



AMA CHARTER 339

SEPTEMBER 2004

VOLUME 41 NUMBER 9

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General Meeting

Wednesday,
September 15th
7:30 pm
Verizon Labs
Sylvan Road, Waltham
Exit 27b off I95/128

Entertainment



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and



WON
a
COOL TOOL
for
Show-n-Tell

President's Message



The fall is fast approaching. Time to get out there and get some good flying as this is typically when we have our best flying weather. Watch those power planes on landing. They can blend in easily with the turning leaves.

The auction is coming (November 14) soon so

let's dust off those sale items. If you did not fly it this year, you can probably do without it and use the \$\$ to buy something else!

We have had a successful year but I would still like to see some sort of power fun-fly and Medfield. Is there any interest? Also, it's time for some of you to start campaigning for next year club officer positions. How hard can it be? Don't forget to bring some show and tells to the next meeting. It does not have to be new and does not have to be finished! See you at the field!!

- Ken Antonellis

August 2004 BOD Meeting



The BOD meeting opened with a spirited communal stuffing of CRRC Handbooks into mailing envelopes, soon to appear in a mailbox near you!

Ken Antonellis noted that the other Northshore RC clubs declined to help run the Woodsom Farm flyin, and that created some confusion with the folks running the festival. CRRC is still planning to stage the event.

Ken noted that the November 14 CRRC Auction at the Natick VFW will be advertised in the AMA magazine for 2 months prior to the auction. The BOD discussed the pros and cons of running a bar at the auction. A high end Futaba transmitter is being considered for the raffle prize.

Entertainment: Dave Nadler, a full scale competition sailplane pilot, is scheduled to deliver a talk at the September meeting (not confirmed as of this writing). Pete Reed has agreed to do a talk on pylon racing at the October meeting.

Ken reminded us that the November elections are not too far away and we discussed possible candidates for office. If you are interested in a position please contact one of the board members.

Recorded by Dave Walter

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	154	30	184

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]

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 508-653-3560
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

Davis Field Schedule for Fall 2004

The Pop Warner Football program will shift into high gear when school resumes after Labor Day. At this point, it looks like the season ends at the end of October. However, playoff games might take place in early November. For details, look under "Master Schedule" on the Pop Warner web site:

<http://www.sudburypopwarner.com/>

Weekdays: Practices will be held at least 2 times per week, typically on Tuesday and Thursday evenings from ~ 6-8 pm.

Saturdays: Some teams choose to hold a Saturday walk-through practice in preparation for Sunday's game. The walk-through practices are usually held on Saturday mornings. It appears that Davis Field will be available for flying most Saturday afternoons. There will be games at Davis Field starting at 5:30 pm on 9/11, 10/16, 10/23 and 10/30.

Sundays: On four Sundays this fall (9/12, 10/17, 10/24 and 10/31), games will take place all day at Davis Field so flying will shift to Cow Common in Wayland.

http://www.charlesriverrc.org/fields_cowcommon.htm

On the other Sundays, all games will be away games. Therefore, Davis Field will be open all day for flying on 9/19, 9/26, 10/3 and 10/10.

TREASURER'S REPORT

Report Date 8/31/04

Checking	\$10,437.48
Savings	\$984.50
Cash Box	\$25.00
PayPal Acct	\$5.22
Total Starting	\$11,452.20
Income	
Elite Lacrosse Camp (port-a-potty reimbursement)	\$47.00
Raffle, (Aug)	\$158.00
Dues, (Aug)	\$175.00
Interest: Savings	\$0.52
Total Income	\$333.52
Expenses	
Tracy Clark, award mugs, RES '04 CD app, #1383	\$334.45
David Spielman, Soar-in '04 Sunday lunch, #1384	\$160.15
Ken Antonellis -Soar-in '04 Saturday lunch, #1385	\$146.75
Ken Antonellis -Aug newsletter postage, #1386	\$37.00
Dick Williamson, rules book & port-a-potty, #1387	\$695.63
Mark Bridger -overpayment of dues, #1388	\$10.00
Derick Veliz, raffle prizes (Aug), #1389	\$116.98
Scott Anderson, stamps & diskettes, #1390	\$13.90
Monthly Bank Fees, savings	\$5.00
Total Expenses	\$1,519.86

- Scott Anderson



Secretary's Report: August 2004 General Meeting

Club President Ken Antonellis brought the meeting to order promptly at 7:44 PM. The Secretary's Report and Treasurer's Report were approved as printed in the August newsletter.

Field Reports

Davis Field, Sudbury

Pop Warner football will be held Monday through Thursday until school starts, after which they will only use the field Tuesday and Wednesday nights.

Bill Martin Field, Medfield

The flying field is still in good condition. Few students have shown up Wednesday nights for instruction.

Old Business

Dave Walter reported on the annual CRRC Soarin competition, which was blessed with unusually fine weather. The many members who helped run the contest were thanked.

New Business

Mike Cormier volunteered to attend the next two BOD meetings, which will be held at the Sudbury Library.

Dick Williamson reported that we now have 182 active members.

We are still looking for a volunteer to run the Sept 18 Woodsom Farm Festival flyin. If nobody steps up, Kenny offered to oversee the activities.



Upcoming events of note:

- A Jet rally is scheduled for Sept 11-12 at the Sanford airport in Maine.
- The Rhinebeck RC Jamboree is also Sept 11-12.
- The NEAT Fair will be held Sept 17-19 at the Peaceful Valley Campsite in Shinhopple, NY.

Visitors to the monthly meeting included the following:

- Ross Kelly – Interested in everything, currently working on a power trainer.
- Steve Hurley and son Matt – Matt is the pilot. They plan to join the club.

Raffle

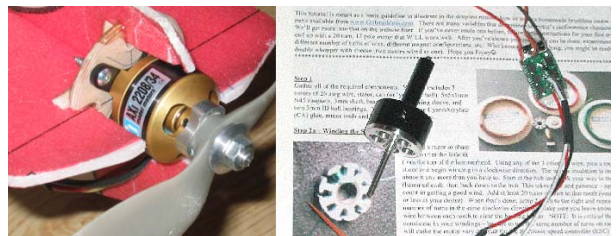
- 1st Prize – Carlton Walker - Great Planes Firebat Electrify
- 2nd Prize – Ian Langely – Watt Age Sopwith Camel electric park flyer
- 3rd Prize – Mike Corkery – Right Flyer 40T trainer

Show-N-Tell

- Fritz Bien – Sig Kadet Senior ARF, commissioned by Lincoln Labs to perform radar profiling. OS 50.
- Sergio Rapanelli – Tucano imported (with Sergio) from Brazil. Balsa wings, fiberglass fuse, very fast.
- Tracy Clark – Brushless motor kit. For just \$11 you can wind your own motor and get 50W out of it. From gobrushless.com.
- Andrew Johnson – Speedy electric with Mega 16-4 motor, flies great on 10 cells. Fast.



- Tony Davids – F-27 Stryker, foamie electric pusher with an attached combat module. Uses X-port technology and IR to simulate a hit in aerial combat. Available at www.hobbyzone.com.
- Mitch Buckley – Ikarus Super Star profile foamie electric. Nice garage flyer, very rugged, uses carbon fiber rods for strength. 8 oz with 2 cell pack.



Entertainment

Jeremy Harkin presented a slide show that chronicled his recent trip to the Air Venture weekend at Oshkosh. We were all impressed at the sheer size of the gathering, including thousands of private aircraft that fly in for the event, park, and pitch tents under the wing for overnight accommodations. Vendor exhibits, lectures, and wide open access to the aircraft all contributed to an enjoyable trip.



Recorded by Dave Walter

Pole Cat Aero's

NEW thermal Dancer

I promised you info on the new TD ship and a couple of pics. First the name of the new ship is ThermalDancer or TD for short. Fuse is glass/carbon/kevlar W/ boom

Drela "signature" tail with full flying stab in front of fin but no subfin. Wings and tails by Phil Barnes, kevlar/carbon. Aluminum joiner. 122" span, roughly 950 sq. ins.

All up weight low to mid 50 oz's. Fuse is round so that it can be used as 7 cell or unlimited electric. Following is my quick summary of the first days flying:

Flew the new plane yesterday in Delaware. Very overcast with periods of drizzle. Just guessed the CG at 4" from leading edge, did a couple of hand tosses and ran it up the line. Tracks dead straight and launched well with no zoom on the first launch.

Decent height but not big because it was the first launch. Started sorting trims and found some little patches of boyant air that would never develop and would dissapate after 3 or 4 turns. Was busy trimming and could hear the guys talking in the background about how nice it flew. Finally heard one of them say "My God, he's been up over 20 minutes in this air" Brought it down for some tweaking and left Gerald fly it. He's basically new and he made over 8 minutes with it. Never really did get to trim to my tastes as we spent the rest of the day switching it over to Gerald's Multiplex radio and getting that dang thing programmed and functioning and of course everyone else there had to try it. I think our shortest flight was the 8 minute one that Gerald did first. LOTS of interest and a couple of potential orders. Oh yeah, At the end of the day I had Bill Groft throw the plane for me. Had all the winch tension we could wind on it and did full pedal, hard pull launch with an aggressive zoom. No problem at all. Only flex we saw was from the aluminum rod.

- Denny Maize - 717-789-0146 - www.polecataero.com



- AUW mid 50 oz
- 122" 2-piece wing, all carbon bottom
- full flying stab
- Mark Drela planform
- adjustable towhook
- Full pedal launches are no problem
- Can be put together at the field using one screw only (stab)
- Equipment used was 2100 mAh rx battery, 2 HS85BB in the fuse, 4 HS5125 in the wing, Polk Micro Seeker, MPX RE 12 Synth w/scanner

Gryphon Review

by Brian Rickman



Plane: Gryphon
Manufacturer: Unicorn Ventures
URL: <http://unicornwings.net>
Type: Small flying wing
Wing span: 28"
Wing area: 179 Sq. inches
Weight ready to fly: 6.9 ounces
Motor/prop: GWS EDP-50XC/ 3x2 direct drive
Battery: Etec 2S1P 1200 Mah LiPo
Radio gear: (2) GWS Pico Std. Servos, GWS R4P receiver, GWS 8 Amp ESC
Covering: Colored packing tape
Kit Price: \$45

I've tried several different flying wings including Zagi 400, Unicorn, Mini Tornado, Mini-Speed wing, Pocket Combat Wing, Carbon Falcon, and most recently the Gryphon. Of the various wings I've tried, my favorites are the Unicorn and the Gryphon. I'll probably do a review of the Unicorn later, but for now let's get on with building a Gryphon.

The kit arrived in a sturdy cardboard box with the wing cores protected inside the blocks of EPP foam they were cut from. The kit consists of the two wing cores, two balsa elevons, a sheet of balsa for making winglets, a light weight plastic motor mount tube, a sturdy brass motor mount tube, pushrods, and various small hardware items. You need to supply a motor, esc, two small servos, a small receiver, covering material, and spray adhesive (3M77 or similar).

There's not much building to do. My kit arrived on a Wednesday afternoon and I had it in the air Saturday afternoon. I think the total build time including radio gear installation and covering was around six hours. I won't bore you with the details of my build, but you can read all about it in the extremely detailed instruction manual if you are interested. It's available as a PDF file on the Unicorn Wings website (<http://lib1.store.vip.sc5.yahoo.com/lib/unicornwings/gryphon.pdf>). There was nothing surprising or difficult about the build.

Now to the flying field. On Saturday afternoon it was a bit breezy. Weather.com said 10 Mph with gusts to 15. Not the best conditions for a maiden flight of a 7 ounce plane, but since it's all EPP, I thought I'd give it a try. Intending to do a glide test, I gave the Gryphon a fairly hard throw with power off. It went up at a steep angle for 20 feet, leveled off, and started to float down slowly. Since it seemed to be flying OK, I turned on the motor. At full throttle, it sounds a bit like a bumble bee. It's not as loud as other small flying wings I've had, but it is enough to attract attention. The motor is mounted further away from the wing trailing edge which helps keep the noise under control.

At full throttle it climbs steeply and has plenty of momentum for loops and rolls. At half throttle or even a bit less it will do slow rolls without losing much altitude but needs a bit of a dive to complete a loop. Unlike other small wings I've flown, the Gryphon does not spiral into the ground when it stalls. Failed low throttle loop attempts where I ran out of airspeed with the nose pointing straight up resulted in the plane flipping over and resuming flight with a slight loss of altitude. With the GWS motor, this is not a fast plane, but it is quick enough to penetrate a 10 Mph breeze with no trouble. As you would expect with any small light plane, it gets tossed around by gusts and low level turbulence, but it remains controllable. In really calm air, it floats around at less than half throttle like a slow-flyer. A skilled pilot could probably fly this plane indoors without much trouble. After a typical 20 minute flight, I put the battery on the charger and it took less than 300 Mah to fully recharge it. That leads me to believe it would be possible to fly well over an hour on one charge. No need to bring multiple packs to the field with this plane.

Is this the right plane for you? Depends on what you're looking for. I would not recommend the Gryphon as a first or second plane, but it's not hard to fly. If you have mastered an aileron trainer or another flying wing, then you can handle the Gryphon. I really like this plane. It's a convenient size to throw in the car any time, it handles typical outdoor wind conditions, it's maneuverable enough to provide a little excitement, it slows down well enough to fly in small fields, and the EPP construction should help it survive the occasional hard landing.



The Charles River Radio Controllers, Inc.

ama charter 339

2004 MEMBERSHIP APPLICATION

Name _____

AMA No. _____

Street _____ Birth Date (AMA req'd) _____

Town _____ State _____ Zip _____ Tel. _____

E-mail _____

Channel Number(s) _____

I PREFER TO RECEIVE MY NEWSLETTER

☐  **ELECTRONICALLY**

☐  **Via the US Mail**

To receive membership card and field pass, bring this application to a club meeting, or mail **with a copy of your Year 2004 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

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

OPEN Member	\$35.00
JUNIOR member, (under 19 before 7-1)	\$20.00
SENIOR member, (if age 60 before 7-1)	\$25.00
full time STUDENT	\$20.00
Family member additional to OPEN membership	\$20.00

I'M INTERESTED IN THE FOLLOWING:

☐ TRAINERS/SPORT PLANES

☐ ELECTRICS

☐ PATTERN

☐ GLIDERS

☐ HELICOPTERS

☐ RACING

☐ INDOOR/PARK FLYERS

☐ SCALE

☐ GIANT SCALE

☐ OTHER (specify) _____

Labor Day at Bill Martin Field, Medfield



For those of you who prefer power, the Bill Martin Field was the place to be on Labor Day. The weather was terrific. The sky was blue with a few wispy clouds, the perfect backdrop for an RC plane. The field is in great shape. The tall grass has been cut pretty short. The orange fences between pilot stations are all in good shape. More than a dozen flyers were able to fit in several good flights, between spirited conversations. Ruane Crummett, John Leehy and John Riu were there from CRRC, the rest of the flyers were from the Millis club. They have a rule they like to utilize. When done flying you put your pin on a board in the back of the line. When everyone else has had a turn to fly, and your pin is now first, it is your turn. I noticed however, that pilots were asking if anyone was ready to fly and most of the time, they were told to skip over someone who was in line ahead of them. This system seemed to keep order and it did not seem to take any longer to get a flight in. Unfortunately there were no exciting crashes for me to watch, so I had to settle for getting a few rays.

Hope to see you at the field soon.

Linda Follansbee

aka Ruane's girlfriend



August CRRC Meeting Pictures

photos by Jeff Newcum



Lee checking out the Show-n-tell planes.



Tony Davids RTF Stryker.



Ken checks out Jeremy's pre-slide show.



John Weigel helping out at the raffle table.



Sergio Rapanelli's Tucano imported from Brazil.



Fritz Bien's Kadet Senior that's being used for research projects.



Mitch Buckley's Axi powered Shockflyer.



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