so much more fun to build than to buy!

Fritz Bien Brought in his left handed Discus hand-launch glider, the XP-3 by Polecat Aero. . This is a light strong model designed by our own Mark Drela!

Neil Kaufman brought in some wings that he repaired from a crashed trainer for Patrick Muzila. Has anyone seen him?

Ron Weisman read various poems concerning the demise of Tracey's Aspire due to Ron's heavy foot on the winch! Ron also has his ME109 electric which will be quite powerful if Derek has any influence.

Derek Veliz showed a video of his Corsair flying with an 8 cell 1700 milliamp nickel metal hydride pack by Diversity Aircraft.

The Paper Airplane contest went very well although I could not get mine running straight!!
First Place winner was

Ron Weisman

Second Place went to **John Weigel**
Third Place was **Russ Hensel**

TREE CLIMBERS

Tony Morais

A1 Tree Services-
Framingham, MA
508-626-0088
800-657-7788

Brian Pikarski

Burlington, MA
617-797-2136

Kenny Greeno

Office Phone: 617-661-8591
Cell Phone: 617-839-1814

Paul Harrington

(508) 376-2573 [Medfield Area]



Figure 1 Mark Drela and John Nilsson are coming back from a successful flight at the Soar-In. Derick Veliz photos.



Figure 2 Bruce and Stuart launching

CRRC 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 <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.

INSTRUCTOR	TOWN	TELEPHONE
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POWER

Chief Instructor:	Ruane Crummett	
Bob Scott	Wayland	508-655-2234
Pete Young	Norwell	781-982-0268
Larry Copeland	Watertown	617 923-4184
Ken Antonellis	E. Walpole	508-668-0448
Jon Leehey	Natick	508-653-4513
Dave Walter	Wayland	508 358 5721
Fritz Bien	Hudson	508-562-5400
Neil Kaufman	Concord	978-369-1720
	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
Pete Young	Watertown	617 923-4184
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
Derrick Veliz	Acton	978-266-1739
Pete Young	Watertown	617 923-4184
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
Pete Young	Watertown	617 923-4184
Derrick Veliz	Acton	978-266-1739

CRRC LIBRARY

The club keeps a library of videos and books. They are made available at club meetings. If you cannot come to the meeting, and would like to borrow a video or book, call Ken Antonellis at **(508) 653-4513**.

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 – Fighter town 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 R/C
 Soaring from the Ground Up
 R/C Video Magazine, Vol. 1-13
 Scale Aircraft Documentation
 The Light Stuff (Daedalus Project)
 Wring It Out, Vol. 2

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)

STRATEGY FOR SUCCESS

Bob Burrier

I was asked by Pete Young to write a small piece about myself, and the recent success I had in the two meter RES competition.

As many of you know, I started flying in 1980 under the guidance of Helmut Lelke and occasionally Fritz Bien at the Framingham field. Ron Weisman and I struggled through those early days. I was a student at the time, had almost no money, and struggled to keep one plane in a fly-able state. In 1983, I graduated and my career called me to other states for the bulk of the next 20 years and I slowly drifted away from the hobby. As career twists and turns would have it, I relocated back to this area in 1999.

My new commute to work takes me past David field. One day I stopped. Guess what; Helmut and Fritz were still around. Perhaps they were just being polite, but they seemed to remember me. My first thoughts at that time were how hi-tech the hobby has gone. Old friends, a great hobby, and some really nice new friends have drawn me back. As most of you have seen, I remember some of the basic skills from my old days and feel I have been regaining confidence.

So just what happened at the RES? Well, early to bed the night before and a hearty breakfast had nothing to do with it. Neither did my urge to compete, after all this is my hobby. My wife had been

pushing me to participate, but there was something wrong with the idea of doing this competitively for me.

Anyway, I arrived at the field early, very nervous, low on confidence, and took a pre-contest flight to check out the plane. After attempting to fly an aileron ship last summer, I had decided this summer would be dedicated to regaining my confidence and flying a simple 2-meter, 2-channel plane. I made the Sovereign my choice and have been very pleased. I built my Sovereign exactly as described in the plans. The laser cut pieces, completeness of the kit, and instructions are all done superbly. Best of all, it flies great and is my favorite plane at a great price. It

launches high, is very sensitive to lift, and is fairly rugged.

My plan that morning was to settle down and watch my old mentors, possibly asking them for advice as timers. As luck would have it my flying group had Fritz, Helmut, Dave Walter, all excellent pilots who were unavailable to be my coach. So off to the first several rounds. I literally launched into lift on almost every flight. Pure luck! The biggest challenge for me through the day was how to get on the ground from launch-plus heights in several minutes with a plane that had no way of slowing down. I found that I could time very large, very fast downward turns well and bleed off lots of energy. I surprised myself on every flight how close I came in both time and distance. For me, I never flew so well. I had never

practiced a timed landed to a landing zone. Beginners luck! The later rounds grew my confidence, and I watched my score with surprise. By lunch, I was getting nervous that I was doing too well. Only one more flight and consistency would allow me to win. The last flight was as good too, and I had won!

So what was my strategy? I wish I knew. One thing, the next contest I'm sure I will be more confident and perhaps even have a strategy, however luck will continue to be my greatest ally. The best part of the RES contest for me was thinking back to the great friends I've had for a very long time, and the new friends I've added over the past year.

Thanks guys, *Bob*

SCENES FROM THE JULY RES CONTEST



Figure 3 some of the action near the landing area at the R.E.S. Contest.



Figure 4 Dick Williamson launching Paragon borrowed from Jim Tyrie. Plane later suffered some damage during a landing mishap.

-John Hayes Photos

Dr. Walt Good 1916–2002

This article is from the AMA. We here in the East Coast were graced with his enthusiasm at contests and events such as WRAM Show. -Fritz

Walter ("Walt") A. Good, past AMA president and considered by many as the father of the modern Radio Control (RC) model aircraft, died July 20, 2002. He was 86. His death followed a little after a year of that of his twin brother, Bill, who shared Walt's pioneering RC efforts.



A Life Member, Hall of Fame member, and AMA Fellow, Walt's considerable achievements spanned three principle areas— aeromodeling, AMA administration, and a distinguished career in scientific research.

Born in Hillsdale MI, Walt is best known for his work with brother Bill, to design and build their first RC aircraft, the Big Guff, and their own radio equipment in 1937.

Their model placed first the following year at the RC Nationals in Detroit. The Guff was used extensively for demonstrations, one of which included a spectator by the name of Henry Ford. Later accounts recalled that the model nearly struck Ford, "but Ford never batted an eye," Walt said in an interview many years later.

Walt's success carried over into the classroom and in the workplace. He earned his Ph.D. from the University of Iowa in

1941, and took his first job at the Johns Hopkins Physics Laboratory near Washington DC. His research there included top-secret work to develop the VT Proximity Fuse during World War II. Walt received several awards for his work in this area.

When I was AMA president in 1963 at a time when AMA needed a new Executive Director, Walt Good was one of the key AMA leaders who helped persuade me to move to Washington to accept the position. I made the move and stayed on for 27 years, during which time AMA grew from less than 20,000 members to about 150,000. Practically all that growth was in the form of RC modelers so it is reasonable to credit Walt with helping to establish the basis for attracting so many new members."

—John Worth

Following the war, Walt resumed his aeromodeling activities, winning first place with an updated RC Guff at the 1947 AMA Nationals in Minnesota. In 1952, flying a new RC design, the Rudder Bug, Walt set a new Fédération Aéronautique Internationale (FAI) RC World Duration record flight of just over 40 minutes at Andrews Air Force Base near Washington DC. A few years later he was honored by the FAI with the prestigious Tissandier award for his pioneering work in model aviation.

Another of Walt's model airplanes, the Multi-Bug, set an FAI altitude record in 1963 assisted by the piloting

experience of another AMA Hall of Fame member and past AMA president, Maynard Hill.

In 1965, Walt helped pioneer another form of aeromodeling, successfully launching an RC model glider from atop a RC-powered model in flight. This event helped inspire the concept used 10 years later by NASA for the 747/Orbiter "piggyback" flights during the test phases for the US Space Shuttle program.

As an AMA member, Walt became active as a volunteer shortly after World War II. He served as AMA Contest Board chairman 1947-1949, and as chairman of the AMA RC Rules Committee 1948-1950. He was a member of the AMA Frequency Committee 1950-1989, serving as the first chairman 1950-1966. Largely as a result of Walt's early leadership, this committee went on to obtain from the FCC the many RC frequencies we enjoy today. In 1999, Walt was made an honorary member of the Frequency Committee.

He served as AMA's 11th president 1958-1960. Walt remained active as an aeromodeling competitor, functioning as RC team manager of the US team at the first RC World Championships in Switzerland in 1960. He also continued to fly RC Sailplanes for many years, until within a few months of his passing away.

Dr. Walt Good was a very quiet, soft-spoken man who made a tremendous impact on modeling, Radio Control, and all who knew him. His charm was that he treated everyone he met with grace and respect. After knowing Walt for forty

*years I, for one, will
sorely miss him.*

—Norm Rosenstock

Honors from AMA include a Fellowship award (1953), the highest honor AMA can bestow on an individual. Walt was inducted into the AMA Hall of Fame in 1969.

Walt was inducted into the Vintage RC Society Hall of Fame in 1975 and was accepted into the Society of Antique Modelers Hall of Fame in 1989.

Walt retired from the Applied Physics Laboratory, Johns Hopkins University, where he worked for 35 years, in 1977. Most recently, he lived in Port Richey FL. Survivors include his wife, two children, Terry Good, and Ginnie (Good) Warner, and two grandchildren.

Perhaps his legacy is best defined by the fact the Smithsonian Institution recognizes his achievements in aeromodeling and its important place in aviation history. Walt and Bill Good's Big Guff has been on permanent display for many years at the Smithsonian's National Air

and Space Museum in Washington DC. In 1999, the Smithsonian created a traveling exhibit on model aviation, chronicling the biography of a number of famous aeromodelers, to include the Good brothers.

A special Walt Good memorial program is being held at 2 p.m., August 22, at the St. Mark Presbyterian Church, 7922 State Road 52, Hudson FL 34667. Mrs. Joyce Good has suggested that any memorial donations, in accordance with Walt's wishes, be made to the church and/or to AMA.

CALENDAR OF EVENTS

The calendar of events for the year was determined in the January Board of Director's meeting. If you have a favorite event you want included on the 2002 Calendar, please come to the Board Meeting and bring it up. For a up-to-date list of area events check http://www.charlesriverrc.org/calendar_events.htm

DATE	EVENT	WHERE	CONTACT	EMAIL
September 15	Woodsom Farm Festival R/C Demonstration	Amesbury MA	Pete Young	
September 18	General Meeting at the Collings Foundation	Stow MASS		www.collingsfoundation.org
Oct 19 2002	CRRC Electric Fun-Fly	Bill Martin Field (Medfield)	Tom Bauer	tbauer@wellesley.edu
Nov 17 2002	CRRC RC Auction	probably Natick VFW (Natick)		
Jan 1 2003	CRRC Frozen Finger Fun Fly	Bill Martin Field (Medfield)		fritz@spectral.com

DAVIS FIELD USE THIS FALL

The schedule that I put on the CRRC list has a summary of all of the sports using Davis Field. This is unnecessary. Why don't we put Davis "blackout" days on the regular CRRC calendar and have a link from the Davis page. I propose something like:

Saturday, 9/7, Sports at Davis until 1 pm

Sunday, 9/8, Sports all day at Davis

Saturday, 9/14, Sports at Davis until 1 pm.

Sunday, 9/15, Sports all day at Davis.

Soaring at Woodsom Farm Saturday, 9/21, Sports all day at Davis..

Saturday, 9/28, Sports all day at Davis.

Saturday, 10/5, Sports all day at Davis.

Sunday, 10/6, Sports all day at Davis.

Saturday, 10/12, Sports all day at Davis. .

Saturday, 10/19. Sports all day at Davis. Electric fun fly at Medfield

Sunday, 10/20, Sports all day at Davis.

Saturday, 10/26, Sports all day at Davis.

Saturday, 11/2, Sports all day at Davis.

Saturday, 11/9, Sports at Davis until 1 pm.

I suggest that we put the information for Cow Common as one of our flying sites on our web site until November 10. After that, let's take it off until fall 2003. That way we can avoid leading flyers to Cow Common during the sensitive spring and summer seasons. The two possible flying fields at Cow Common are very close. Only one field at a time should be used so that there can be frequency control. In the past, the fliers have spotted each other and gravitated to one field. Flyers will usually use the field with the parking lot if that field is mowed. Sometimes the field has been left with corn stubble or tall grass. In such cases, flying moves to the other field.

On the map, the several sections of Cow Common lie in blocks 17 and

18. The open fields are along the southwest side of Route 27 about a mile northwest of the town center. The corner of the northwest-most open field is just opposite Glezen Lane. The adjoining parallel field (separated by a row of trees) with the parking area is just to the southeast. Flying can take place in either of the open fields, but only in the fall after the fields have been cut. Flyers should congregate at only one of the two fields so that frequency control can be coordinated.

-Dick

Figure 5 Map to Cow Common in Wayland.

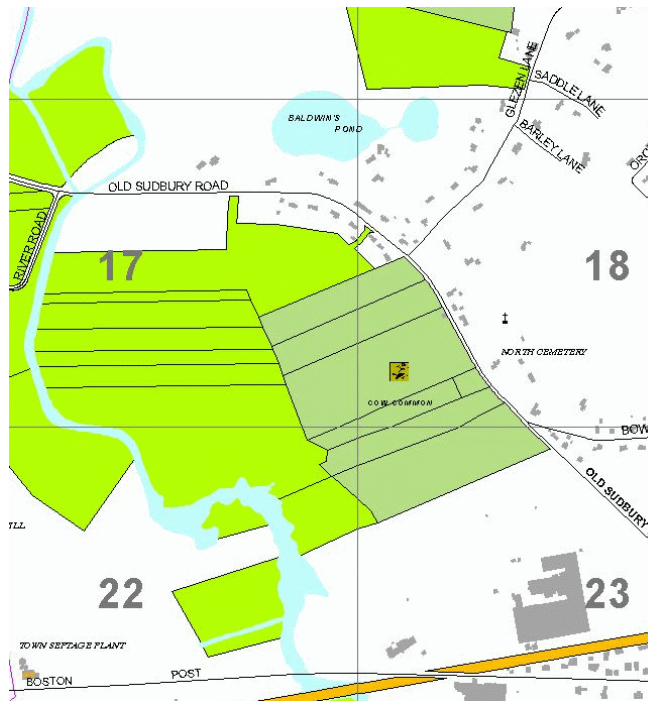


Figure 6 One of many Mantis-winged sailplanes soaring in the sky Saturday



Figure 7 Scene from this week's Soar-In: eventual winner Dave Walter flies as Les Gerhardt times. Derick Veliz photo.

CRRC Rudder Elevator –Spoiler Contest



Figure 8 WHERE'S WALDO? In a typical scene from the CRRC RES contest, we see Derick in the orange shorts flying the camera that took the picture and someone behind Derick showing a lot of dihedral.

CRRC SOAR-In

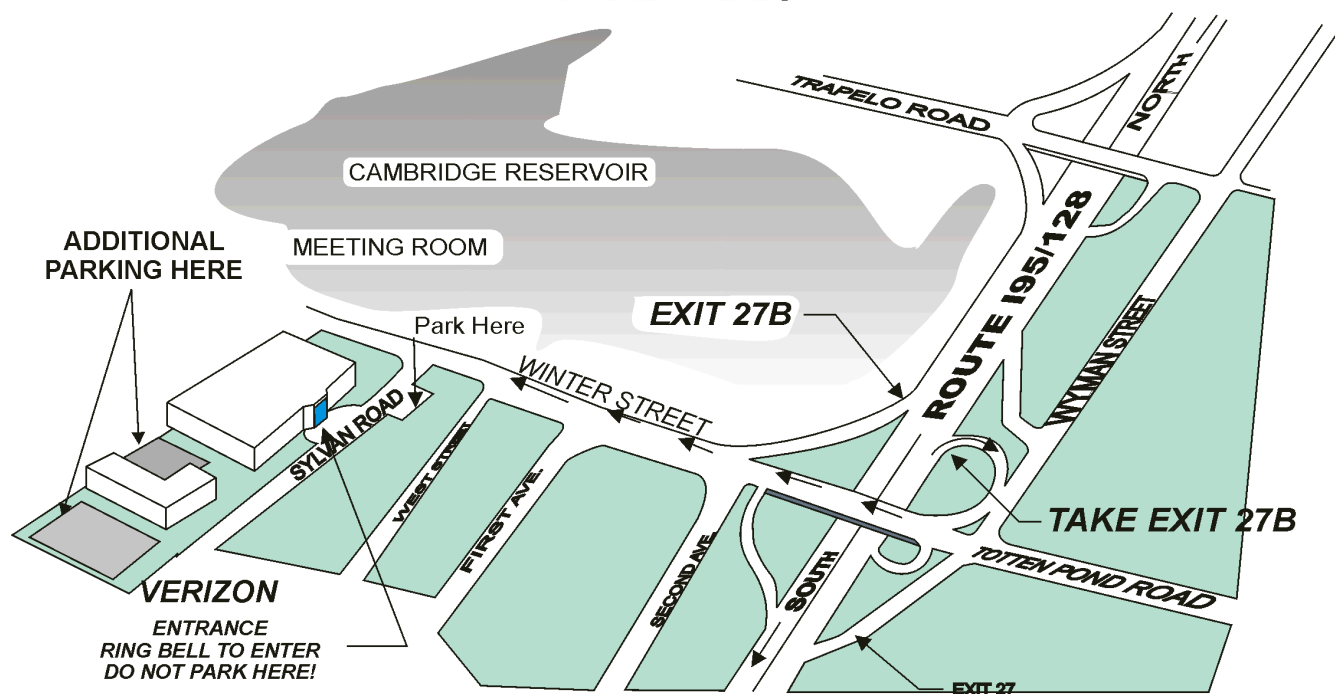


Figure 9 Bob Burrier launching his Psyko Lite with Bob Doppler timing and Jim Otis operating the retriever. Co-contest directors Dave and Anker talking in the background, as are John Hayes, Ron Cichowski and Terry Luckenbach. I can't recognize the person sitting in front of the Porta-Potty.



Figure 10 Jan Kansky launching with Jose Bruzual timing. Anker is making sure that the contest is running smoothly. Note the Team CRRC banner under the tent.

LOCATION OF MONTHLY MEETING
FOR THE CHARLES RIVER RADIO CONTROLLERS
at VERIZON LABS



Fritz Bien /Editor
41 Saw Mill Road
Concord, MA 01742-2221