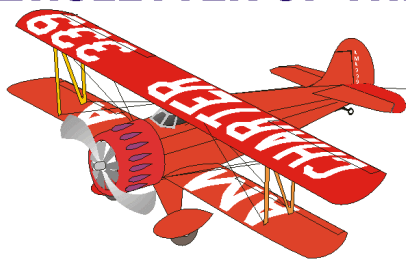


NEWSLETTER OF THE CHARLES RIVER RADIO CONTROLLERS, INC



CRRRC FLIGHT-LOG

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

AMA CHARTER 339

August 2005

VOLUME 42 NUMBER 8

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GENERAL MEETING

Wednesday
August 17th



Web Photo

Ware Fuller will show off his BD5. This is the same plane as the Coors Silver Bullet. The meeting will start in the Upper South parking lot at 7:30 and continue inside as usual.

See back page for directions.

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AUGUST RAFFLE

First Prize

A Hitec Laser 4, 4 channel radio.
We custom ordered it with an
Electron 6 micro receiver and 3
HS 81 servos and a small
receiver pack.

Second prize

Free Fly electric from Harbor
Freight



and
WON
a
COOL TOOL
for
Show-n-Tell

President's Letter



What a great month of flying! There has been some great flying weather – I do love summer. I think everyone had a great time at the RES contest, I know I did (even Ken Vincent said he had a good time and I think he only got to fly about half the rounds). Thanks to Tracy for organizing a fine event. I finished in the middle of the pack, which is better than my showing the past two years. I actually made a couple of my time with “in” landings... Not quite as good as Mark Drela who was neck and neck all day with some guy named “Perfect Pilot.” (PP did win but Mark was a close second). Congratulations to Mark Drela for winning both the 2-meter and open classes.

I would also like to use this space to congratulate Dave Walter for placing third in the Unlimited competition at the NATS – great job Dave.

On a little more pedestrian note we had some of the best Wednesday night flying I can remember with warm calm nights. I think we had 8 or more fliers out there last week – I flew until Derek used his fighter plane to knock me out of the sky... don't worry I was flying a Zagi.

Thanks for all of you joined in bringing show and tells last month, please keep up the good work.

As always,
Safe flying and many happy landings,
Andrew

Treasurers Report

TREASURER'S REPORT

Report Date 7/31/2005

Starting Balance 06/30/05	
Checking	\$4,912.04
Savings	\$934.79
Cash Box	\$25.00
PayPal Acct	\$293.75
CD Accounts	\$4,528.94
Total Starting	\$10,694.52
Income	
MMAC -1/2 of BMFF road improvements	\$245.50
Proceeds from HLG '05	\$135.39
Raffle income -May & June	\$196.00
Interest: Savings	\$0.48
Total Income	\$577.37
Expenses	
Fritx Bien, CRRC brochure, line & parachute, #1437	\$126.50
Anker Berg-Sonne, trophies for all '05 contests. #1438	\$422.40
John Nilsson, rules book printing and dist., #1439	\$439.00
Account fee -Savings	\$5.00
Total Expenses	\$992.90
Ending Balances	
Checking	\$4,501.03
Savings	\$930.27
Cash Box	\$25.00
PayPal Acct	\$332.29
CD Accounts	\$4,528.94
Grand Total Ending 07/31/05	\$10,317.53

-Scott Anderson

JULY GENERAL MEETING NOTES

Secretary's Report:

July, 2005 General Meeting

Andrew Johnsen opened the meeting at 7:45 p.m.

The Secretary's Report and the Treasurer's Report were both approved as written in the June 2005 newsletter.

Field Reports:

Davis Field – is in great shape. Lawn was recently mowed.

Medfield – is in great shape.

Old Business

Membership:

John Nilsson Reports:

- We have 140 renew members
- New members 18
- Total 158
- Fritz Bien volunteered to attend the next BOD meeting at the Sudbury Library.
- The HLG contest on July 9 & 10 went well thanks to Mark Drela for running the event. There were sixteen flyers on Saturday and eight on Sunday. Challenging air conditions throughout the event.

Congratulations to Mark Drela for being the overall winner.

New Business

- The 32nd CRRC Soar In is being held on August 13 & 14 at Davis

Field. This is an ESL sanctioned event.

- Members can now load pictures on the CRRC homepage. Send an e-mail to Joe Foner to get started.
- Thanks to Jessie Heftner, for use of Verizon. Please remember to park in the visitor parking lot, and don't park in the reserve lot.

Raffle

First prize went to Jim Otis – an ARF YAK Sport Trainer.



Jim reaches for second prize.

Second prize went to Andrew Johnsen – 3DRC kit.

Third prize went to Al Sharog (a new member) – a cool tool.

New Pilots

No new pilots.

Guests

Joe Abbondanzio and son Eddie – Learning to fly on their Goldberg Electra.

Show & Tell

- Andrew Johnsen - AVA 127" RES Sailplane, by Kennedy Composites. 37 oz. a Mark Drela design.

- Al Sharog – A sport twin 35 oz. electric plane, uses a unique launcher.
- Greg Guidi – Maker of the 3DRC kits: the Sizzler Pipe and the Delta Wing Interceptor. Kits are made with 6mm deprou foam. These can be purchased on his website – www.3DRCkits.com
- Dave Spielman – Brodak Nobler, U-Control plane, OS LAS .46, 52" wingspan.
- Jon Leehey – Beautiful Topflite P-40 Thunderbolt Razor back, Saito 91, and on board glow system.
- Norm – Goldberg Electra
- Andrew Johnsen – Electra Streak, bought on Ebay. A YAK N.E. Sailplane, 200 watts.
- Rick Pendzick – A Super Soarer, a kit from the 40's.

Entertainment of the Night -

Because of a last minute change, the original entertainment was cut short. In lieu of the entertainment Jon Leehey came up with a paper airplane contest.



**Paper airplane contest winners
lien up with trophies.**

Meeting ended at 8:00 p.m.

-Sally Tamburro and Jim Otis

A NEW DLG

Probably the best "budget" DLG with decent thermal performance is the Longshot, made in the Czech Republic. <http://www.horejsi.cz/>

Price is about \$250 from Hobby Club.
<http://www.hobbyclub.com/HC-LongShot.htm>



There's tons of Longshot info out there:
<http://www.rcgroups.com/forums/showthread.php?t=365881>

http://www.flyquiet.co.uk/forum_posts.asp?TID=127&PN=1

If you keep the tail very light, you should be able to use light radio gear and small battery for AUV of around 10 oz or less.

-Mark Drela

SHOW AND TELL

Julys meeting had an excellent turn out for show and tell. Fabulous workmanship! It keeps getting better and better. Here are a few highlights from the model line up.



John Lehee's Top Flight P40 Thunderbolt. This rendition is covered in Monocote and is nearly flawless. Great Job John!



This paper airplane really flies. It's made from plans found on the Internet. Print them out, fold and you have a plane.

Andrew Johnsen's Electra Streak is powered by a brushless motor, speed controller and LiPo batteries. This is a nice choice for a hot-liner.



Derick Veliz's ARF needed a little modification to fly like a champ. David Spielman's Nobler is in the background.



This powered glider is ready for a first flight and trimming.

Help make August's meeting more exciting by bringing in your favorite project, tool or item of interest.

-David Spielman



LAWN DARTS



I was sent an all foam plastic Ultrafly e-pusher jet F-16, to assemble and review. I had earlier assembled and flown an Ultrafly Extra 300 and it's one of my favorite planes to fly - handles like a dream and flies very well in intermediate aerobatic form - not a 3D crazy plane, but very nice nevertheless.

Assembling the plane: I had followed the directions in a supplemental data sheet to set the CG at 70 mm behind the LE-fuselage intersection (rather than the original 90 mm setting spec'd in the manual) and had also set the control surface deflections pretty carefully. After all, the supplemental sheet warned that these settings had been derived from extensive testing and the plane "would be uncontrollable and could crash" if these settings were not used. OK, that sounds reasonable to me.



The only other fly in the ointment, so to speak, was that 2 1/4 ounces of lead were needed in the nose to reach the 70 mm CG setting, thus raising the total weight of the plane, with a 2100 mah 3 cell Thunder Power LiPo pack, to 20 ounces for a fairly smallish plane. The geared S-400 motor seemed to turn the APC 7x5 prop (supplied with the kit) pretty vigorously so all seemed in order. Little did I know...

So a few weeks ago I went out to fly the F-16. It looks terrific in Thunderbird markings. To make a short story even shorter, after three launch attempts, it had still not flown successfully and was totaled beyond repair. Some of this may have been due initially to weak launch throws, but one the last attempt (by Dick Williamson) which was pretty vigorous, the plane rolled into the ground totally non-responsive to controls.

That leaves me with a Product Reviewer's quandary - what should I report? My editor Gordon Banks told me to minimize my losses, write up the airplane as a non-success, and get back to work on the other reviews I owe him - scrooge!



However, having way too much stubbornness to quit while I'm behind, I went out and bought another Ultrafly F-16 using my own funds. Assembly this time went really fast as a) I knew all the assembly steps pretty well and b) I didn't have to make any new servo wiring extensions, a rather tedious operation.

I went out to the Burlington RC club's field where the underbrush around the flying pits was chest-high. For these flights, I threw the plane myself.

Geez - it was Deja Vu! Roll over, augur into the bushes just like a lawn dart! A carbon copy of #1's flights except this time minimal damage resulted, thanks to the soft underbrush.

After several more nonproductive attempts the plane was getting quite a bit beat up but was still in one piece, more or less. Thank goodness I had a roll of blue masking tape with me - the plane now looked like a mummy who had escaped from an Egyptian tomb or something.

About that time I decided to give the throwing chores to Dan, a helpful young flier whose plane wasn't flyable yesterday. Dan was a baseball pitcher in high school and gave me several hard throws that were as accurate and hard as any human being could give - results, Nada. More lawn darting.

The plane was still flyable, but after now more than a dozen attempts, we had to think this over. Our observations were that the plane wasn't gaining flying speed and was pitching over without the horizontal stabs having enough airspeed to raise the nose. And with max elevator deflection comes more drag, so a lawn dart trajectory results. Solution: start taking nose weight out.

I started re-flights and with each change (1/4 oz increments), the plane lawn darted less before crashing. Finally, throwing down an incline, the plane got up to flying speed and - miracle of miracles - started zipping around the field like a jet! From a distance you couldn't even see the two miles of blue tape and the plane actually flew pretty well although still requiring way too much elevator back trim to fly. So more weight needed to come out.

After about ten minutes I decided to call it quits and the plane landed, quite appropriately, in the tall grassy stuff again with no damage resulting. One thing about these electric pusher jets: you can lawn dart them all day and never break a prop.

So with that episode behind me, I plan to experiment with different props, move the CG back one more increment, and see if the plane is flyable without having an ex-high school baseball pitcher doing the throwing. Whew. Are we having fun yet?

The second plane was ordered through Alex's hobby shop in Belmont. He came through in fine style, and we always want to support our local hobby shop for service like this.

-Pete Young

PVC SAILPLANE STAND

This easy to build stand is great for keeping your sailplane out of the dirt and wet grass. It's cheap and easy to build.

Materials:

6 feet of 1/2" PVC pipe
3 feet of foam pipe insulation
PVC cement
4 - Tees
8 - 90 deg corners

Cut these pipe lengths and clean the ends:
4 at 13" for rest bars and base below them
4 at 4 1/2" for supports for rest bar
3 at 3" for connector from Tees to base ends
2 at 6 1/2" for base ends

YOU MUST ALIGN PIPES IMMEDIATELY AFTER ASSEMBLY WITH CEMENT! It will freeze stuck in seconds. Plan what you are going to do. Test it. Then assemble.



John's stand is ready for the field

Assemble the rests with 13" bars, two 4 1/2" supports and two 90 corners. Make sure supports are at the same angle. Repeat for other side.

Assemble the base centers with 13" pipes and two Tees. Make sure the Tees point in same direction. Repeat for other side

Assemble rest bar into base with Tees. Repeat for other side.

Assemble four 3" pipes into the Tees.

Assemble base ends with 6 1/2" end plus two 90 deg corners. Repeat for other end.

Assemble end to one side - make sure rest vertical is 90 deg to the base. Repeat for other end.

Assemble remaining side into unit - make sure rest vertical is 90 deg to the base fit insulation to rest bars.

-John Nilsson

AMA NATIONALS

Dave Walters and John Nilsson report from the Nationals in Muncie, Indiana. The first two-day event was the F3J competition. Three out of four ESL pilots made it to the Fly-off (best 10 of 44 pilots). Josh Glaab captured 5th place. Tom Kiesling won it all, dropping just one point out of 4000 in the 4 Fly-off rounds.



Tom Kiesling launches in the F3J

This contest was notable for exceedingly hot weather, 10-20 mph winds blowing contestants back over corn and bean fields, some carnage due to hard launches and difficult viewing conditions.

Monday and Tuesday was 2M competitions, with 72 pilots entered. Weather was a factor because it was so stinking hot! Both days were well into the 90's with insanely high humidity. There was also a pretty stiff wind, and it was headed straight for the corn and bean plants. Just to get things started on the right foot, two pilots folded their 2M ships while TESTING THE WINCHES! A bad omen.



Tom Kiesling's winning 2M Mantis

We all reminded ourselves just how badly 2M planes come back against the wind. Many landed short, some

found the corn, and others disappeared in the beans. Amazing how an airplane can be totally absorbed by a row of plants. Still other ships found their way into nearby trash receptacles. By the end of Tuesday, Tom Kiesling had pulled off another virtuoso performance, winning with an airplane he hadn't flown in three years. Way to go Tom! I personally had an awful day Monday, ending up in 58th place by the halfway point. Tuesday I scratched my way back up to 32nd... another 24 rounds and I think I could have made the Top 5!

Wednesday was the first round of Unlimited. After a rain delay, the cold front moved in and we finally got some beautiful weather. Wow, we can actually see our planes now more than 500 ft. out. And there's lift! With 100 or so contestants and 10-minute tasks, it was a good 2 hours between rounds. So, to get 5 rounds in, we flew until past 7:00 PM! That last flight it was critical to get a good launch, then fly minimum sink for as long as you could. My Aegea Mantis delivered a solid 8:39 in perfectly smooth, liftless air. I was impressed. Tom, of course, managed to max out a 10-minute flight in the last round of the day.



Dave Walter and John Nilsson line up the Mantis'

The Unlimited competition was completed Thursday afternoon in picture perfect weather. The sky was dominated by white, puffy clouds and thermals were plentiful, so good landings were important.

There was a heated competition for the top 2 spots between Tom Kiesling and Daryl Perkins. In the final

round, Tom Kiesling nailed a beautiful flight to score 1090 out of 1100. This left the door open, a crack for Daryl, who would need a 1096 to tie Tom. Daryl's final round score of 1090 was not quite enough to dislodge Tom from the top position. Note that Tom also won 2M and F3J, so his star continues to rise. Mike Lachowski took home 10th place.

In an almost inconceivable stroke of good luck, I stumbled into 3rd place. At the awards ceremony, the CD did a double-take when he got to my name; I'm sure he was thinking "Who the hell is this guy?!"



J. Nilsson

Congratulations Dave!

Thanks to all for the kind words. I got lots of support from John Nilsson, who read air and timed for me all week. Once I was in good scoring position, Tom Kiesling, Josh Glaab and Mike Lachowski also tagged along when they could, to help read the air. It really helps to have several pairs of eyes looking at the sky.



D. Walter

I-MAX Theater at the Air Force Museum

John and I stopped at the Air Force Museum in Dayton yesterday and took some pictures. I created a new gallery in the CRRC Media Center for the Air Force Museum in Dayton, OH. This is a must-see if you are traveling I-70 through Ohio, and it is absolutely free (assuming you can make it through the museum store unscathed). They added yet another hanger since I was last there in 2002. They now have the aircraft organized by Early Flight, WWII, Cold War, Modern, and Space Flight.



D. Walter

B2 Bomber. John Nilsson in the foreground

The hangers are generally very dark, with spotlights highlighting the displays. It creates a dramatic atmosphere, but makes photography a little difficult, so please pardon the inferior pictures in the gallery. Unfortunately, they have temporarily moved the XB-70 Valkerie to another hanger on the base, requiring a bus ride to see it. We didn't have time. You could easily spend a day walking the museum and still not see it all.



D. Walter

The Mantis pod has the look of the B1 Bomber.

-David Walter

RES CONTEST

The RES contest is one of my favorite CRRC events of the year. You fly all day long with short breaks between flights, there is excellent competition and your counterparts include some truly great fliers. The sailplanes you are up against are works of art. Not to mention, you have a chance of placing next to world-class fliers.



CD Tracy Clark opens with the pilots meeting

Several planes were favorites among the unlimited class fliers. They included the Laser Arts Majestic, Olympic II, Kennedy Composites AVA, and several forms of the Bubble Dancer. All were formidable sailplanes.



Bruce Schneider and Stuart Strong share a Gentle Lady

We started out with a round of 5-minute tasks, followed by 3, 7-minute tasks. Landings were either in or out of a 25-foot circle.

The morning was quite rough on a number of planes. Two winches were deceptively powerful, thanks to a tailwind. Four wings folded on launch leaving

fuselages buried nose in the ground. A spare wing got one airplane back into the air. Other pilots found back-up ships to complete the contest.



Jim Tyre launches his AVA

We had a relaxing lunch break with the highlight being, a plane retrieval from the clutches of a stubborn pine tree. It pays to have a high start and parachute cord in your trunk for this type of occasion.

The afternoon included 3, 7-minute rounds followed with a pilots meeting with awards ceremony. The afternoon was marked with bright sun, increasing temperature and steady lift if you knew where to look.



Mark Drela sets up to launch his Bubble Dancer

Mark Drela took this year's first place in both the two-meter and unlimited classes. Mark flew his Alegro two meter and the big brother, Bubble Dancer. Mark's flights were most notable for rocketing zoom launches with jaw dropping vertical climbs. This is why the super strong spar is needed. No mere mortal plane can survive this type of launch.

-David Spielman

DLG CONTEST

This year's two-day hand launch contest had super weather. The sun was out, winds were low and lift was good. The HLG contests have less maintenance than the other CRRC contests due to the CD on Compact Disk.



Mark Drela, contest CD, mans the computer

Contests were made up of 10-minute rounds, during which you were required to make as many 2-minute flights as possible. Competition was leveled by having two classes; sportsman and expert.

This event gives the contestants a lot of flying time. With a group change every 10 minutes, there is little time for rest. It does make for an exciting event.

Launch time is an amazing site with 10 simultaneous launches at the beginning of a round. Swoosh and up goes 10 gliders. The highest launches were near vertical with 90-degree turnouts. 100 to 200 foot launches were common on both the expert and sportsman classes.

The contest is not without its risks. Several mid air collisions took contestants out of the running. Sub ten-ounce airframes do not make for a crash proof structure.

Attendees from Maryland to New York and Vermont came for the event. Competition was stiff. Three outstanding pilots of the weekend were Mark Drela taking Expert first place both Saturday and Sunday. Shane Spickler and Donald Vetter alternated expert first and second places between the two days.

-David Spielman

If you are interested in following the standings for the ESL hand launch contests, go to www.flyesl.com



Mark Drela catches his DLG during one of the 10-minute rounds.



One of the contestants launches his K5



Jose Bruzil launches his 49" DLG

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

TREE CLIMBERS & MEMBERSHIP STATISTICS

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]

KEY INSTRUCTIONS

The best way to get a Key to Bill Martin Field in Medfield is to email Jean-Pierre Riu or Ken Antonellis. They will send out instructions as soon as they hear from you. Ken Antonellis is the keymaster. Try kxa@verizon.net. Alex of Alex's RC

in Belmont also has keys (have to show him a club badge to get the key). If neither of these pan out then they should be available at the next club meeting.

MEMBERSHIP

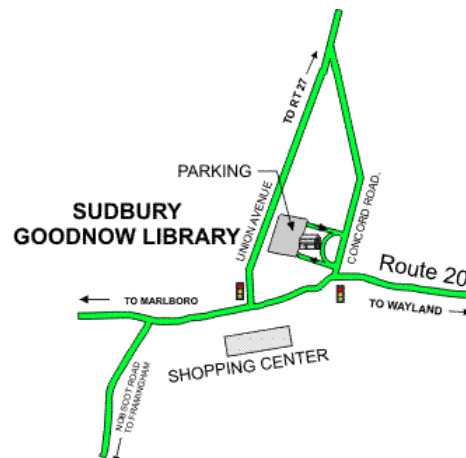
Here are the updated CRRC membership figures as of August 4th. The table summarizes the membership status, and compares recent years.

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	140	18	158

—John Nilsson

AUGUST DIRECTORS MEETING

The next directors meeting will be, Tuesday, August 23rd at 7:30 PM, at the Sudbury Goodnow Library. All club members are invited to attend.





THE CHARLES RIVER RADIO CONTROLLERS, INC

2005 MEMBERSHIP APPLICATION

AMA Charter 339

THIS FORM EXPIRES ON MARCH 1ST 2006!

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

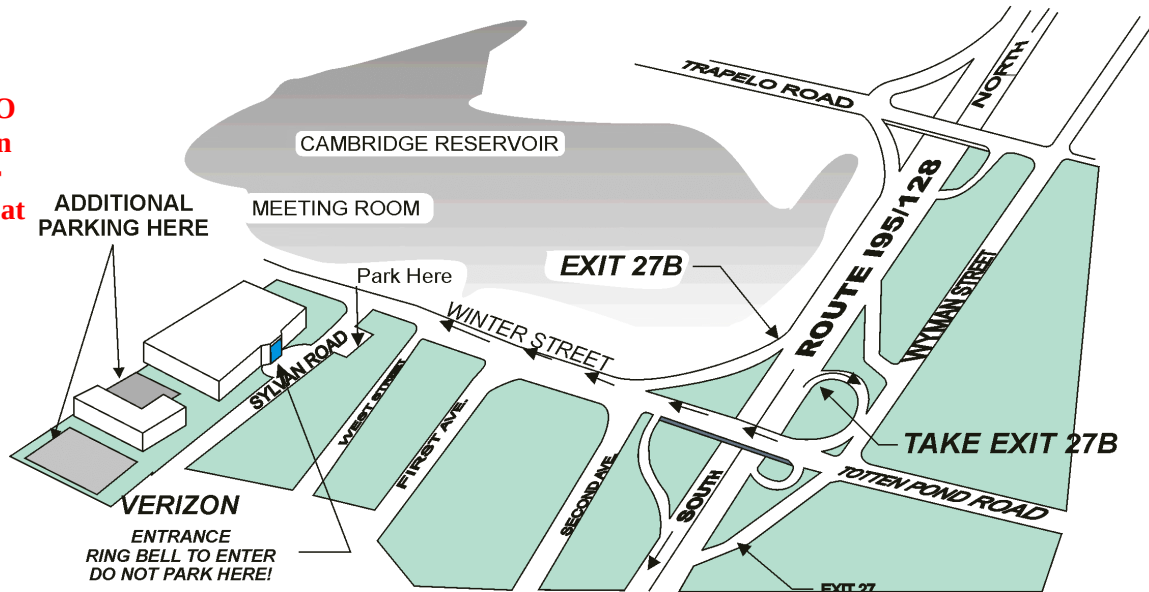
MEMBERSHIP CATAGORY	Rates starting March 1st
☐ OPEN Member	\$40.00
☐ JUNIOR member, (under 19 before 7-1)	\$25.00
☐ SENIOR member, (if age 60 before 7-1)	\$30.00
☐ SENIOR member, (if age 75 before 7-1)	Free if AMA member
☐ Full time STUDENT	\$25.00
☐ Family member additional to OPEN membership	\$25.00

appear in the club phone book

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

**BD5 DEMO
STARTS in
the Upper
Parking lot at
7:30**



The meeting will start at the Upper Parking lot at the far south end of the property. Everyone will go there first for the BD5 viewing and then move back to the regular location for the meeting, raffle, discussion and show and tell.

Proceed past the flagpole entrance, buildings and the large parking lot. Continue up a small curved road onto the final raised parking lot, at the end of which is a basketball pole and hoop. The BD5 will be there.



John Nilsson

Dave Walter receives 3rd place in the Nationals unlimited event along with Tom Kiesling in first, Daryl Perkins second place.



David Spielman /
Editor