

Newsletter of the Charles River Radio Controllers, Inc.



AMA CHARTER 339

OCTOBER 2004

VOLUME 41 NUMBER 10

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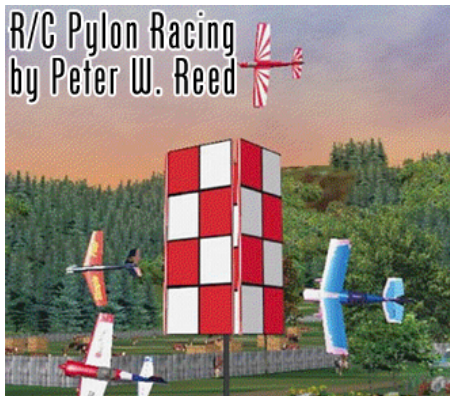
General Meeting

**Wednesday,
October 20th
7:30 pm
Verizon Labs
Sylvan Road, Waltham
Exit 27b off I95/128**



Entertainment

**R/C Pylon Racing
by Peter W. Reed**



and



WING SPAN - 40in.
LENGTH - 26 3/4in.
WEIGHT - 25.9 oz.

Fokker DR1 Triplane

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WON
a
COOL TOOL
for
Show-n-Tell

President's Message



Well, we have made it to October. I hope everyone has had some great flying and just as importantly has not given up on the weather ahead. I am hoping for some good winter flying to get out of the house and get some fresh air!

We would like to see some more SHOW AND TELLS at the next meeting. Don't be embarrassed. We can all learn from each other. Bring that project in even if it is not completed.

At the last board meeting, we discussed the club's financial standing and we want to recommend a slight dues increase, maybe \$5.00 in order for us to be prepared for the ultimate time when we either need to build a field or will have to pay increased fees for the usage of the current fields. Call it a field fun if you like but we think that this would be a painless way to prepare for the future. Lets discuss at the October 20 meeting!

On a lighter note, the Auction is coming up on November 14. Clean out the basement and let someone else have some fun with that airplane that you never seem to bring to the field! Other items that can be sold are support equipment, tools etc. It should be a fun day!

- Ken Antonellis

September 2004 BOD Meeting



Ken Antonellis reported that he survived the winds of Woodsome Farm, but just barely. A few people showed up, but the stiff wind prevented any serious flying.

The BOD will check last year's records to determine the fee paid to the Natick VFW for the auction, then cut another check and send. The auction this year is November 14.

The membership application form needs to be updated for 2005, to be included in the October newsletter.

The BOD discussed the possibility of creating a field fund as a hedge for the future, in case we need to develop a new flying field. We discussed several methods of raising money for the fund. This issue will be discussed again at the October general meeting.

Jon Leehey mentioned that some planes flown at the Bill Martin field would surely fail the noise test. We should post the club regulations and enforce them.

Jon also requested that we send out a reminder email the Monday before the general meeting.

Tom Bauer will CD the Electric Funfly on October 16 at Medfield.

Entertainment: Pete Reed will do a talk on pylon racing at the October meeting. (To be confirmed.)

The BOD tossed around some candidate names for office next year. Ken offered to contact them. 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	33	187

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



We've booked indoor flying at TeamWorks for 2004/05 season. It's the 2nd Saturday night of each month and the time is the same, 9PM til midnight. We are still at Teamworks in Northboro.

In order to be sure that the flyers and the aircraft are worthy of indoor flying, I am going to institute a qualifier that everyone must complete before being allowed to fly on the flight line. Very simply you must fly three counterclockwise flights around the field and three figure eights on the same flight. This not only tests the flyer, but the plane as well. If you can do this, in control, with one plane and not the other, then only fly the one plane that you can control. Once you qualify then you are on your honor the rest of the season and will not be tested again. If you bring a new plane, then qualify it to fly. This is not really a hard task with the right plane and flyer, but think light, slow, and IN CONTROL.

November 13th, Saturday 9-12am
December 11th, Saturday 9-12am
January 8th, Saturday 9-12am
February 12th, Saturday 9-12am
March 12th, Saturday 9-12am

TREASURER'S REPORT

Report Date 9/30/04

Starting Balance 8/31/04	
Checking	\$9,302.62
Savings	\$980.02
Cash Box	\$25.00
PayPal Acct	\$5.22
Total Starting	\$10,312.86
Income	
Warrior Football (port-a-potty reimbursement)	\$236.00
Soar-in '04 event receipts	\$888.85
Key revenue	\$20.00
Interest: Savings	\$0.48
Total Income	\$1,145.33
Expenses	
Derick Veliz, raffle prizes (Sept), #1391, #1395	\$84.99
John Nilsson Soar-in '04 breakfast (2), #1392	\$72.18
Anker Berg-Sonne -Soar-in '04 trophies, #1393	\$257.00
Dave Walter -Soar-in '04 AMA contest fee, #1394	\$40.00
Ken Antonellis, newsletter postage & copying, #1396	\$93.96
Louis Zeigenfuse -ESL contest fees, #1397	\$114.00
Teamworks, indoor flying (1st & 2nd session), #1398	\$360.00
Monthly Bank Fees, savings	\$5.00
Total Expenses	\$1,027.13
Ending Balances	
Checking	\$9,425.34
Savings	\$975.50
Cash Box	\$25.00
PayPal Acct	\$5.22
Grand Total Ending 9/30/04	\$10,431.06

- Scott Anderson



Secretary's Report: September 2004 General Meeting

Club President Ken Antonellis called the meeting to order at 7:38 PM. The Secretary's Report and Treasurer's Report were approved as printed in the September newsletter.

Field Reports

Davis Field, Sudbury

The Pop Warner football people have stationed more lights on the field. See the club web site for football hours of operation.

Bill Martin Field, Medfield

The flying field remains in good condition. It was noted that nobody was there last Saturday morning.

Old Business

None.

New Business

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

Dick Williamson reported that we now have 187 active members, close to the club peak of 196 in the 90's.

Ken Antonellis noted that the club rule books, including member phone list, were mailed to all active members.

Visitors to the monthly meeting included the following:

- Andrew – From Raytheon, interested in gliders.
- Jake Johnson – Son of Andrew. A regular at the field, but first time at the meeting.

Raffle

- 1st Prize – Fritz Bien – Lady Bug park flier
- 2nd Prize – Ian Langely – Gambler Plus 50" discus launch glider

Show-N-Tell

- Lou Plavidol – Witch Doctor X free flight with TD .049 power. Where to fly it in New England?
- Derick Veliz – Aerial photos of the new Lincoln-Sudbury High School taken from his trusty Wingo with a Sony Cyber Shot 2M pixel camera.

Entertainment

Full scale sailplane pilot Dave Nadler, a member of the Greater Boston Soaring Club, discussed a cross country sailplane competition his participated in, commemorating the 100th Anniversary of the Wright Brothers first flight. He also invited us to visit his club flying site at the Sterling Airport. After the talk, he played a DVD called “A Fine Week of Soaring” that followed several pilots, including Dave, through four days of competition in Pennsylvania.



Recorded by Dave Walter



Cow Commons is great alternative to Davis



Ken Vincent at Davis with his HL ThreeDee



A lil'speedwing above and a Super scooter below



pictures by Fritz Bien and Jon Roper



End of Season SOARING CONTEST at Reading, PA



This was one of the best contests I have ever participated in. Why? For one, the ESL standings were wide open both in Sportsman and Expert classes. Secondly, the two contest days were as different as you can imagine. Thirdly, the competition was intense, with some of the top pilots in the country setting the standard.

For me, it didn't start out well at all. Half an hour into the 6 hour trip from home, I realized that I had forgotten to load the ESL scores and scoring software on my laptop. There was no choice but to turn around and get it, which put us smack into New York City and surroundings rush hour, once we got going again. I will not share the pain, except to say that we were in the van for 9 1/2 hours before arriving in Reading, PA. Dave Walter deserves a lot of credit for not whining about it.

Saturday was forecasted to have early rain followed by severe thunderstorms, not good. Arriving at the field it looked like they were going to be right. The sky was leaden and there was a breeze blowing straight down the winch lines. The CD, Tom Kiesling, had overslept and had called ahead with the tasks, before testing how fast you drive on the Pennsylvania Turnpike without getting caught. He had it just in time to complete the first task and immediately fly the second. The first round was 6 minutes, which turned out to be no problem for most pilots in spite of the dead air and downwind launches. The rest of the tasks were 9 minutes, which was much harder. The conditions didn't change all day, no

rain and no thunderstorms, but gray skies and a breeze blowing straight down the winch lines. Landings were 5 foot graduated landing tapes with a 50 point maximum. Because of the wind direction and the winch lines, we had to land up hill and down wind, which made the landings extremely difficult. To make your time you had to look wide and far for the minimal lift conditions. Ability to cruise efficiently, recognize light lift and work it well was rewarded. Any mistake in any of these areas resulted in missing your times by a couple of minutes.

I only made my times 4 out of the 8 rounds and decided to work on my launches, which the day was perfect for. I gradually dialed more and more up elevator into my presets and was able to greatly improve my launch height. At the end of the day I was really happy with them. It was interesting to see how many had read my recent article on throwing and were working on their technique.

Out of the CRRC team present (Fritz Bien, Jose Bruzual, Jan Kansky, Bruce Schneider, Dave Walter and me), Dave was the first to drop in the standings. His Esprit simply isn't the ship for these conditions. The rest of us flew Aegeas and Manti and couldn't blame our planes. Jan Kansky and Jose Bruzual did OK, finishing in 4th and 7th place. The big winner of the day was Josh Glaab, who was the only flyer to make every time and most landings, simply awesome. Rick Brown made second, Phil Barnes 3rd, Jan Kansky 4th and Tom Kiesling 5th. Out of 35

flyers, only 6 got within 90% of Josh's score. The top Sportsman, Luis Bustamante, flew an awesome day and made 7th overall. Luis and Bruce Schneider were both contenders for Sportsman of the Year, and Bruce would have to win big Sunday to take the prize. 2nd place was Kerry Cochrell, 3rd Gary Atkinson, 4th George Hill and Leszek Zyga in 5th.

Our evening meal was at the local steak house, Stoppers, where I had a Holy Cow steak to console myself for ending up in 17th place in Expert and 19th overall.

Sunday was forecasted to be sunny with a light breeze out of the NW. It was sunny, but the wind started out of the East, never shifted and just dropped throughout the day, so we had to contend with downwind launches and uphill landings. But the lift was simply awesome. Even the first, 7 minute, round had booming lift, and 29 out of 36 pilots made their times. The rest of the day we had 10 minute tasks, which almost everybody also made. There were a few down cycles, but most of the time the first pilot to launch, usually Tom Kiesling, would find lift right away, and the rest of the group would simply fly over and join him. This made for a busy day because everybody would be out flying or timing for 10 minutes, and then switch roles, fly for 10 minutes, and then the next round would start. It also resulted in some impressive gaggles of planes, birds, spider webs, and garbage trucks circling in the same lift. We didn't have any mid-air as far as I



Team CRRC taking lunch

observed, but we had one pilot fly the wrong plane and crash in the woods. Phil Barnes managed to hook the retriever line again, but didn't break anything this time.

Going into the last round on Sunday Phil Barnes held the lead over Tom Kiesling by 4 points! Extremely close. Tom flew early in the final round and registered a perfect flight! 10:00 and 50 point landing. Going into Phil's final flight he knew he had to get a 50 point landing and not be off time by more than three seconds! Talk about pressure. Phil nailed it. When he landed he yelled out "It's in the hole!". The landing was perfect and the time was off by three seconds giving Phil



Bruce Schneider and Anker Berg-Sonne getting some breakfast at the Un-Shinny dinner.

the win for Sunday by 1 point over Tom Kiesling. Sounds like the "wounded dog" is still angry from last weekend.

My last round was a lot of fun. I went out and found some lift, but decided it was going to die, and I better come closer home. 5 minutes into the 10

minute round I found myself about 50 feet off the field and managed to hook a small, tight thermal. I was able to stay with it and slowly gain altitude, but it continued to be very tight. With 2 minutes to go I had enough altitude to start relaxing a bit, and I made my time.

At the end of the day you had to make all your times and most of your landings to be anywhere near the

wood. 28 out of 36 pilots were within 90 percent of the winner. I have never seen



anything this close before. One mistake, and you were out. I missed one task by a bit, had a hard time making my landings and was "rewarded" with 14th place in Expert and 19th overall. In Expert, Phil Barnes was 1st, Tom Kiesling took 2nd, Dale Hart 3rd, Jan Kansky 4th and Mike Lachowski 5th. In Sportsman Luis took 1st (6th overall, another awesome performance) and nailed Sportsman of the Year, Kerry Cochrell was 2nd, Bruce Schneider 3rd, John Bitzer 4th and Leszek Zyga 5th.

The final ESL End-of-Year standings were for Experts Tom Kiesling in 1st place, Mike Lachowski 2nd, Phil Barnes

3rd, Josh Glaab 4th, Terry Luckenbach 5th, Tony Guide 6th, Dave Walter 7th, John Jenks 8th, Rick Brown 9th and Jerry Zeigenfuse 10th. In Sportsman Luis Bustamante was 1st, Bruce Schneider 2nd, Kerry Cochrell 3rd, Jeff Newcum 4th, George Hill 5th, Leszek Zyga 6th, Gary Atkinson 7th, John Bitzer 8th, Chuck Robinett 9th and Bob Cherry 10th. Luis and Bruce will advance to Expert class next year.

Personally, this was not a great year. I only took wood once, a first place, and I ended up in the bottom third of the Experts. I know why – not enough practice, and too many plane changes. I am going to have to spend more time practicing over winter and spring. But I did learn a lot. My launches are much

better, and my ability to core small, low thermals has improved a lot. I also believe I know how to improve hang times in low lift. What I really have to work on are landings and flying through sink. Knowing that there's a lot to be learned after 18 years in the hobby is what makes it challenging, and fun.

The trip home was a breeze, to our relief. We only had a momentary delay on the George Washington Bridge, made dinner at the Sierra Grill in Stamford, and made home before 9PM.

As always, you can find the complete ESL standings and individual contest placements at ESL's web site <http://flyesl.com>. Also, take a peek at the forums.

Have a pleasant winter, and see you all next season!

Anker



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) _____ | | |

A visit to **the New England Air Museum**

We recently visited the New England Air Museum in Windsor Locks, CT. It is only 1 hour and 45 minutes from Natick. The museum is right behind the Bradley International Airport, so follow the signs for the airport. The road parallels the runway of the airport, so you can watch planes landing and taking off. The museum has 2 big hangers and some more planes outside. There are thousands of pictures and signs with interesting information. There is a huge B-29, a Sivorsky VS-44A "Queen of the skies", a GeeBee, a PiperJ-3 Cub (yellow), and a Great Lakes Bi-Plane in a pretty blue and white color scheme, to name only a few. There are quite a few plastic models by the Wings & Wheels Modeler Club. We also saw a replica of the Wright Flyer, which we believe was built and donated by Bill Dimpfle, formerly of CRRC. We had a great time and would highly recommend that you visit this museum. For more information, visit <http://www.neam.org>.

Linda Tollansbee



1932 Gee Bee R-1 Supersportster Replica (racer)



1956 Douglas A-4D-1 Skyhawk



1930 Laird LC-DW 300



1929 Great Lakes Sport/Trainer (replica)



1930 Sikorsky S-39 Amphibian

The Charles River Radio Controllers, Inc.

R/C HOBBY AUCTION

12:00 noon, Sunday



November 14, 2004

VFW Hall, Natick, MA

Set up and viewing noon to 1:00PM - Auction 1:00PM to 3:30PM.

All modeling items auctioned - come buy and sell: engines radios models kits tools

\$1.00 entrance fee includes raffle ticket for new radio, type to be determined

Hot dogs, chips and drinks for sale! (additional raffle tickets \$1.00 or 3/\$2.00)

CRRC receives 10% of proceeds from all sales. Cash only PLEASE! No private sales.

Please see our website for further details: <http://www.charlesriverrc.org>

Directions: From Rt.9 and Mass Pike, exit at Speen Street south
then east on to rte 135. VFW Hall is on the left about 400 yards along Rt 135.



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