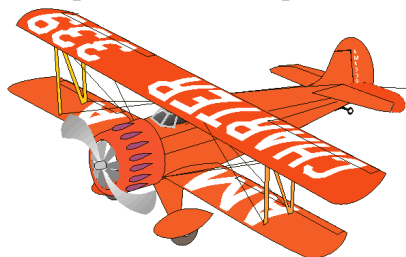


# NEWSLETTER OF THE CHARLES RIVER RADIO CONTROLLERS, INC



## CRRRC FLIGHT-LOG

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

AMA CHARTER 339

AUGUST 2003

VOLUME 40 NUMBER 8

### 2003 CRRRC OFFICERS

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### GENERAL MEETING

Wednesday  
August 20<sup>th</sup>  
7: 30 PM

## "Under the Hood of a Flight Simulator"

By Mark Drela.

*The talk will describe how a  
flight simulator works in  
layman's terms, and what is  
required for realistic simulation.*

### Table of Contents

|                                                    |                           |     |
|----------------------------------------------------|---------------------------|-----|
| Raffle Prizes.                                     | <b>Jon Leehey</b> .....   | 1   |
| President's Message.                               | <b>Derick Veliz</b> ..... | 2-3 |
| Guinness Book of World Records.....                |                           | 3   |
| "It's a great day for flying" (Re-print) .....     |                           | 3   |
| July General Meeting Notes.....                    |                           | 4   |
| August Board of Directors Meeting. ....            |                           | 4   |
| CRRRC Building & Flight Instructors.....           |                           | 5   |
| CRRRC Lending Library.....                         |                           | 5   |
| TREE CLIMBERS.....                                 |                           | 5   |
| 2003 D.B.S.F. report Anker <b>Berg-Sonne</b> ...   |                           | 6-7 |
| Membership Statistics <b>Dick Williamson</b> ..... |                           | 7   |

### AUGUST RAFFLE

1st Prize \*

A Complete Graupner  
Terry electric ARF.  
Includes Speed400 motor  
with attached Speed  
Controller, and matching  
folding propeller!



2nd Prize \*

Top Flight Monocoat  
Trim Iron. For those hard  
to get at spots.



3rd Prize \*

Newly Restocked  
Selection of Cool Tools.

**\*Show and Tell prize will be A Selection  
of Cool Tools!**

Thanks to Alex of Alex's R/C  
Hobbyworks for his discount to the club.  
Please consider him for your next hobby  
purchase. Alex's is located in Belmont,  
near the intersection of Belmont,  
Watertown and Cambridge, at 129  
Belmont St.

--Jon Leehey  
Raffle Chairman

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## **PRESIDENT'S Message**

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### **RES 2003**

(Rudder Elevator Spoilers)



Some time ago I got an Aspire glider for \$60 bucks, this is my first glider, my first r/c airplane with no motor (slope planes don't count).



Two days before the R.E.S. contest I put my plane together, maiden flight was done a day before with a high start.



The day of the event Dennis Ganz helped me launching my Aspire on the winch, this was the first time I had a plane going up with no motor on board.



It was a wonderful day, I really enjoy it, when I was flying at some point I put my radio on the grass and let the plane fly for couple minutes and soar without any human control.



Every body had a lot of fun, this event was very successful, and all thanks to Miner Crary and members of CRRC.



**--Derick Veliz**

## ***It's a great day for flying.***

So said Dick Williamson, 63, of Sudbury, one of the many participants in the Charles River Radio Controller's annual model sailplane contest at Davis Field yesterday.

After a night of harsh thunderstorms, the clouds opened up for a perfect day of flying for the contestants.

The beautiful gliders in the competition are guided by remote radio control, soaring upwards on rising air currents of wind. In order to win, the miniature planes must stay afloat for a specific amount of time and make a perfect landing on a series of white strips. The first round had a target time of five minutes, the next round was seven minutes.

The competitors get one point for every second they are up in the air until the target time, and then the points start being subtracted after the time is reached, with the result that the members must hit the five or seven-minute mark perfectly. "Sometimes it's easy to get the target time, and then you've got to control how you bring it down. Other times it's all a struggle," said Williamson, one of about 15 members from Sudbury in the Charles River Radio Controllers club.

The group has a total of nearly 200 members, with some of the participants at Davis Field yesterday coming from as far off as New York and Maine.

In a few weeks, participants from all over the East Coast will congregate at Davis Field for an even bigger competition with more sophisticated planes.

The planes in yesterday's competition are known as "rudder-elevator-spoilers." "The idea for these planes is to have a very simple class that people can create at a low cost," said Mark Drela, a professor at MIT who was probably the most famous among the participants in yesterday's contest. He created a human-powered airplane that still holds the long-distance world record.

While Drela said hitting the target time and the target landing spot can be readily achieved, it is extremely difficult to do both at the same time.

"It's easy to get time, and it's easy to land on the spot, doing both is tougher with a glider," he said. "If you're too high or too low, you can't do it. There's a whole lot of flying skill involved." Drela agreed that the conditions yesterday were perfect for challenging flights for the contestants. "Sometimes the weather conditions make it too easy and a no-brainer. Today people are having to work for it," he said.

A large crowd gathered to watch the planes take off and land, including children and families. One of Drela's former students at MIT was helping him time one of his flights.

Once in the air, the planes look quite graceful and majestic in the sky against the white clouds. While easy to follow at first after

takeoff as they gain more and more altitude, they are often hard to spot if you look away and then try to find them again in the sky.

Soon another round of competition has begun and planes are taking off left and right, five of them circling around each other in one part of the sky as the owners walk around the fields with their radios.

The landing looks like one of the hardest parts. While some of the planes gracefully hit the white stripe, others crash land into the ground and flip upside-down, much to the consternation of their owners. The disappointed fliers walk back to the starting point with long confusing explanations of what went wrong that I don't particularly understand.

One man almost has a perfect landing, but messes it up at the last second, yelling "watch out" as the plane (I kid you not) comes awfully close to crashing right into where I am standing. While the flier got his target time of seven minutes, he said he has not had good luck with that particular landing spot and thinks it's cursed, vowing to try a different spot further out the next time.

Derek Veliz, 32, of Acton, is the current president of the Charles River Radio Controllers club. He said he has been interested in model planes since he was a child in Guatemala. "There used to be a club near my house, and I would go there and just look at the planes," he said. "When I got out of school and moved up here and started working, I found my pocket with

a little extra money, and I said, 'Ooh, I want to start getting into this,' so I taught myself how to fly them." Veliz now has about 20 of his own planes, including a model helicopter with a camera that he uses to take aerial pictures.

The Charles River Radio Controllers meet on Davis Field every Sunday morning. For more information about the group, contact Williamson at 978-443-8549 or check out the Web site "www.charlesriverrc.org".

Spectators are always welcome to stop by any Sunday morning to learn more about this intricate hobby.

***People, who would like to submit ideas for items to be featured in The Sudbury Scene, or have any other story ideas for the newspaper, can contact assistant editor Michael Wyner at 508-626-4443 or mwyner@cnc.com.***

Re-Print of an Article that appeared in: "The MetroWest Daily News"  
"TM"© SUNDAY, JULY 20, 2003

***Derick has just received a phone call from the Town of Acton letting him know that the attached photograph is going to be published in the 2005 Guinness Book of World Records. On Acton Day, Derick took this picture with his airplane, and it turns out that is it the largest human American flag.***



***--Pete Lofgren***

Secretary's  
Report: May 2003  
General Meeting

## Field Reports

## Old Business

## New Business

## Raffle

## New Pilots

## Guests

## Show And Tell

Speaker

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# CRRC BUILDING AND FLIGHT INSTRUCTORS

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**T**his 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. 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

### POWER:

#### Chief Instructor:

**Ruane Crummett**

(Wayland 508-655-2234)

|                |            |              |
|----------------|------------|--------------|
| Bob Scott      | Norwell    | 781-982-0268 |
| Pete Young     | Watertown  | 617 923-4184 |
| 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 |
| 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:

– None Available at present –

### 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 |

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## CRRC LIBRARY

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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)

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## TREE CLIMBERS

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### **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: 617-201-5300

### **Paul Harrington**

(508) 376-2573 [Medfield Area]

### *Thermal Duration Contest for 2-Meter and Open Classes*

For the first time this year, Dave Walter couldn't make a road trip. He had been called to appease a customer and wasn't going to make it back in time. Jose didn't make it either, he was in mourning over the loss of his plane and Bruce's plane. And neither did Bruce, who had to take Chris to New York to make up for all the weekends he had spent with us. But Mark Drela joined Fritz, John, Jan, and myself this time.

Our route took us by Mark's folks close to Allentown, where we dropped him off, and then the GPS took us on a very scenic and very hilly route directly to the Best Western in Reading.

The forecast for the whole weekend had been great and it was in high spirits that we headed for the field, which is on the Daniel Boone Homestead grounds, just east of Reading.

When we got there the breeze was blowing steadily and Fritz measured 9MPH on the ground just after 8AM. We also heard that the forecast had been upped to 20MPH winds in the afternoon, with gusts to 25. For once the forecasters were right!

The contest format was interesting. Two events, 2-meter and unlimited, with 3

rounds of 2-meter interspersed between unlimited rounds.

The concept of tiny landing circles had been picked up from LISF, only this time the radius was only 5 feet with a 2-foot circle in the middle. The middle circle was worth 50 points and the outer 25. All pilots were divided into flight groups with 15-minute windows to fly. I was flying both 2-meter and unlimited. 2-meter with a plane borrowed from Bruce.

In the wind this field becomes very challenging. The field is on a hillside and landings are very, very hard to judge. The hill also makes the planes look like they are higher up than they really are, so off-field landings are very common, and short landings become the norm. The road is also a hazard that you have to avoid.

Finally, you better not land on Mrs. Custer's land, because we can't go in and retrieve the planes there. She will bring it out, ... eventually, ... maybe several days later!

The flying was tough. A lot of the time there would be great lift, at other times you could search everywhere and not find anything, so the scores spread out pretty quickly. At the end of the day they were all over the place.

In Unlimited, first and second place overall were taken by Luis Bustamonte and John Jenks, both sports-flyers. 3rd and 4th were Bob Chatman and Fritz Bien from expert, and 5th

was a sportsman again, Peter Schitzkus. Jan was 5th, I was 8th and John was 14th.

In 2-meter the overall standings also bounced back and forth between expert and sportsman, with Joe Melchiorre from expert in first and Mark Drela from sportsman in second. I did great the first two rounds and stood in second place before the final round, which was a disaster. I ended up in 4th expert and 7th overall. What a day!

Because of the great overall performance of the sportsmen they got hammered with advancement points. Jeb Bushell, Mark Drela and Bruce Musser all got pushed over the magical "20" two-year total that advances you to expert next year.

There were surprisingly few casualties. Two planes went-in on launch, and Terry Luckenback managed to hang his plane up in a tree when he went too far downwind. I got to practice my throwing skills getting a line over the plane, which we managed to retrieve relatively unscathed during the lunch break.

The next day the weather was much nicer. The winds were gentle and lift relatively plentiful, but again with huge "down" and "nothing" cycles.

This day was "unlimited" only, same landing task. On my first launch I had Lois Zeigenfuse time for me. Upon launch, I veered off and corrected, but when I came off,

it was obvious something wasn't right.

The plane really wanted to turn one way and hated turning the other. I got my time, but the landing got messed up because I didn't dare use crow. I have done that before with control surface problems and instantly augured the plane in.

On inspection, I discovered that one of my super-duper, brand-new digital servos had seized, so that put my Drela-Mantis out of action. Back to the standard Mantis.

Two rounds later Tony Guide lent me a replacement servo, and I was able to fly the rest of the day with my favorite ship. But one of the rounds with the standard Mantis was in sink and I was out of the running for the day.

Fritz again did well and was in second place before the last round. Then he hit the "big sink" and ended up in 6th in expert.

In Expert, the running was tight. The first 14 experts got more than 90% and I, in 17th, managed 88.5%. John Nilsson had a good day and ended up in 7th (in expert.) Jan was in 13th, so it was a fairly typical CRRC team result.

Once again the sportsmen did great. Rainer Wetzling took first in sportsman and first overall. He also hit the magical "20" advancement points.

In the top 10 overall, 5 were experts and 5 were sportsmen. Mark ended up in 4th. The weekend champ was Luis Bustamonte, a sportsman, soon to become expert!

The great day of flying was marred by an incidence that could have been very serious. As I mentioned earlier, the landing circles were small, and you could stand right next to them. In one of the rounds, there was quite a large group standing very close to a circle when an "Escape" came in too hot. The pilot flew it around himself, but flew it directly into the group behind him. Peter Schlitzkus was hit hard by the leading edge across his face and his hand holding the transmitter. The antenna broke off the transmitter and Pete went down, bleeding profusely from a lacerated finger and out of his mouth. He was rushed to the emergency room and fortunately is OK.

Jeff Steifel tried to fly his plane back, but lost sight of it. It was also out of range because of the missing antenna. Amazingly, Peter's plane flew itself back to the field and was retrieved shortly after. This event is a reminder that there are risks to this sport, that we must manage.

In retrospect, flyers should not have been allowed this close to the landing spot. At LISF they had done it better, with both a circle and a line keeping the pilots away from the circles.

We got an early start home, which was good, because Mark's mother had prepared birthday cake and coffee for him. Delightful people.

--Anker

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## MEMBERSHIP STATISTICS.

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Here are the updated CRRC membership figures.

The table summarizes the membership status, and compares recent years.

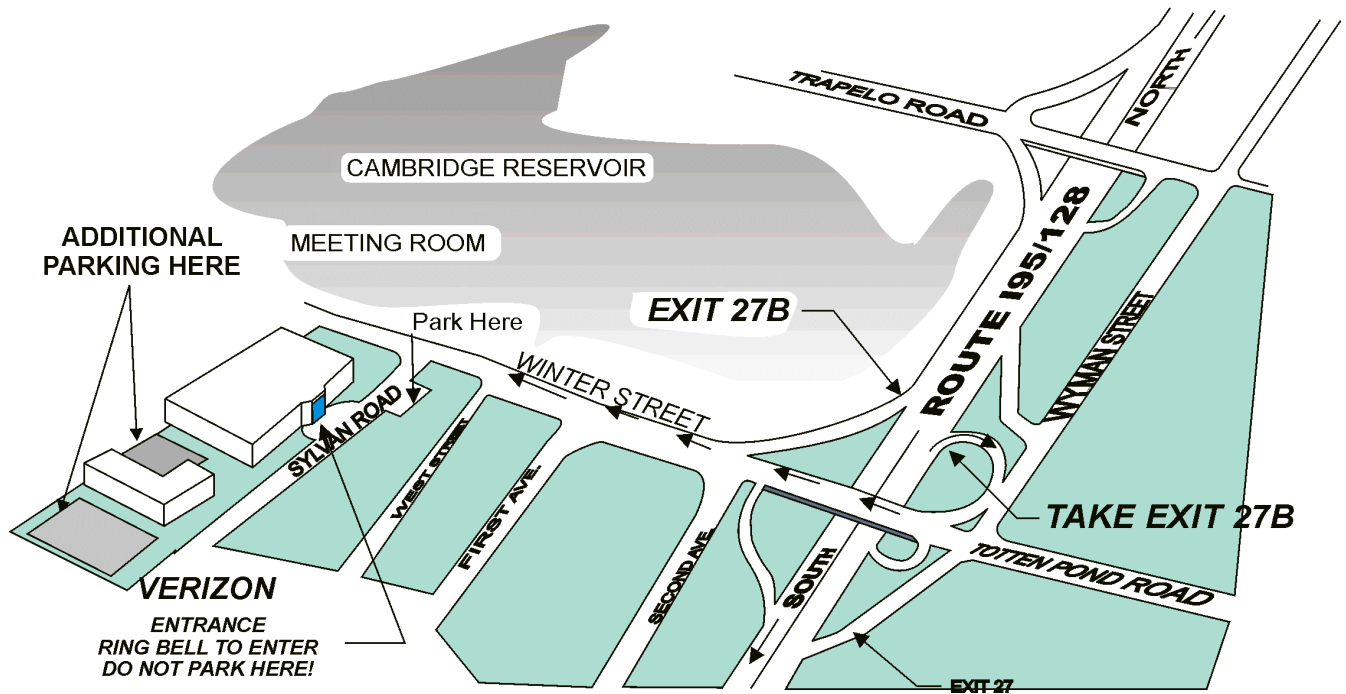
| Year | Renewals | New Members | Total         |
|------|----------|-------------|---------------|
| 1999 |          |             | 135<br>(Peak) |
| 2000 | 112      | 62          | 174<br>(Peak) |
| 2001 | 124      | 50          | 174<br>(Peak) |
| 2002 | 138      | 58          | 196<br>(Peak) |
| 2003 | 154      | 31*         | 185           |

\*The 31 new members include 26 genuinely new members and 5 members who rejoined after a lapse of a year or more.

***I will send out an updated membership list around the first of each month.***

--Dick Williamson

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



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48 Bacon Street. # 8  
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