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General Meeting

Wednesday,
June 16th
7:30 pm
Verizon Labs
Sylvan Road, Waltham
Exit 27b off I95/128

Entertainment



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May Raffle Prize



NE Sail - Enigma DLG

or



Mega Brushless Motor - 16/15/3

WON
a
COOL TOOL
for
Show-n-Tell

President's Message



Spring is here and many people will be venturing out to watch us fly. Let's try to be extra hospitable and allow them to have an enjoyable experience. It is a win-win situation for us. We get to show off our building and flying skills and we hopefully get some support from the locals if we need

it in the future. Lets not leave all this up to our public relations coordinator, (Dick Williamson), Let's do our share.

We will be flying at Collings Foundation Open House on Saturday, June 19. Please come and fly and even if you do not want to, why not come on out and enjoy the sights and perhaps help out a little. Let's hope for the sun to be our friend on that day.

Some of the items that we are working on are PayPal, almost done!! We're also thinking of updating the graphics on the Web site. Does anyone have any ideas? Finally, we can always use some help in securing guest speakers. Does anyone know anyone who could entertain us? We have been very fortunate thus far and in fact for the upcoming meeting, we are lucky enough to have Al Dean who will talk about the Glass Star that he built in his new refurbished barn. I am so jealous of his barn and his skill So come on to the meeting and let's have some fun!

- Ken Antonellis

MEMBERSHIP STATISTICS

The table summarizes CRRC's membership status and compares recent years.

Year	Renewals	New Members	Peak Totals
1999			135
2000	112	62	174
2001	124	50	174
2002	138	58	196
2003	156	40	196
2004	159	19	168

- Dick Williamson

TREE CLIMBERS

Tony Morais

A1 Tree Services- Framingham, MA

508-626-0088 800-657-7788

Kenny Greeno

Office Phone: 617-661-8591

Cell Phone: 617-201-5300

Brian Pikarski

Burlington, MA

617-797-2136

Paul Harrington

(508) 376-2573

[Medfield Area]



CONGRATULATIONS!
Phil Barnes
ON YOUR
SPECTACULAR
WIN AT



2004 IHLGF



Some
Snowbirds
Like
to
Fly

CRRC BUILDING AND FLIGHT INSTRUCTORS

This 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. For directions to the fields go to <http://www.charlesriverrc.org>. If you have any questions about the construction of your airplane, or want to have an experienced pilot preflight check your airplane before heading to the flying field, then call any of the building instructors.

BUILDING

Ruane Crummett
Wayland 508-655-2234
Fritz Bien
Concord 978-369-1720
Joel Foner
Natick 508-653-3560
John Weigel
Natick 508-655-2138
Pete Young
Watertown 617 923-4184
Derrick Veliz
Acton 978-266-1739

ELECTRICS

Bruce Schneider
Hudson 978-562-9900
Fritz Bien
Concord 978-369-1720
Dave Walter
Hudson 978-562-5400
Derick Veliz
Acton 978-266-1739
Pete Young
Watertown 617 923-4184
Lincoln Ross
Waltham 781-891-0332

HELICOPTERS:

- None Available at present-

POWER

Chief Instructor
Ruane Crummett
Wayland 508-655-2234
Bob Scott
Norwell 781-982-0268
Pete Young
Watertown 617 923-4184
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

May 2004 Board of Directors Meeting



Al Dean, builder of a full scale GlasStar, will be the speaker at the next general meeting.

Tony Davids will organize the Collings Foundation flying demo. Flying will take place only on Saturday to allow the Crow Island club to fly at their field on Sunday. All AMA members are invited.

Tracy Clark will run the RES contest in July, and Mark Drela is organizing the HLG contest. Mark has been looking for suggestions for prizes.

It's time once again to distribute the club roster and rulebook. The rules will be reviewed and updated, and the roster will be compiled from the current list of members. Paper copies will be mailed to all club members.

The PayPal account is almost ready for action. Joel Foner needs to integrate it into the club web page. And speaking of which, Joel is looking for help improving the look-and-feel of the web site. Any experienced graphics designers in the club? Contact Joel.

Recorded by Dave Walter

TREASURER'S REPORT

Report Date 6/8/04

Starting Balance 4/30/04	
Checking	\$9,855.15
Savings	\$998.01
Cash Box	\$25.00
PayPal Acct	\$5.22
Total Starting	\$10,883.38
Income	
Raffle (Apr):	\$132.00
Dues	\$345.00
Events: Indoor flying (Apr)	\$130.00
Key revenue	\$60.00
Interest: Savings	\$0.46
Total Income	\$667.46
Expenses	
Jack Buckley -Scale Masters advance #1369	\$600.00
Jeff Newcum -Apr newsletter & postage #1370	\$156.19
Scott Anderson -key reimbursement #1371	\$18.90
MMAC -1/2 field repairs/pilot stations #1372	\$78.59
Derick Veliz -Apr raffle prize #1373	\$103.00
Monthly Bank Fees	\$5.00
Total Expenses	\$961.68
Ending Balances	
Checking	\$9,565.47
Savings	\$993.47
Cash Box	\$25.00
PayPal Acct	\$5.22
Grand Total Ending 5/28/04	\$10,589.16

- Scott Anderson



Secretary's Report: April 2004 General Meeting

Club President Ken Antonellis opened the meeting promptly at 7:45 PM. Recent changes in security policy at Verizon require that we now sign in at Building #5 before proceeding to the usual meeting location. Building #5 is in the inner courtyard on the left.

Field Reports

Davis Field, Sudbury

It wasn't mentioned at the meeting, but it's still in good shape. Athletic folks are leaving a lot of trash lying around. Perhaps we could show up with a few trash bags and tidy up a bit.

Bill Martin Field, Medfield

The flying field is in excellent condition. It was recently mowed and some folks from the Millis club also rolled it, so it's nice and flat. The Millis flyers also suggested this would be a good time to spread some more tailings on the road to firm it up a bit. At the meeting a motion was proposed and approved to fund 50% of the cost of the tailings.

Old Business

There was discussion about the Collings Foundation Fun Fly in June. Due to the short distance between the Collings estate and Crow Island, it is not safe to fly at both locations at once. CRRC club officers contacted Don Weaver of the Crow Island RC club to coordinate flying activities. Don expressed concern about the loss of flying at Crow Island for the entire weekend, especially since a helicopter meet also takes the next weekend. It was suggested at the meeting that we offer to split the flying, Crow Island in the morning, and Collings in the afternoon. The BOD will bring this idea to Don.



New Business

Bill Martin volunteered to attend the next two BOD meetings. The next BOD meeting is at the Sudbury Library.

Visitors to the monthly meeting included the following (once again, I have probably butchered some of these names):

- Nicky Callahan – From Philadelphia, has been active in RC for 20 years and is now interested in going electric.
- Hal Levitt – Novice, but already learning about repairing. Started with a Wingo.
- Evan Hadingham – New to RC, but has spent time in the hobby with stick-and-tissue planes.
- Stuart Strong – Not really a visitor, Stuart is a snowbird back from Florida and ready to join us at Davis Field this summer. Welcome back, Stuart!

Raffle

- 1st Prize – Pete Young – Tube bender
- 2nd Prize – Dave Van Cleave – Traper indoor slow flyer
- 3rd Prize – Dave Walter - Skylark .46-size pattern ARF (I went right out and got a .61 for it!)

Show-N-Tell

- Pete Young – Plane #1: Cermak Banchee E-3D aerobatic electric ARF. Very high performance, not designed to crash. Plane #2: Cermak Dragonfly 36" span electric ARF. Original motor was defective and replaced. He gets 20 minutes on an 830 mah LiPo battery.
- Ian Langley – AcroPhat electric ARF. Wood with carbon spar, MP Jet AC25/35-20 motor with gearbox. Met a fence already.



- John Leehey – Sig 4-Star 60. Fast building plane, and modified according to random suggestions from the internet. Saito 90, 5.5 lbs, hasn't flown yet.
- David Spielman – Produced a CD with full documentation of the changes to his Defiant to make it more rugged and fly better. All in PDF files which can be printed out 1:1 to form plans.

John Leehey won the Cool Tool, a Michael Jackson style Cool Hand ironing glove.

Entertainment

The paper airplane was moved up from its normal June date. We were given a choice of 3 planes: the Square Nose, the Gull Wing, and something called Joe's Favorite. It didn't really matter which design we chose, Fritz smoked us all with his perfectly trimmed but very basic design. Now if he could only throw an HLG like he throws a paper airplane...



John Leehey's – Sig 4-Star 60



Fritz smoked us all with his perfectly trimmed but very basic design.

Recorded by Dave Walter



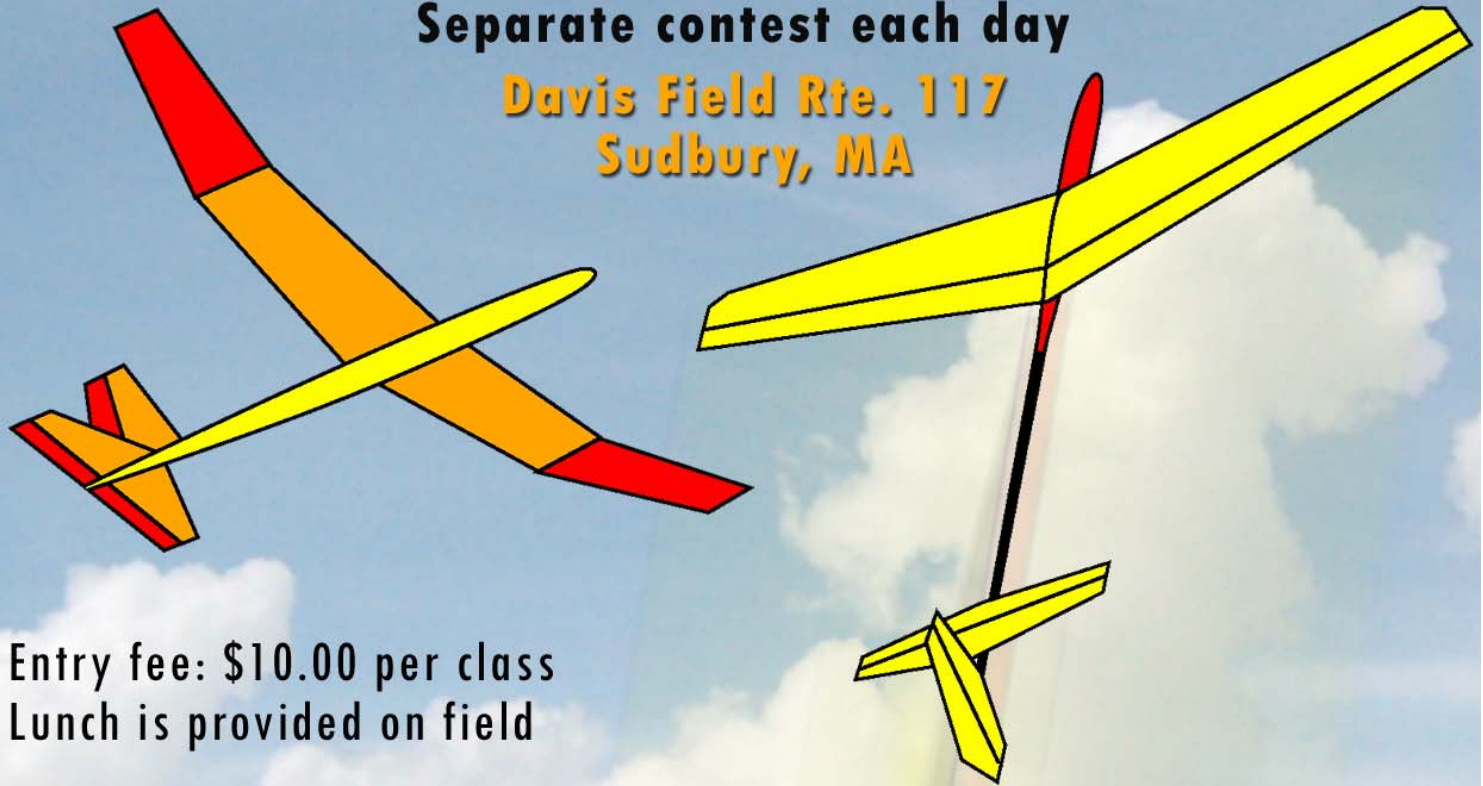
2-DAY SOARING CONTEST

July 17: Rudder, Elevator, Spoiler
Two-meter, Unlimited classes

July 18: Hand-Launched Gliders (1.5m max span)
Sportsman, Expert flier categories

Separate contest each day

Davis Field Rte. 117
Sudbury, MA

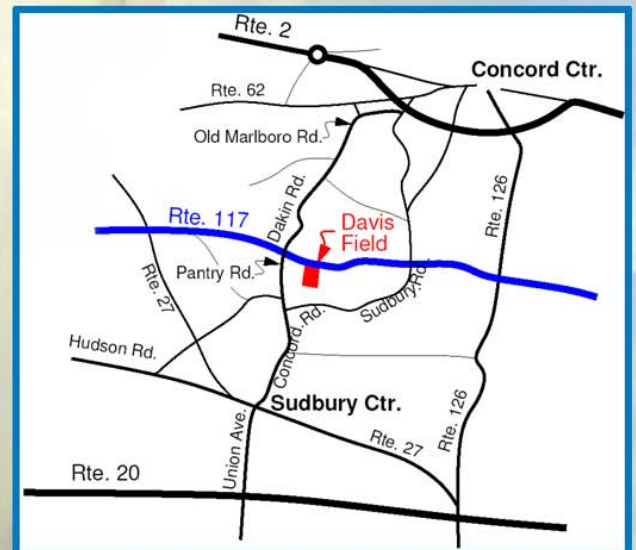


Entry fee: \$10.00 per class
Lunch is provided on field

12V winches with retrievers on July 17

Registration at the field: 8-9 AM
Pilot's meeting: 9:05 AM

No more than 2 fliers per frequency
To reserve, notify Mark Drela
with date(s) and frequency(s):
drela@mit.edu
617-253-0067





FLY-IN AT COLLINGS OPEN HOUSE



SATURDAY JUNE 19 9:00AM



**Come for
open Flying,
no events,
no pressure,
just fun!
AMA required
Any questions,
Ken Antonellis
508-653-8369**



COLLINGS FOUNDATION - 137 BARTON ROAD - STOW, MA



Two picture perfect days were in store for the pilots converging on Poway, California for the 2004 International Hand Launch Glider Festival. The field included top pilots from all across the US and one international entry from Austria.

Both Saturday and Sunday were mirror images of one another. Both days started with a low layer of fog and haze that burned through 30 minutes before the scheduled 9am start to the contest, leading to a pleasant 80 degree day with generally light winds at 5-10 mph, with occasional periods of 10-15 mph.

Lift conditions were strong during periods of light wind. Down-air cycles were short, generally lasting less than 10 minutes. Saturday included a stretch in the afternoon with stronger wind that necessitated aggressive downwind flying in tight lift to salvage any hope of making time and returning to the field to register the required on-field landing.

Rules prohibited slope soaring on an inviting hill downwind of the field,

however the definition of slope soaring was intriguing. Back and forth passes along the hill were deemed illegal, while circling was not considered to be slope soaring. This led to general heckling and merriment



whenever someone was “thermallng” over the hill. This heckling, along with a change to the field boundaries to make the legal landing zone further from the hill than in years past minimized the utility of the hill. The contest format was 10 rounds

from the standard Torrey Pines HLG CD. The whole field of competitors flew six rounds on Saturday, and 4 rounds on Sunday with one throw-out. The top ten finishers were then entered into a three round fly-off to determine the 2004 champion. Scores from the best 9 of the first 10 rounds carried over into the fly-off so the final result included the total of two days of competition for the winning pilot. Consistency marked the road to victory.

At its heart, flying HLG is very similar to F3J or man-on-man thermal duration contest minus the hassles with winch malfunctions and the dubious soaring task known as the spot landing. In each flight group, the winning pilot needed to employ the same air reading and flying skills as with open class aircraft in potentially more challenging turbulent air near the ground making this contest the truest measure of a pilot’s soaring ability. As always, the cream of the crop found its way to the top of the leaderboard.

Phil Barnes opened his 2004 campaign with seven straight 1000s and led the first day of qualifying from

start to finish. He registered a perfect first day! The running joke on the field was to wait for Phil to return from a round of flying and instead of asking him if he got his max ask him if he got his throw-out yet. Phil's booming launches left others wondering what was missing in their throw technique.

Sunday was less forgiving for Phil. With a strong overall performance, Kentucky native Bruce Davidson managed to surpass Phil by an incredibly tiny 9 point out of 9000 margin leaving Phil in the second spot entering the flyoffs.

On Saturday, 2003 champion Oleg Golovidov was running a close second with one throw-out round, and a pair of scores in the 900s. He looked to be on track for a chance at a repeat performance of his 2003 victory. The combination of a few bad rounds on Sunday, and a mid-air left him in the 11th spot after qualifying, just missing the fly-offs. Nevertheless, everyone acknowledged that Oleg is right there with Phil as having one of the best launch in DLG and clearly some bad luck prevented a repeat performance. After his mid-air Oleg jokingly contemplated installing carbon reinforcements into his leading edges to slice through any intervening aircraft.

Tom Kiesling managed an impressive showing this year with 7 of the 10 qualifying rounds showing a perfect 1000 on the scorecard. He put it all on the line several times with his "hero or zero" mentality and generally returned to the field with altitude to spare, with one notable exception that involved a good-natured PA announcement to focus the attention of the spectators on his "walk of shame". Tom entered the fly-offs in third position.

Mark Drela topped off the list of ESL

pilots making the fly-off. He asserted himself by registering two Sunday morning 1000s and two rounds in the high 900s to complete the push into the Sunday afternoon fly-offs.

The fly-offs had the top ten pilots in the field flying head to head for three fast paced back-to-back rounds of flying. The scores were tight, with Bruce Davidson in the lead, Phil Barnes 9 points back, Tom Kiesling 47 points back, Paul Anderson 60 points back, and Joe Wurts 64 points back, all in serious contention.

In the first fly-off round, the task was five two-minute flights in a 10 minute window. This stressed fast turn around time and the ability to find a glimmer of turbulent lift while drifting downwind at an alarming rate, all the while avoiding the worst of the sink in a down-air cycle. No easy task.

Relative to the performance of Joe Wurts, scores averaged in the mid 800s in this round. Joe Wurts, and Michael Smith significantly helped their bids for the championship with Wurts moving into the lead taking the place of Davidson who dropped due to an off-field landing. Barnes managed to hold the rest at bay with a respectable 931. After this round, the top five were Wurts, Barnes, Kiesling, Davidson, and Smith, with Anderson in seventh and looking to be in trouble by dropping points due to an off-field landing.

The air started looking up for the second fly-off round. Achieving three three-minute flights was still a challenge with most pilots getting two maxes along with a 1:30 flight. The

exception being Bruce Davidson, and local California 3D and DLG young gun Paul Anderson, both battling back from their prior round mistakes. Joe Wurts was sitting in first after his impressive first fly-off round, but he let the title slip from reach with a shorter than average first flight in the remnants of the previous round's



down-air cycle. Phil managed a "good enough" score of 899 to keep a charging Bruce Davidson at bay. The order after this round stood as, Barnes, Davidson, Kiesling, Anderson, and Wurts.

The final round of the fly-off involved a 4-throw 1 min, 2 min, 3 min, 4 min flight task, with the flights in any order. The beginning of the 10 minute working window proved challenging with several critical decisions regarding whether to start with the 1 minute flight, or press on for two or more minutes. Wurts, Anderson, Drela, Markiewicz, and most notably Barnes all succeeded in this endeavor and maintained or improved their respective positions. Kiesling and Davidson dropped a single minute of air-time out of a ten minute window, but this was enough to send them down below Anderson and Wurts. In the end, Phil Barnes maintained his spot at the top due to his strong final flight and became the official 2004 IHLGF champion.

- Jan Kansky

pictures by Tony Harris



Soaring Contest at Lancaster, PA

The LASS (Lancaster Area Soaring Society – Pennsylvania) was the opening contest of the ESL season for Team CRRC. For this contest season several of us have been busy building Aegea Manti. Jeff Newcum has built a gorgeously painted and decorated ship in dark green with a picture of a Mantis on the top of the wing. Jose Bruzual is working on his, but didn't have it ready for the contest, and Fritz and I now have Aegea Manti for both primary and backup ships. When I saw the ESL discussion group entries on Phil Barnes' new X-tails, I put my V-tail fuse project on hold and placed rush orders to Phil and Terry for the necessary parts. I managed to finish the fuse for the Memorial Day weekend and had just enough time to trim it out. Setting the CG was a challenge. I had to keep taping lead to the tail to get it to balance properly, and after the trim flights I moved the battery behind the servos, so the nose is now completely empty. The CG is in what should be an extremely aggressive position, at about 50 % of chord, but it flies like a pussy-cat. I'm going to have to ask Mark Drela for an explanation. This ship is LIGHT. I don't have a good scale to weigh in on, but my estimate is that it is just over 60 oz – this in a 130 inch wingspan. During the trim flights I also managed to fly the ship into my shins and crush the leading edge, so I had a busy week getting ready for the contest.

Only 5 CRRC pilots went to this contest: Jose, Fritz, Dave, Jeff and me. John is off seeing the country in his Honda Element, Mark and Jan were on the Left Coast flying hand launch, and Bruce was also on the Left Coast visiting family.

The new electronic car toy for this season is XM satellite radio. I love it, and they have continuous traffic reports for all major cities, so it's also useful. We left my house just after 10AM Friday and stopped for lunch at Reins Deli in Hartford. Then on to NY City, across the George Washington Bridge to the NJ Turnpike. Finally the Pennsylvania Turnpike to the Rodeway Inn just N of Manheim, where the contest is held. I don't think I'll ever get used to the musty smell of cheap motel rooms. Dinner was the worst this group has had in all the years I have gone to contests. I won't bother you with any other details than that it was at Ruby Tuesday in Lebanon. Boycott them!

The forecast for the weekend had been great, right up to Thursday evening, when they changed it to rain on Saturday. And also very windy. Sure enough, Saturday morning was windy with pretty much steady, light, but horizontal, cold, rain. You are not supposed to have temperatures in the low 50s in June, but it was 52! We are tough guys, so we went to the field and pretended to be ready to fly if the CD insisted. Fortunately he

called it off at 11AM, so we were free to do what we wanted the rest of the day. The decision was made to go to Reading where they had an air show on at the museum. Not much flying was done, and almost everything was out in the open, but they had some great fly-bys with a B-25 Mitchell bomber. The flying demonstration of the B-17 was a disappointment. They just took off, disappeared in the clouds and landed 5 minutes later. I'm glad I wasn't one of the people who had paid \$400 for that ride! At 4PM we were drenched and cold and decided to call it quits. Dinner was great, at TGIF in a mall. Just as we were seated they showed the horse race where some horse I can't remember the name of could have won the Triple Crown. It made a valiant try, but lost.

Sunday we woke up to a slight drizzle, which was not what was forecasted. Breakfast was at the "Shiny Diner" in Manheim, where we feasted our eyes on a stunner of a hostess. We did discuss staying and having breakfast the rest of the day. Life was beginning to feel good. At the field it was clear that the contest was a go, so we assembled out planes. A big question was whether we were going to be the required 20 contestants for the contest to count in the ESL standings. We just made it. Terry Luckenbach showed up with a X tail Mantis, all of his own design. Very pretty ship. The field was pretty much dominated by Manti, most of



Rain, rain, rain.....we just couldn't any breaks in the weather



Fritz Bien launching his Mantis



Terry Luckenbach's beautiful home brew based on Mark Drela's AG airfoils

Anker Berg-Sonne accepting his 1st place in Expert and Jeff Newcum accepting his 2nd place in Sportsman



the Aegeas, but there was an AVA and a few woodys, which the conditions should be great for.

The CD, John Murr, called for 7 minute rounds with 100 point graduated tape landing, flown in 30 minute open winch format. The weather was not good for thermals: even overcast and a steady breeze from the NE. During the day the wind got lighter and in the afternoon it was completely calm. Surprisingly, many of the flyers got their times, so John Murr decided to make the last 2 rounds 10 minute rounds. This completely changed the standings. After round 6, the last of the 7 minute rounds had Fritz in 3rd place, me in 6th place, Dave in 7th place and Jose in 11th place in Expert, and Jeff in 4th place in Sportsman. After the final round I was in 1st, Fritz in 6th, Dave still 7th, and Jose in 12th place in Expert, and Jeff in 2nd place Sportsman. Dave's plane is NOT a

floater and these just weren't the conditions for it. He has finally broken down and bought a Mantis fuse from Terry. This is my first 1st place in Expert, after 10 years, so I was on cloud nine. Jeff also has a 99% for the YTD standings, a good start. Fritz got a 93%, as did Dave, so we should all be pleased. Jose was flying a new MH32 Mantis and was still trimming it out, anything but easy at a contest in these conditions. In the last round he made an awesome recovery from low altitude to make the 10 minutes. He also saved 2nd place for Terry Luckenbach, who came over and joined him.

I give a lot of credit for my win to the new X tail design. It is an incredibly sweet flying plane, and its ability to broth cruise and hang with the best makes it an awesome contest ship!

As a contest, this tacked up as easy in the statistics I maintain. 8 out of 20

flyers were in the 90% percentile scores. However, the top Sportsman was in 10th overall, so it was not dead easy. Very, very smooth flying and a light, efficient plane were required to place well.

The LASS helpers did a fantastic job on the winches, lunch and helping out in general. It is too bad you don't think about it when everything goes really smoothly, and that you tend to forget to thank the helpers. Hopefully this will make up for it!

The return trip went even better than the outgoing. XM told us to stay on the lower level of George Washington, and saved us a bit of time. Dinner was at the usual place, the Sierra Grill in Stamford CT, and we were back at home at 9:30PM, a decent hour.

The season is on!

- Anker Berg-Sonne

May CRRC Meeting Pictures

Photos by Mike Cormier



John Leehey's Sig 4-Star 60



Pete Young's Cermark Banchee E-3D and Cermark Dragonfly



Ian Langley's with his NSP AcroPhat



David Spielman with his Defiant CD



Pete Young and his Cermark Dragonfly



and then some Paper Airplane Fun!



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