

NEWSLETTER OF THE CHARLES RIVER RADIO CONTROLLERS, INC



CRRRC FLIGHT-LOG

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

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February 2005

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GENERAL MEETING

Wednesday
February 16th
7: 30 PM

***Renew Your
2005
Membership
Today!***

Sign up by March 1st. Rates go up \$5 in March. You can now use PayPal to renew your membership.

Speaker

Tom Bauer:
"A Tour of Edwards Air
Force Base with Major
General Richard Reynolds"

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February RAFFLE

1st Prize

Fat Free Taco!

This is the plane that Pete Young showed at the last meeting. It's a power plane equipped with 2 rolls of Monocote and other assorted goodies.



***and
WON
a
COOL TOOL
for
Show-n-Tell***

-Ken Antonellis

President's Letter



Well, well, well did we get a weekend of spring this first weekend in February? I finally got in some flying after all the cold weather and snow we have had (I have a 6 year old that almost always comes to the field with me and 20 degrees is just too cold for either of us). I know there are a number of flyers that always fly (I think Fritz and a couple of others even flew during the blizzard), but I really enjoy a warm sun.

I got a chance to put my first Zagi up today – had some help launching and trimming. I must say it is a nice winter flyer. No worries about landing this hunk of foam – even caught a couple of thermals. Of course it is equipped with a 3 turn Aveox and not one of those brushed motors – it will pull close to 300 watts from a 3 cell LiPo 2000 but only about 170 watts or so from my 8 cell Zagi pack. Either way there is no problem getting it into the sky.

So far I have received good feedback on the Lipo batteries we have been buying direct from Korea – there is another order on its way now and should be here in time for the February meeting. We will have batteries and bunch of chargers. For those of you who have given them a try please let me know what you think of them.

So much for my monthly gibber jabbers... The main point of this letter is to say a big THANK YOU to Dick Williamson. I think I speak

for the entire club when I say thank you for making sure we have continued access to Davis field! We also want to thank you for all your time and efforts to bring us a permanent potty too. Your nonstop efforts have made it possible to have regular access to our local flying field. Again thank you from all of your fellow CRRC members.

Fly safe and many happy landings,

-Andrew Johnsen

Secretary's Report: January 2005 Board of Directors Meeting

The first order of business was scheduling club events for 2005. These will be posted on the club web site.

Joel is making changes to the membership renewal web page to add a web-based membership application. This will eliminate the need to use the US mail for applications when using Paypal.

Plans for club meeting speakers were reviewed for February through May; 4 speakers have been lined up.

Raffle prize options were reviewed and will include power plane oriented kits.

Dick Williamson received approval to proceed with the Davis field spring reservations as proposed at the general meeting.

-David Spielman

Treasurer's Report

TREASURER'S REPORT

Report Date 1/31/2004

Starting Balance 12/31/04	
Checking	\$10,303.97
Savings	\$961.96
Cash Box	\$25.00
PayPal Acct	\$173.62
Total Starting	\$11,464.55
Income	
Indoor flying receipts, Jan.	\$100.00
Raffle income, Jan.	\$90.00
Dues, Jan.	\$375.00
Interest: Savings	\$0.49
Total Income	\$565.49
Expenses	
Ken Antonellis, FFFF expenses & raffle prize, #1411	\$109.53
Ken Antonellis, tax for raffle prize above, #1412	\$4.55
Andrew Johnsen, Jan. raffle prize, #1413	\$75.00
John Nilsson, stamps & postage, #1414	\$37.60
Model Aviation, 2 library subscriptions, #1415	\$32.00
Dick Williamson, Davis field Spring permits, #1416	\$450.00
Monthly Bank Fees, savings	\$5.00
Total Expenses	\$713.68
Ending Balances	
Checking	\$10,160.29
Savings	\$957.45
Cash Box	\$25.00
PayPal Acct	\$207.30
Grand Total Ending 01/31/05	\$11,350.04

-Scott Anderson



JANUARY GENERAL MEETING NOTES

Secretary's Report:

January 2005 General Meeting

Club President Andrew Johnsen opened the meeting at 7:45PM.

The Secretary's Report and the Treasurer's Report were both approved as written in the January newsletter.

Field Reports

Bill Martin Field, Medfield – No change in status at Medfield. The Millis club has proposed that they do a spring clean up including Fertilizer, seeding, rolling. In turn CRRC would perform some earth moving to improve the road.

Davis Field, Sudbury – Cars hot-dogging around the field did some damage, creating deep tire tracks. Otherwise the field is clear for use.

Old Business

Membership:

John Nilsson Reports:

- We now have 153 renewals
- 67 members reported so far for 2005
- 42 are new members

Frozen Finger Fun Fly on January 1, 2005 was a success. Although, it was windy, 50 degree temperatures brought out approximately 30 people at the event. A good time was had by all.

Thanks once again to Chris Shuch for plowing the road and field.

New Business

- Dick Williamson has volunteered to attend the next BOD meeting on January 25, at the Sudbury Goodnow Library.
- The WRAM Show at Westchester County, New York is on Friday, February 25, 26, and 27. For more information www.wram.org.
- Dick Williamson informed CRRC on the future of Davis Field flying site. Possible changes to Davis Field are as follows:
 - Two football fields with artificial grass.
 - Building a concession stand.
 - There are no plans for any permanent lights or bleachers.
- Dick also went before the Sudbury Parks Commission to talk about the CRRC Club. The discussion involved mainly sailplanes. Other topics that were addressed are as follows:
 - Occupying the field around other organizations' schedules.
 - Obstructions on the field, i.e.; goal posts.
 - Knowing when athletic groups will show up.
 - Policy for toilet facilities.
 - Revised permit.

Meeting closed at 8:25 p.m.

Raffle

1st Prize – Alan Joffe won the Bugz Cicata with motor and servos.

Cool Tool - Ruane Crummett won the Monocote heat gun (A ken Vincent donation).

New Pilots

No new pilots this month.

Guests

- Derrick Tan – From MIT
- Old Member Jerry Kennedy, Coming back after a long break.

Show And Tell

- John Leehey- Scale pilot 1/6 scale \$35 at Toys R Us or the spare time shop.
- Jack Buckley- \$89 Funtana with a speed 400.
- Mitch Buckley- McKay RCS 215 4 stroke gas radial engine. The engine weighs 11 pounds and delivers 11 hp. It uses 40:1 full synthetic oil. It's cooled with a Ciera Precision fan. This engine is the smoothest running engine Mitch has ever seen. RPM range is between 800 and 6000 RPM. It will be put into a FW190 ¼ and ½ scale plane that will weigh just less than 50 pounds.
- Warren Chafe- BJ's \$50 indoor RC heli. Blade Runner flies very well indoors and is a lot of fun for the money.
- Dick Williamson- Start of a Majestic spar. This is a tapered carbon fiber reinforced balsa spar. It has been extended by one bay, vacuum bagged and wrapped with Kevlar TOW. This is an easier application than Kevlar thread. Kit will be completed by March.
- Pete Young- Paul Swanson design Fat Free Taco with fiberglass fuselage ¼" rod. Kit is \$43 without hardware.
- Pete Young- NE Sail Planes Omega 3 composite, with Blue Solar film or similar covering. It has a composite, D-Box construction and huge graphite joiners. The tail is small like many of the Euro planes. Extraordinary

workmanship for a plane of this cost.

- Andrew Johnsen – Lithium battery brushless electric powered Street Fighter Series from NSP. His kids helped color it.
- Lou Plavidal- Booth Bay Lobster boat kit was very detailed. It defiantly will not crash.

Show and Tell Prize – None due to the fire alarm

Speaker

Charlie Nelson brought in his magnificent 1/5 scale WACO 16 pound, 78" wingspan plane. An OS 1.22, 2-cylinder engine powers it. This plane has every detail you can imagine. A highly detailed interior features a female pilot wearing a full jump suit and glasses. Cost about \$2,000.

Charlie has taken home many trophies from prestigious contests. In his first attempt at Top gun, he placed 7th place. In following years he took 1st place, winning the Top Gun.

Unfortunately for all attending, Charlie's presentation was cut short by a building alarm. We had to exit amidst the din of the building alarm system and intercom asking everyone to leave the building.

We definitely want Charlie to come back and continue his story.

-Jim Otis

MEETING PHOTO GALLERY



Amazing detail makes this WACO stand out!



The real pilot of Charlie's WACO



Jack's Funtana, a great flier!



Lou's Booth Bay Lobster boat



John Leehey's newest Pilot



Warren Chafe gets ready to fly the Blade Runner



Peter points out the 1/4" fuselage spar in his Fat Free Taco



Peter shows the construction of his Omega 3



McKay RCS radial engine, the smoothest running engine that Mitch has seen.

-Tony Davis and David Spielman

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. 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
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

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)

TREE CLIMBERS & TEAMWORKS

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

Paul Harrington

(508) 376-2573 [Medfield Area]



We've booked indoor flying at TeamWorks in Northboro for the

2005 season. Reservations are for the 2nd Saturday night in March from 9PM till midnight.

You must be qualified in order to fly. Both plane and flier will be tested. Think slow and in control.

Final Indoor Flying date:

March 12th, Saturday 9-12am

Adding Carbon Fiber Reinforcement to the Majestic and Other Kit Planes with Conventional Spars

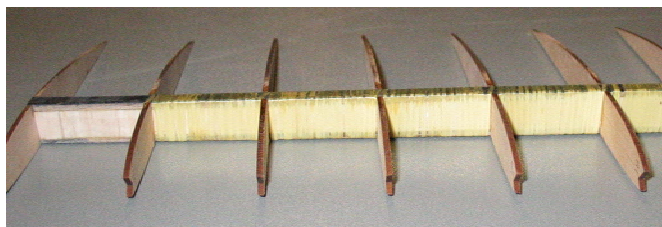
For most wooden kit sailplanes, the standard wing construction consists of ribs with precut notches for spar caps that are made out of spruce or basswood. Usually vertical grain shear webs are glued on the sides of the spar caps and wooden joiners are used at the dihedral/polyhedral breaks in the wing. The spars for these planes can be strengthened considerably by laminating unidirectional carbon fiber to the tops and bottoms of the spar caps. This note describes an easy way to do this.

Thickness of carbon fiber:

The dimensions for the Allegro Lite and Bubble Dancer provide a good guideline for the carbon fiber. For a 2-m-wingspan plane, the carbon fiber for the top spar cap should be around 0.030-in. thick at the center tapering to around 0.014-in. thick at the tips. The carbon fiber for the bottom spar cap should be around 0.014-in. thick at the center tapering to around 0.007-in. thick at the tips. For a 3-m (110 to 120 in.) wingspan plane, the carbon fiber for the top spar cap should be around 0.060-in. thick at the center tapering to around 0.014-in. thick at the tips. For the bottom spar caps, the carbon fiber should be around 0.030-in. thick at the center tapering to around 0.007-in. thick at the tips. The dimensions required for a given amount of strength depend on the widths of the spar caps, but these dimensions are reasonable for spar caps that are 3/8-in. to 1/2-in. wide. Several suppliers carry tapered carbon fiber strips.

Replacing the spruce or basswood spar caps:

The spruce or basswood spar caps normally supplied with a wooden sailplane kit add nothing to the strength if carbon fiber of the sizes given above is used. Hard balsa can be used instead. Cut pieces of hard balsa the same dimensions as the supplied spruce or basswood spar caps.

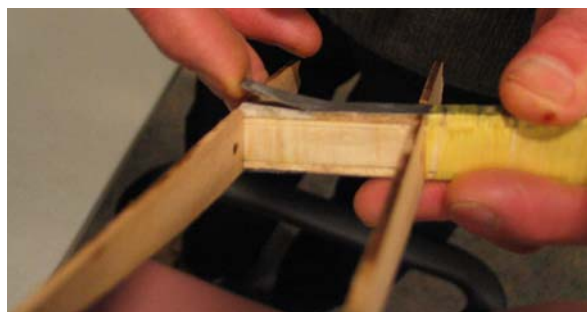


Adding the carbon fiber:

Cut the carbon fiber to match the length and width of the balsa pieces. Lightly sand both sides of the carbon fiber to remove any residue and enhance the bonding of the epoxy to the carbon fiber. Vacuum bag the carbon fiber to the balsa with epoxy. Lacking vacuum-bagging equipment, a series of weights can be used to press the pieces together while the epoxy sets. After lamination is done, excess epoxy is removed with a knife or sanding block and the edges of the carbon fiber are beveled so that there will be no sharp corners to cut the material that will be used for spar wrapping.

Thinning the laminated spar caps:

Because the carbon fiber will add significant thickness to the spar caps, you need to either deepen the spar-cap notches in the ribs or you need to thin the spar caps. Thinning is easy to do. Lay the laminated spar caps on the bench with the carbon-fiber side down. Lay pieces of the supplied spruce or basswood spar caps along each side. Using the supplied spar caps as a sanding stop, sand down the thickness of the laminated spar caps with the sanding bar running transverse to the strips. This procedure makes the final laminated spar cap dimensions exactly equal to those of the supplied spruce spar caps. The sanding process also automatically compensates for the tapered thickness of the carbon fiber.



Assembling the ribs and spar caps:

Because the laminated spar caps directly replace the spruce or basswood spar caps, the assembly of the wing can proceed just like the instructions indicate. I prefer aliphatic resin glue (Tite Bond or carpenters glue) because it adds less weight and is less brittle than joints made with CA. It is good practice to wrap the spar caps to keep them from delaminating and buckling. Kevlar thread or unwaxed dental floss may be used, but I prefer Kevlar tow for this purpose.

Building like the Allegro Lite:

The wing can be made lighter and stronger by employing the techniques used for the Allegro Lite. Light (approx. 5-lb.) end-grain balsa can be used as shear webs between the spar caps instead of sheets of balsa as shear webs glued to the sides of the spar caps. Harder balsa (10 to 15 lb.) shear webs should be used in the bays adjacent to the high-stress polyhedral breaks. Wooden joiners at the breaks can be replaced with carbon-fiber carry-throughs. Details of how to do this are in the Allegro Lite instructions. If carbon-fiber carry-throughs are used, it is advisable to sand slight depressions in the balsa where the carry-throughs will eventually go before the carbon fiber is glued to the balsa. Before vacuum bagging, slide pieces of plastic sheet into the depressions so that the carbon fiber will not be bonded to the balsa in those areas. For added strength around joiner tubes, the spar can be wrapped with bias glass wrap and the Kevlar tow wrapped over that.

-Dick Williamson

A Winter Weekend at Davis Field January 29 and 30

Thirty inches of snow had fallen in two storms during the previous week. Boston schools had been closed for a week, but Davis field was open for flying.

Saturday morning looked beautiful, with clear skies and no wind, so I went out without a hat to pick up the paper. This was when I realized that it was -2° F outside!

Bruce Schneider called me and felt it was too cold to fly, so I decided to watch the thermometer and only go out when it got above 20° F.



Close pass of Scott Anderson's Piper cub

It was 17° F when Scott Anderson called, wondering where everybody was. He said that the lot was plowed, it was warm, and he was the only one there, so I quickly packed the car with a few planes and headed out. The temperature when I got to Davis Field was 18° F by my car thermometer, but with the strong sun and no wind, it felt much warmer. The parking lot was plowed in a cross, with a U shape in the middle, so we parked in the U and had nice cross-runways for take-off and landing.

Scott had his Piper Cub, Astro Viking, and Zagi out. The Cub looked and flew like a full sized one and only looked small when it came close. I managed to put it into a tree for him when one of those branches jumped up and snagged it.

I thought I had cleared the branch and was in the process of avoiding a tree in

front and to the left, only to catch the rear tree at the right.



This distance reveals the actual size

I was flying my Lady Bug that I won in the September Raffle. With the Feigao motor in it, it has the power of a 3-D airplane. I also test flew my refurbished Zagi, which I retrofitted with a carbon spar and hollowed out wing providing room to put one of the Andrew Johnsen LiPoly battery packs in.

Mark came out about 12:00 PM and shoveled out a runway next to the frequency board.

Sunday:

Bruce and I were out by 9:00. Dick Williamson showed up soon after. Bruce was flying the Baby Bee, which looked identical to the Lady Bug, except it came pre-built. Dick was flying his Taboo DLG.



Sunday flying. Fritz flying his Viking, Bruce watching with his Wind Dancer

I brought out my Viking after seeing Scott's fly on Saturday. Scott showed up about 11:00 and got in a few flights with his electric glider after seeing Bruce fly his on Saturday. See how contagious this sport is?

-Fritz Bien

What is the WRAM show?

The WRAM show is a huge R/C trade shows held in White Plains New York. It takes about 3 ½ hours driving from our area and is certainly worth the trip. This year the show is Friday through Sunday February 25, 26 and 27. If you have never been, it is a treat. There will be about 150 exhibitors there and most will be selling their goodies. I normally end up buying a battery pack or 2 at Batteries America, some Ca and epoxy at one of the big hobby shops that have a booth and there are also plenty of booths with neat tools!!

If you have lots of \$\$\$ you can buy ARF's engines electric motors, radios servos and you name it! I guarantee you will have a great time!! There are also lots of exhibits and a swap shop where you can buy or sell used stuff!

Here are my suggestions:

- Wear comfortable shoes (lots of walking)
- Consider bringing your lunch. There is a concession stand but the lines can be long.
- Make a list before going so you don't forget something.
- Bring lots of \$\$\$. You will definitely want something that you did not plan on.
- Car pool. It is a lot of fun with buddies.
- Lastly, be good to your better half before you go. That way she will tell you to buy more.

- Ken Antonellis

Renew Your 2005 Membership Today!

Editors note

For those of you who are soaring enthusiasts, here is a web site that could save you a lot money. www.soaringspecialties.com This web store has the lowest prices on Airtronics Stylus transmitters I've found.

Keep in touch with the latest field conditions and chat with your club friends at our CRRC yahoo group. Dave Walter is the moderator.
<http://groups.yahoo.com/group/crrc/>

LiPo Batteries

Andrew Johnsen's factory direct source for LiPo batteries and chargers has delivered. Here's Andrew's foamy with a Lipo pack and a sample of batteries ordered by club members.



president@charlesriverrc.org

SUBMIT YOUR ARTICLE!

If you would like to share your newest build techniques, product review or flying experiences with other club members, provide the newsletter editor with an Email including pictures and text by the first Friday of the month. Email newsletter@charlesriverrc.org

Upcoming Events

CAPE ANN WINTER AUCTION

Date: February 20, 2005
Where: VFW hall, Rowley, MA
When: Setup and preview noon to 1:00

Terms: 10% of selling price to the club. No extra cost to buyer. No charge unless item is sold!

Anything R/C will be sold - aircraft of all types preferred. No Dealers - Please Admission is free.

Airplane Raffle - refreshments - good parking and seating.

Auctioneer: Steve Gilbert

This will be a fast-moving and fun auction. Helis, jets, fighters, and trainers will be sold. Small items will be grouped together to meet \$5.00 minimum pricing.

INFO: Ted Wojcik
Days: (603) 329 8057
Evenings: (603) 382 7606
tedwojcik@cielle.net

WRAM SHOW

Mark your calendars. The Westchester Radio Aero Modelers show is February 25-26-27. Last year's show had some great items. Use caution when handling your credit cards. Several CRRC members had their account numbers pirated during the show.
www.wram.org

Central Penn Aeromodelers Assoc. 25th Annual Radio Control Flea Market

Largest R/C Flea Market in the USA. 40,000 Sq. Ft. Indoors, 602 Spaces of Bargains. Featuring Radio controlled airplanes, sailplanes, cars, boats, control line airplanes, and related accessories.

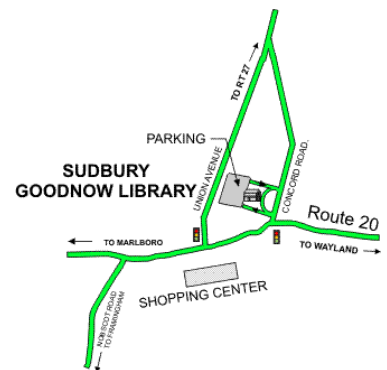
Place: Lebanon Fairgrounds, Lebanon, PA

Date: Saturday, March 12, 2005
Time: 9:00 AM General Admission
Open 'Till at 3:00 PM
Admission: \$7 Donation

For Info. Call Darryl 717-960-8170
www.cpaa.us

FEBRUARY DIRECTOR'S MEETING

The next directors meeting will be, Tuesday, February 22nd at 7:30 PM, at the Sudbury Goodnow Library.



MEMBERSHIP STATISTICS.

Here are the updated CRRC membership figures as of February 4, 2005. The table summarizes the 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	153	42	195
2005	79	2	81

-John Nilsson



Meeting Report 1/11/05 Sudbury Park & Recreation

Dick Williamson and Miner Cary, both Sudbury residents and members of CRRC, attended the meeting of the Sudbury Park & Recreation Commission. Overall, the meeting seems to have gone well. Commission members were interested in the background information on CRRC and why we value Davis Field as a unique sailplane venue. The portrayal of CRRC's commitment to operate responsibly at the field was well received. I brought along my Zagi, Taboo and Sapphire to give them a sense of what we fly and why sailplanes need so much room. The description of winch launching got them to thinking about field arrangements that would not impede us.

When the issue of toilets came up, there wasn't much to discuss. Apparently Park & Rec. has decided to again rent porta-potties, as they had done up until two years ago. The permit fees for the user groups will cover the cost of the rentals. At some future time, I will have to ask whether this new policy also applies to summer usage of the field. Three groups use Davis field during the summer, CRRC, the lacrosse camp and Pop Warner football. Logic would suggest that CRRC shouldn't have to pay separately for porta-potties in the future. The new policy should also mean that there is a toilet at Davis Field from early April until early November paid for by Park & Rec.

There was a lot of discussion of CRRC's permit. They pointed out that CRRC has two strikes against it: We are a small user group and we are a non-Sudbury group. Only a fraction of the CRRC users of Davis Field are from Sudbury. The commission rejected a proposal of a blanket permit, even though our requested permit would give CRRC no priority over other users. Park & Rec. would like CRRC to take out a permit for specific dates and times. On the other hand, they had no problem with flyers showing up to use the field when no one else is there. The real problem comes in the spring and fall. The discussion evolved to focusing on a CRRC permit for Sunday mornings during the spring and fall.

Taking out a permit from 8 am to 1 pm would be too expensive. Therefore, I proposed that CRRC take out a 2-hour permit on Sundays. It was agreed that CRRC would request a permit for 11 am to 1 pm on spring and fall Sundays of our choosing. If flyers show up before 11

am, Park & Rec. has no problem with that, and there would be no added cost. This means that CRRC would pay the going rate, \$25/HR., for a total of two hours or \$50/Sunday. The period of heavy spring usage is from mid April to mid June, a period of about 9 weeks. Therefore, our spring permit would run about \$450, depending on how many Sundays we want to block out. Park & Rec. will try to honor our request for flying until 1 pm, but may shift the time to 10 am to noon on days when the sports groups insist on starting at noon. At least CRRC wouldn't get pushed off the field if people start to arrive before their scheduled start time. Although not likely, Park & Rec. may schedule a Sunday morning game in which case we would not get a permit for that Sunday.

CRRC will also take out a permit for three to four summer weekend days for our contests at a cost of \$125/day. Once the HLG and RES contest days get sorted out, we can pin down the specific days. The Soar-In dates are set.

We were asked to hold off on a permit for the fall until later in the year, probably summertime. Again, we will ask for 11 am to 1 pm on about nine Sundays starting with the first Sunday after school starts. Pop Warner may be playing its games at the Lincoln-Sudbury HS field this fall, so CRRC may find that there are no Sunday conflicts. On the other hand, if Pop Warner plays its games at Davis Field, CRRC will be bumped on four Sundays. Therefore the fall permit may run from \$250 to \$450. It is probably best to get a permit for the fall Sundays even if there is no football on Sundays. Taking out a permit will avoid any late schedule changes by Park & Rec.

Adding up the totals, CRRC would pay a total of \$1200 to \$1400 for all of the year's permits. This can be compared with the 2004 costs of \$500 for two contest weekends plus \$200 for a porta-potty for a total of \$700. At a previous BOD meeting, there was tentative approval of around \$1000 for Davis permits, not including porta-potty rental. Therefore, the negotiations are in the right ballpark.

-Dick Williamson



THE CHARLES RIVER RADIO CONTROLLERS, INC

2005 MEMBERSHIP APPLICATION

AMA Charter 339

THIS FORM EXPIRES ON MARCH 1ST 2005!

Name _____ AMA No. _____

Street _____ Birth Date (AMA req'd) _____

Town _____ State _____ Zip _____ Tel. () _____ - _____

E-mail _____

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 to the membership secretary (address below). You can pay by check or use PayPal. (PayPal to membership@charlesriverrc.org)

This completed form may be emailed to membership@charlesriverrc.org following your paypal payment.

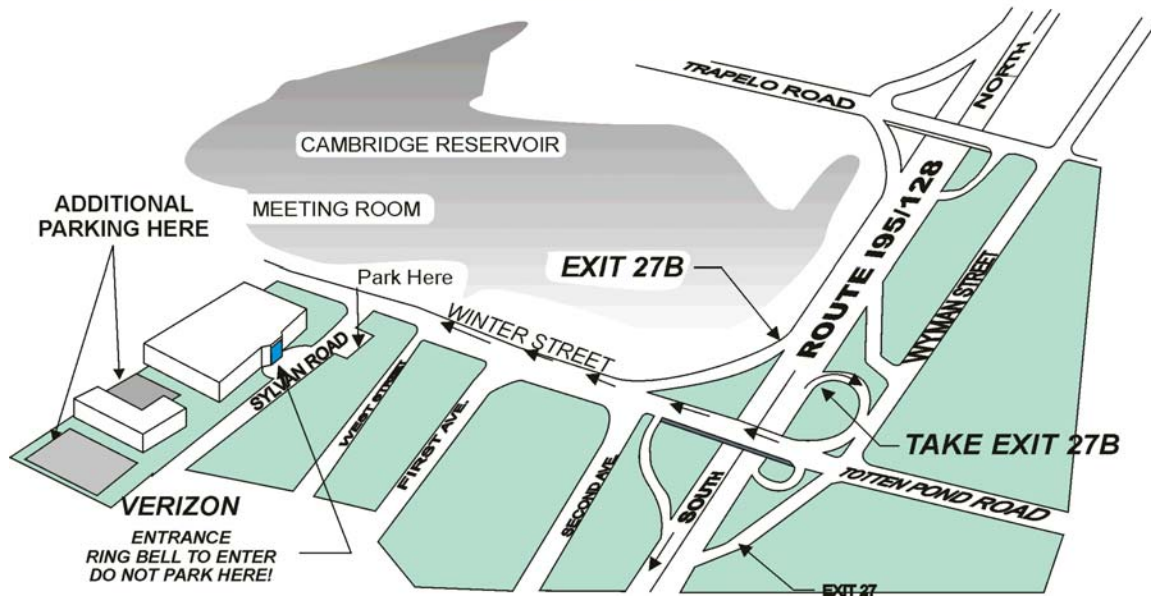
John Nilsson /Secretary CRRC
511B Ridgefield Circle
Clinton, MA 01510
Telephone 978 368-7136
E-mail: photoguy205@comcast.net

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

REMEMBER THE MARCH 1ST DEADLINE!	Renewal before March 1st
☐ OPEN Member	\$35.00
☐ JUNIOR member, (under 19 before 7-1)	\$20.00
☐ SENIOR member, (if age 60 before 7-1)	\$25.00
☐ SENIOR member, (if age 75 before 7-1)	Free if AMA member
☐ Full time STUDENT	\$20.00
☐ Family member additional to OPEN membership	\$20.00

You must be an AMA member in order to receive your CRRC membership card.

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



Mitch Buckley watches as Charlie Nelson sets up his WACO.



David Spielman / Editor