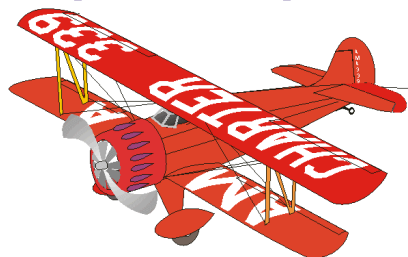


NEWSLETTER OF THE CHARLES RIVER RADIO CONTROLLERS, INC



CRRRC FLIGHT-LOG

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

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GENERAL MEETING

Wednesday
January 19th
7: 30 PM

RC Scale Competition

By Charlie Nelson

*Charlie placed 8th at Top Gun in
Florida last year and will be
bringing in his scale Waco plane.*

January RAFFLE

1st Prize
**Bugz Cicada with motor
and prop!**



and

WON
a
COOL TOOL
for
Show-n-Tell

--Andrew Johnsen

Renew Your 2005 Membership Today!

Sign up by March 1st and pay
only \$35. Rates go up to \$40 in
March. You can now use PayPal
when renewing your
membership.



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Presidents Letter



Happy New Year to everyone and welcome to what I hope is a fun year of flying. I want to start my first President's letter by thanking the other members of the board for volunteering for the next year. As you all know it takes a team effort to operate the club, plan the events, keep the meetings interesting and above all make this an enjoyable experience for all of us.

I am looking forward to the opportunity to give back to an organization that has provided me and my son a lot of fun over the past three years.

I guess that everyone has a story of how they got involved in this hobby. For this first issue I'll share a little of mine. As those of you have kids can attest to one of the great things about them growing up is the excuse it provides us to regress back to some of our fun childhood games (I know you are thinking that much of the group doesn't need kids to regress...). Many of you know my son Jake – I started buying toys that could fly "for him" before he could throw them... we started with Guillous balsa gliders from the toy store. Then we bought catapult launch gliders and some cool rubber powered planes from Korea.

Later while looking for golf clubs (my former weekend hobby) on eBay I found some battery powered free flight planes... they flew great but I said to myself this would be much better if I had some control. So I bought a couple of radio

controlled planes (also from eBay). Jake can still tell you which trees you can find them in.

Then I started looking on the internet for some help on how to fly. One of the first sites I came across was the CRRC site. I found the email address of Dick Williamson and sent him an email. He invited me to come watch some flying at Cow Common. I did. I chatted with Dick for a half hour or so while he floated his sailplane around finding thermals in the bright autumn sky. Tracy Clark was zipping his PicoJet around and a little later Derick Velez took out his Caleb and was doing fly by rolls – I asked him how fast the plane was flying and he said over 100 mph! I was hooked before I took the sticks.

I have to give a great thanks to the guys in the Wednesday night building group for asking me to join them and giving me invaluable help getting started. And Fritz and others at Davis field for helping me get off the ground (and back down safely too). By the way don't believe it when they say Fritz can fly anything... I saw him first hand crash a plane with one wing missing!

So, three years latter I have amassed a huge inventory of planes and the equipment to fill them and I'm looking forward to a great year of flying. (One of my goals is to get Jake to take the sticks so any help there would be appreciated).

As you all know we have a number of events scheduled for the year so I'll thank you in advance for your volunteerism. You are the people that make flying not just a fun time, but a truly enjoyable social experience.

Fly safe and many happy landings,
-Andrew

FFFF

January 1, 2005 Frozen Finger Fun Fly is a Success.

The Bill Martin Field was the site of this years Frozen Finger Fun Fly.



Jean-Pierre Riu with his 2000 Cougar is celebrating a little late.

10 to 20 mph winds didn't stop fliers and spectators at the 2005 Frozen Finger Fun Fly. Thanks to Chris Schuch, the road and field were well plowed.



The Antonellis' serve a hot dog lunch to a hungry crowd. Ron can't wait for his.

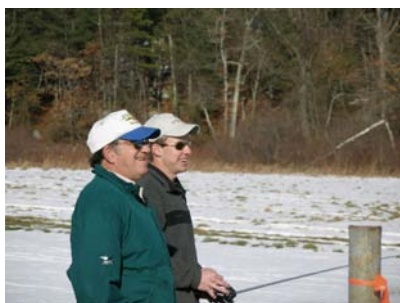


Tom Bauer brags with Dave Walter, Ian Langley and Ed Devereaux.

Davis Field



Pilots line up on the flight line waiting for their turn to take off.



Mitch touching the Cougars tail to the snow as Jack looks on.

- Fritz Bien and Jeean-Pierre Riu

Faces from Davis

December 2004

December was a great month for flying at Davis field. Winter presents booming thermals and little competition from the sport teams. Fritz Bien and Chris Schuch each had hour plus flights this month. Chris was flying a Mantis with a 7037 airfoil and Fritz with his Aegea.



Club secretary, Jim Otis with his Sapphire

Davis Field



Bruce Schneider with his Aegea Manits



Miner Cary with His Aegea Mantis



Warren Hopkins with his Laser Arts Scepter



Fritz Bien launches his Aegea Mantis

Treasurers Report



Ian Langley makes the news for the second time in one month.



Fritz and Bruce make a minor repair to the winch.

TREASURERS REPORT

Report Date 12/31/2004

Starting Balance 11/30/04	
Checking	\$10,350.77
Savings	\$966.47
Cash Box	\$25.00
PayPal Acct	\$38.90
Total Starting	\$11,381.14
Income	
Indoor flying receipts, Dec.	\$152.00
Raffle income, Dec.	\$125.00
Key deposit, Dec.	\$5.00
Dues, Dec.	\$310.00
Interest: Savings	\$0.49
Total Income	\$592.49
Expenses	
Ken Vincent, Nov. raffle prize, #1406	\$99.00
Jeff Newcum, picture website, #1407 **VOID**	\$0.00
Scott Anderson, stamps, #1408	\$14.80
Goodnow Library, meeting room for '05, #1409	\$165.00
Wayne Nelson, Teamworks site for Jan & Feb, #1410	\$360.00
Monthly Bank Fees, savings	\$5.00
Total Expenses	\$643.80
Ending Balances	
Checking	\$10,303.97
Savings	\$961.96
Cash Box	\$25.00
PayPal Acct	\$173.62
Grand Total Ending 12/31/04	\$11,464.55

- Scott Anderson

DECEMBER GENERAL MEETING NOTES

Secretary's Report: December 2004 General Meeting

Club President Ken Antonellis opened the meeting at 7:43PM.

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

Field Reports

Bill Martin Field, Medfield – No change in status at Medfield. Chris has plowed the Field following the December 26 snowfall.

Davis Field, Sudbury – The lights have finally been removed from the field, and the football posts were brought down. No more slalom races until next year.

Old Business

John Weigel reported that the last indoor flying at Teamworks in Northboro was very successful. There were no mid-air's, and Mitch Buckley put on a nice 3D flying demonstration. The next indoor flying session will be Saturday, Jan 8, 9PM – Midnight.

New Business

The Frozen Finger Funfly is scheduled for Saturday, Jan 1 at the Bill Martin field. It starts at 9:00 AM. Coffee and donuts will be available to help warm you up.

You can use PayPal now to electronically pay your club dues, but you still need to mail in the membership form.

There was some discussion of the Davis Field flying site. Future development by the Town of

Sudbury may force us to look for a new glider field.

Fritz Bien and Ruane Crummett both volunteered to attend the next two BOD meetings.

Raffle

1st Prize – John Weigel – HiMax Outrunner brushless motor

New Pilots

No new pilots this month.

Guests

- Bob – Currently flying small electrics. Found CRRC through the web page.
- Mark Bridger – His son got him a Gentle Lady long ago. Now trying to fly it at Davis.
- John Gurty – Just looking.

Show And Tell

- Pete Young – Great Planes Easy Sport kit, converted to electric with a geared Kontronics motor, 6000 mAH Lipo battery. Also, a WattAge Micro Joule flight pack powering a Guillows model.
- Tony Davids – Stevens Aero electric, HiMax motor, GWS gear box. Laser cut kit.
- Tracy Clark – Brush trimmer engine, 30cc. Investigating usefulness as an RC engine. Wants to design his own electronic ignition.
- Fritz Bien – Clancy Lady Bug small electric with GWS motor, won in the Sept raffle. Pilot is the Pope. Also, a German electric kit made with Depron foam.
- Peter Vescuso – Goldberg Electra, a classic.
- John Weigel – Pico Stick indoor electric with GWS motor pack.
- Andrew Johnsen – Lithium batteries and LiPo charger

imported directly from Korea. More where they came from.

- Derick Veliz – Video of his DR1 Fokker electric.

Show and Tell Prize – Jeremy Harkin – Miter Box.

Speaker

Once again, Ray Harlan fascinated all of us with his ultra-light indoor airplanes. Most of us have seen his free flight models before, but now he has branched into RC with the latest in super light flight packs. The talk included demonstrations of a rubber powered helicopter as well as an ornithopter.

-Dave Walter

Secretary's Report: December 2004 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 has recently made changes to the membership renewal web page to make the procedure clearer. Even when paying with PayPal, you still have to send renewal information to the Membership Secretary.

The BOD offered to take over the cost and maintenance of the CRRC picture web site that was originally run by Jeff Newcum. This will be worked out with Jeff.

Dick Williamson noted that he will be meeting with the Town of Sudbury to discuss CRRC use of the field in the coming year.

-Dave Walter

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

Brian Pikarski

Burlington, MA
 617-797-2136

Kenny Greeno

Office Phone: 617-661-8591
 Cell Phone: 617-201-5300

Paul Harrington

(508) 376-2573 [Medfield Area]



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

2005 season. Reservations are for the 2nd Saturday night of each month from 9PM till midnight.

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

Remaining dates are:

February 12th, Saturday 9-12am
 March 12th, Saturday 9-12am

Electric Conversion of the Great Planes Easy Sport



At a recent CRRC monthly meeting I brought in my electric conversion of the Great Planes Easy Sport, sport airplane designed for intermediate aerobatics. Here's the background on this project that I undertook for R/C Report magazine, website www.rcreport.ws

Great Planes is the North American distributor for the Kontronik line of brushless motors and electronic speed controls in this country. They had submitted a Kontronik Fun 500-27 brushless motor and Jazz 40-6-18 ESC for an R/CR product evaluation. Simply running this motor on the bench didn't seem like the most interesting thing to do so I proposed to Gordon Banks, the R/CR editor, that I build a flying model to evaluate the motor's performance under flight conditions.

The Fun 500-27 provided, has an integral planetary gearbox unit with a 5.2:1 gear ratio. It's designed for use with 6 to 27 NiCd or NiMH cells and can withstand up to 45 amps steady state, 65 amps surge. Its Kv motor constant is 2700 and with cables and weighs 200 grams. The Jazz 40-6-18 ESC is a microprocessor controlled device rated for 40 amps steady, 50 amps surge and it has nine programmable modes to handle the different requirements for sport aircraft, competition motor gliders, helicopters, electric cars, as well as the appropriate BEC voltage cutoffs for NiCd/NiMH and LiPo batteries.

This motor and gearbox combo is recommended by Kontronik for use in planes designed for gas aircraft such as the GP BF-109, P-51D Mustang, Piper J-3 Cub, and with 14-20 NiCd or NiMH cells or appropriately sized LiPo packs. Kontronik has an interesting chart at www.kontronikusa.com/application.html that lists various combinations of motors and aircraft that they recommend for use.

I had been flying a Hobbico Easy Sport 40, a mid-winger designed for

intermediate aerobatics, for 3 flying seasons and had really enjoyed how it flew with a Thunder Tiger .46 engine. I thought this design would be a good match for the Kontronik brushless motor. My primary objective would be to see if I could get reasonable sport flying performance with an essentially "stock" gas model designed for internal combustion engines.

I made a number of relatively minor mods to the stock kit. First, a taildragger option (nicely described and engineered in the kit) was chosen to eliminate the weight and drag of a nose wheel. Second, I didn't install the half-ribs in the wing to save some weight. Third, I cut some large openings in the fuselage sidewalls behind the wing. And last, I used balsa block to create a streamlined front end, a much neater fuselage resulting than the usual gas model fuselage layout with an open front end.



Ultra-Cote was used for covering the entire airplane with auto pin striping tape used for accenting the colors. The radio gear flown is entirely standard sized stock equipment – standard Futaba servos and a HiTec 8 channel receiver. A 1000 mah NiMH receiver pack is also installed, as it's not good practice (in my opinion) to rely on Battery Eliminator Circuitry with a plane with this level of power. I was very pleased when the all-up flying weight, including a 2400 mah NiCd pack, was only 80 ounces. This compares very favorably to the 88 – 104 ounce flying weight spec'd by GP for the engine powered version and is a reversal of the common syndrome that an electric aircraft is heavier than its Internal Combustion engine counterpart!

I was feeling a little nervous for the first flights, as this is the biggest electric model that I've flown to date. I made some static thrust measurements

with both 10 cell CP2400 NiCd and a 3 cell 6000 mah LiPo battery packs. I measured over 4 pounds of thrust with an APC 17x10 propeller drawing 35 amps, turning the prop at 4200 rpm – at this setting; the motor itself is turning almost 22,000 rpm!

The first flight was with an APC 17x4 to take advantage of the higher static thrust available. On a really nice December day at Davis, I flew the airplane on several flights with Jeff Newcum taking the very gorgeous in-flight pictures of the airplane.



I'm pleased to report that the electrified Easy Sport flies extremely well with the Kontronik power plant and with the lightweight that I commented on above. There's adequate power to fly through most intermediate aerobatic maneuvers with margin to spare. Flights so far have averaged about ten minutes in duration. I look forward to flying this airplane some more in the future (perhaps with skis!), evaluating different props to find the best balance between flight performance and engine run duration. This has been a very satisfying project to complete and I feel that I've accomplished the primary objective, which was to achieve good electric flight performance with a plane designed for gas engines.

-Pete Young

CRRC Badges Are In

See Ken Antonellis for your Charles River RC badge at just \$1 each.



Renew Your 2005 Membership Today!

Need a good aerobatics primer?

According to Pete Young, Ann Marie Cross and her husband Michael have written "A Look at Aerobatics" distributed by Great Planes, \$4.99. Hobbytown used to carry it. The book covers both intermediate and 3D aerobatics and contains good tips on smoothly flying both types of maneuvers.

Tony Davis likes "Radio Control Aerobatics for Everyone", by Dave Patrick \$12.95. This book covers only standard aerobatics, not 3D. Tony bought this book from Amazon.com.

Questions and Answers

This discussion on the CRRC Yahoo page explains 3D aerobatics in a nutshell.

Q: What is the difference between aerobatics and 3D? Is 3D flying the same as flying aerobatics in a small volume of indoor space? -*Steve Vaglica*

A: There is a big difference. 3D is an additional set of new radical maneuvers beyond aerobatics. These moves include: hover, harrier, blender and others that were not thought possible. Some purists don't like 3D since it is not an aerobatic that a full-scale plane can do. 3D RC planes have thrust to weight ratios in excess of 1:1 in order to do some of these maneuvers (e.g. the hover, harrier and hovering torque roll). 3D planes also have unusually large control surfaces with enormous deflections (45 degrees and more). -*Tony Davis*

Editors note

If you're like me, you can't get enough good links to RC pages on the web. I thought I'd share some of my favorite ones.

Shopping: Tower hobbies, has some super sales and a monthly newsletter that can drain your bank account with the best of them. www.towerhobbies.com

Northeast Sailplanes has a broad range of sailplanes including the Defiant, a great flying 2M foam glider. www.nesail.com

RC Universe has an extensive website with monthly reviews on hot new products. www.rcuniverse.com Check out the magazine section.

Don't forget our CRRC yahoo group at <http://groups.yahoo.com/group/crrc/> Dave Walter is the moderator.

Soaring Digest is a free web-only publication, with monthly articles. Check out Anker Berg-Sonne's article on "Winch Launching Sailplanes" in the July 2004 edition.

<http://www.b2streamlines.com/RCSD.html>

This month you can find some CRRC history on the ESL magazine. This is a monthly soaring magazine from the Eastern Soaring League. www.flyesl.com

RCM's website has a large collection of flight books for many aspects of RC. See them at www.rcmmagazine.com

LiPo Batteries

Andrew Johnsen found a factory direct source for LiPo batteries and chargers, and he is sharing his price with the club. Here's Andrew's Aspire with a 2000 mah pack.



See last month's newsletter for Tomer's review of the LiPo charger. For more information or to request batteries, contact Andrew.

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

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

Auction

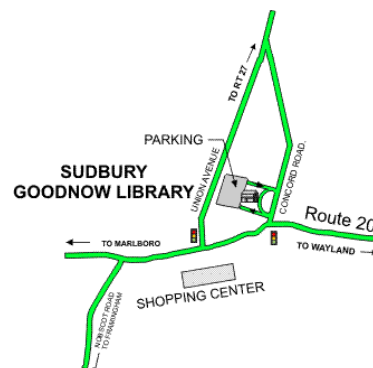
The Middlesex County R-C Fliers, Inc. (Billerica, MA) and the Burlington R/C Flyers (Burlington, MA) are holding their joint R/C auction Sunday, January 30th, 2005 at 12:30. This is the 14th Annual auction for MCRCF and the first done jointly with the Burlington club. This auction will be held at American Legion Hall 162 Winn Street, Burlington. We hope you can make it!

For more info, see the event flyer. <http://home.comcast.net/~mcrcf/auctionflyer.pdf>

Jeff Ward, AMA #632989

President, Middlesex County R-C Fliers, AMA Chartered Club #2512

JANUARY'S DIRECTOR'S MEETING



The next directors meeting will be, Tuesday, January 25th at 7:30 PM, at the Sudbury Goodnow Library.

MEMBERSHIP STATISTICS.

Here are the updated CRRC membership figures. 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

-John Nilsson



Future of Davis Field

Reasons for the stress on field space in Sudbury

Sudbury has been facing a real crunch in the use of field space for youth sports, those sports not associated with schools. The first issue is the number of participating kids has increased substantially. There has also been a growth in the number of adults participating in sports. Soccer numbers are up. The lacrosse and Pop Warner programs have been aggressively expanding. Little League has orchestrated a substantial upgrading and expansion of Featherland Park now devoted exclusively to baseball. The fields there used to be used by a variety of sports, including lacrosse.

The second issue is the Lincoln-Sudbury Regional High School and Curtis Middle School have been torn down and rebuilt in new locations on the school grounds. The playing fields at those schools could not be used for several years shifting school sports to other fields. Youth sports programs could not use the school fields during this period. The Pop Warner program used to be centered on the high school fields, and we had hoped would return there once school construction was completed. However, several youth sports programs, especially lacrosse and Pop Warner football have grown to like their transplanted location at Davis Field.

The third issue is the new playing fields at the high school have been a disaster. The grass, drainage, topsoil, rocks... have made the fields mostly unusable. The high school fields will likely improve. Construction of the new high school has finished and the grounds are still being reworked. An adjacent landowner and the Conservation Commission had pressed for major constraints on the fields restricting the type of grass, amount of fertilizer and degree of irrigation. The native grass suggested just didn't work, so the fields are now in the process of being torn up. In some areas, a different grass appropriate for athletics is being planted. In other areas, artificial turf is being put down. It may be another year before all of the high school athletic fields are back in operation. CRRC can hope that some of the youth sports programs will shift back to the high school fields thus relieving stress on Davis Field.

Efforts to alleviate field problems

Any increase in field space in Sudbury or more intensive use of other fields will alleviate pressures on Davis Field.

Park and Recreation has taken several steps to address the usage problems. A year ago, they successfully orchestrated the purchase of space for a new field with artificial turf along Route 27 near the Maynard line. Artificial turf allows for much more intensive use than can be sustained with natural turf. They are also looking at the large town-owned sand pit just north of Route 117 about a half mile east of Davis

Field. This sand pit is ripe for conversion into a large playing field. The town will probably make the substantial investment in a new field there in a few years. Curtis Middle School fields are heavily used by the school and by youth sports, but they have an awkward field arrangement. Baseball diamonds are laid out in a way that makes it hard to set up rectangular fields for other sports. The second problem is that the new playing fields are rocky, poorly drained and lack irrigation so that they burn out in the summer. In the short term, new topsoil is being added and irrigation is being installed. Park & Rec. says that the Curtis fields need to be taken "off line" for a year or so to improve the turf, rearrange the fields, plant better grass, further improve irrigation . . . During this time, sports programs will have to shift to other fields.

Plans for Davis Field

A year ago, Park & Recreation hired a consultant, Gale Associates, to examine the field situation. To maintain a voice in the process, CRRC contributed to the fund for hiring the consultant. The consultant recommended Davis Field be widened by hauling in fill to bring the hay field to the east level with the rest of the field. This would allow four or more large rectangular fields for lacrosse, soccer and football with the possible addition of a baseball field with backstops and fencing. They also recommended that permanent lights and bleachers be added.

However, Park and Rec., Gale Associates and the Conservation Commission did a careful survey of the wetlands to both the east and west of the current field. After drawing the 100-foot setback lines required adjacent to any wetland, the narrowest part of the remaining area is only about 300 feet wide, too narrow to place fields side by side. The bottom line is that field usage cannot be expanded beyond the currently used area. Plans for Davis Field were substantially scaled back.

Park & Rec. is now focused on installing two artificial turf field providing excellent drainage and allowing the fields to be intensively used without rest periods for grass to regrow. The proposed configuration places two 230-ft. x 385-ft. artificial turf fields end to end starting a short distance from the line of spruce trees with no plans for fences around the fields. These changes would not interfere with Davis use as a flying field. We will have to see if permanent goal posts are part of the mix. The open area would extend about 800 ft. north from the spruce trees, and at the north end a 1200-sq.-ft. building for a concession stand and toilets is proposed. North of the building and running east-west, a 4-ft.-high chain link fence would be installed to keep motorized vandals off the fields. The parking lot would be approximately doubled. Significantly, the plan does not include permanent lights and bleachers. When will all of this happen? Park & Rec. has made the first step by successfully obtaining the approval

from the Community Preservation Committee for about \$60K for up-front costs including wetlands delineation, permitting, design, bid services, etc. The expenditure of funds must be approved at Sudbury Town Meeting in April 2005, and then the funds would become available on July 1, 2005. The bid process might be completed by October 2005, the deadline for submitting proposals for 2006 Community Preservation Act funds. If the deadline is met, Park & Rec. will submit a request for about \$2.2 M to the CPC for construction. If requests pass CPC and the April 2006 Sudbury Town Meeting, the funds would be available on July 1, 2006 and construction begins as soon as the contracts are signed. This process can take months. Under the most optimistic time line, construction could not start until late 2006. The whole process may slip by a year. During the construction, bulldozers would move in and tear up Davis Field. It is doubtful that flying could occur during the construction.



Davis Field In November

Gazing into the crystal ball, CRRC will continue to use Davis Field as we have for the past few years. Our activities will have to mesh with sports schedules likely to be similar to the past. Starting some time between late 2006 and late 2007, the field will be unusable for about 6 months. After the artificial turf is installed, usage may start earlier in the spring. At the same time, there will be substantial improvements in the field situation in other parts of Sudbury relieving pressure on Davis Field. If Park & Rec. continues to listen to CRRC's plea for no permanent lights, goal posts or bleachers at Davis Field, it will be an excellent flying site well into the future.

-Dick Williamson

CRRC Auction November 14, 2004

Sixty-five, sixty-five, do I hear seventy? Over one hundred and fifty items were sold at the CRRC 2004 auction Sunday November 14th. It was an exciting time, thanks to our auctioneers Fritz Bien and Lincoln Ross. The annual auction brought 160 modelers from eastern New England looking for that perfect plane engine or radio.

The buyers had the advantage today. Many ready to fly models with engines and radios sold for under \$150. Some of my favorite items were a Wankle rotary engine selling for just over \$100, and several of Bill Martin's powered Eclipse gliders, charged and ready to fly.



Here's Ken Antonellis checking out the under \$20 table.

Thanks to Ken and his wife our guests were well fed on a meal of gourmet hot dogs, chips and soda.

Many of the club members who attended, helped by serving food, showing items for sale and collecting money for the sellers.



This year's auction brought in over \$700 in commissions. Plans are underway to make sure next year will be as successful as this. Mark your calendars for November 13, 2005.

For the beginner modeler, a club auction is a great way to get into the hobby. By purchasing a used model, the beginner can benefit by having a well-built kit at a bargain price. There are enough experienced modelers at these events to give sound advice for those who ask.



Sold! To the gentleman at the rear for \$45.

-David Spielman



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 **with a copy of your Year 2005 AMA LICENSE**, and appropriate dues, to the membership secretary (address below).

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

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

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

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
full time STUDENT	\$20.00
Family member additional to OPEN membership	\$20.00

I'M INTERESTED IN THE FOLLOWING:

☐ TRAINERS/SPORT PLANES

☐ GLIDERS

☐ INDOOR/PARK FLYERS

☐ ELECTRICS

☐ HELICOPTERS

☐ SCALE

☐

☐

☐

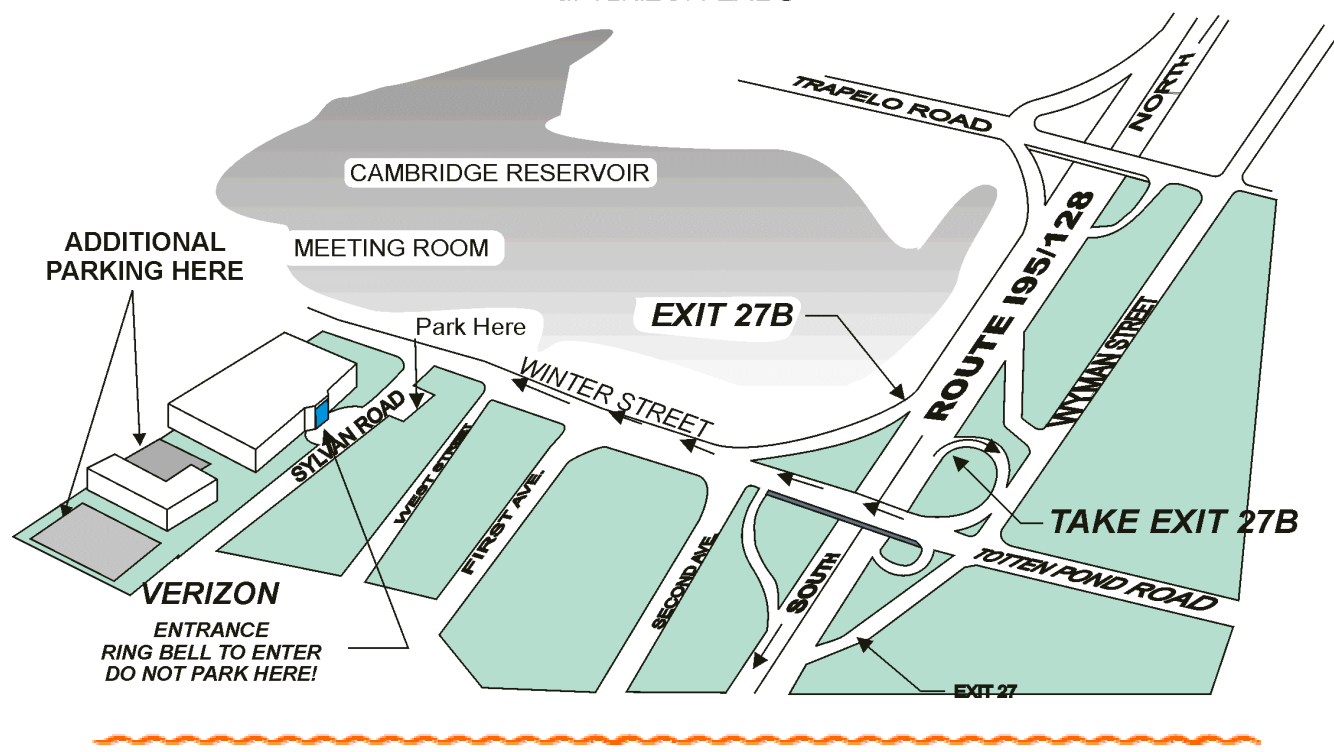
PATTERN

RACING

GIANT SCALE

☐ **OTHER** (specify) _____

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



CRRC CREATIVE KIDS

The Flight-Log invites kids to submit short articles, poems or pictures about flying. Send them to David Spielman newsletter@charlesriverrc.org

A Wright Brothers Sonnet

By Costas Akrivoulis, grade 8

Inspired by the Prologue to
"Romeo and Juliet" by Shakespeare

Two brothers named Orville and Wilbur Wright
In fair Ohio, where we lay our scene
From simple toys, to ideas of flight
Where Wright blood, made their inventions be keen
From forth the ideas of Otto and Octave
A pair of bros, work in dedication
Whose fly attempts at Kitty Hawk were brave
Do before death, reform aviation
The controversial passage of their lives
And with their ideas practiced today
And because their experiment survives
Is now the proud topic of this essay
The which if you with patient eyes attend
What you missed, an article helps to mend

The Prologue to "Romeo and Juliet" by Wm. Shakespeare

Two households, both alike in dignity,
In fair Verona, where we lay our scene,
From ancient grudge break to new mutiny,
Where civil blood makes civil hand unclean.
From forth the fatal loins of these two foes
A pair of star-cross'd lovers take their life;
Whose misadventured piteous overthrows
Do with their death bury their parents' strife.
The fearful passage of their death-mark'd love,
And the continuance of their parents' rage,
Which, but their children's end, nought could remove,
Is now the two hours' traffic of our stage;
The which if you with patient ears attend,
What here shall miss, our toil shall strive to mend.



David Spielman / Editor