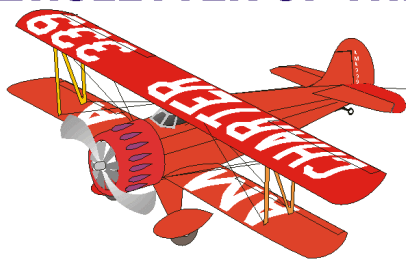


NEWSLETTER OF THE CHARLES RIVER RADIO CONTROLLERS, INC



CRRRC FLIGHT-LOG

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

AMA CHARTER 339

SEPTEMBER 2006

VOLUME 43 NUMBER 9

2006 CRRRC OFFICERS

PRESIDENT

Jean-Pierre Riu
508-668-2434

president@charlesriverrc.org

VICE -PRESIDENT

Tony Davids
978-568-9598

vicepresident@charlesriverrc.org

MEMBERSHIP SECRETARY

John Nilsson
978-368-7136

membership@charlesriverrc.org

RECORDING SECRETARY

Lee Arnold
978-443-6149

leearnold@verizon.net

TREASURER

Jon Leehey
508-358-5721

treasurer@charlesriverrc.org

NEWSLETTER EDITOR

David Spielman
978-440-9308

newsletter@charlesriverrc.org

NEWSLETTER CIRCULATION

Tomer Jackman
508-786-1993

circulation@charlesriverrc.org

Ex-Officio and RAFFLE

CHAIRMAN

Andrew Johnsen
978-369-0377

ex.officio@charlesriverrc.org

WEBMASTER

Brian Rickman
508-481-5597

webmaster@charlesriverrc.org

GENERAL MEETING

Wednesday
September 20th
at 7:30 PM

Meetings return to Verizon Labs in Waltham. Bring a show and tell, bring a friend or come alone.

A124 SYSTEMS BATTERIES

Guest speaker Brian Doughty will present the newest technology in RC power. A123 Racing introduces Hypersonic, a Nano Phosphate Lithium Ion battery that will change the RC industry.



Table of Contents

Presidents letter	2
Treasurers report	3
Upcoming Events	3
August General Meeting Notes	4
Buying Your Next Radio	5
Great Pumpkin Fly-off	6
Soar In Report	7-9
Sports On Davis Field	9
Hobby Auction	10
CRRRC Building & Flight Instructors	11
Membership Statistics John Nilsson	11
2006 CRRRC Membership Application	12
Map & Directions!	13

RAFFLE

First Prize

Your choice of
HoneyBee RTF Helicopter



or Sig Four-Star 40



Second Prize

Your choice of
Threedee from Hobby Lobby



or

Carl Goldberg Gentle Lady



WON
a
COOL TOOL
for
Show-n-Tell

President's Letter



I am sorry to have missed the last meeting that was held at Davis. I understand that it was well attended and once again, everyone was enthusiastic about the concept of holding the summer meetings at the flying field. It looks to me like flying meetings are here to stay.

As enjoyable as the summer meetings were, I look forward to our September meeting and getting back to the regular format. Tony has a great speaker lined up who will be speaking on the timely topic of new safer battery technology. A few months ago I spoke about one of our members who had fire damage from a LiPo battery. A few weeks ago, I had a close call myself. I had a LiPo battery in a box with some props and plastic parts. I moved the box off my workbench to make room and a few seconds later, I saw smoke coming out of the box. My reaction was to pick up the battery. This was a bad idea as it was very hot. I laid it on the concrete floor and after it cooled off, I could not find any reason why it had heated over. I now keep my batteries in a covered pan whether I am storing them, charging them or bringing them to the field.

Many members have been to a board of directors meeting at one time or another. I would like to encourage any members who have not been to a meeting to attend. They are open to anyone and are a good place to bring up any issues that relate to the club. We hold our meetings at the Sudbury Library on the Tuesday following our regular club

meeting. If you would like to get involved or just come see what goes on, please stop in or think about volunteering next time we ask for a club member to attend.

It may seem a bit early to be talking about renewing your membership to AMA but David Spielman pointed out that he has already done so on the AMA web site. I followed his lead and I also renewed. By renewing now, you will be all set to renew your CRRC membership and will not have to worry about flying after the first of the year.

I will close by telling you about my flight with my newly licensed daughter. For my birthday, she flew me to Martha's Vineyard for lunch. For all those fathers who have had the opportunity to share a white knuckle ride with a son or daughter who was learning to drive, myself included, you may be surprised to hear that this first flight had none of the drama or tension. From the start, it was obvious that she was perfectly comfortable taking on the duties of pilot in command and was always in control of the situation in spite of flying into a very busy Vineyard airport on a Friday afternoon. I never once felt the need to grip the arm rest. The whole trip was very relaxed and I learned a lot about what is involved in flying a small plane.

-JP

**START YOUR 2007
MEMBERSHIP
TODAY!**



Sign up and join the club. Use PayPal or check when starting or renewing your membership.

**REMEMBER TO BRING YOUR
SHOW AND TELL TO THE
NEXT MEETING**

Treasurers Report

TREASURER'S REPORT

Report Date 09/09/06

Starting Balance 08/01/06	
Checking	\$3,451.83
Savings	\$2,605.98
Cash Box	\$25.00
PayPal Acct	\$77.75
CD Accounts	\$4,679.86
Total Starting	\$10,840.42
Income	
RES receipts - some expenses	\$244.00
Dues & key fee income	\$85.00
Transfer from PayPal account	\$77.75
Interest - Savings	\$1.29
Interest - CDs	\$15.05
Total Income	\$423.09
Expenses	
Newsletter expenses, check #1500	\$13.97
Soar-in ESL sanction fee, check #1501	\$116.00
Soar-in expenses, check #1502	\$190.42
Soar-in food, check #1503	\$75.98
Auction hall rental, check #1504	\$100.00
RES expenses, check #1505	\$314.53
Davis fall permit, check #1506	\$360.00
Winch and retriever line, check #1507	\$311.01
Bounced dues check	\$40.00
Bounced check fee	\$5.00
Savings account fee	\$5.00
Total Expenses	\$1,531.91
Transfer - Savings to Checking	\$300.00
Ending Balances	
Checking	\$2,631.67
Savings	\$2,302.27
Cash Box	\$25.00
PayPal Acct	\$0.00
CD Accounts	\$4,694.91
Grand Total Ending 08/31/06	\$9,653.85

-Jon Leehey
CRRC Treasurer



Wednesday, September 20th, 2006 – General Meeting - A123 Racing introduces Hypersonic a Nano Phosphate Lithium Ion battery that will change the RC industry.

A123Racing is now offering a unique new battery technology to the RC hobbyist. These batteries are capable of extremely high discharge rates (30c continuous 60C pulse). They are very safe and abuse tolerant, even with over-voltage charging. They are extremely durable, with a metal case for physical protection and can see up to 1000 cycles before substantial capacity loss. Also they have a faster charge rate than any other lithium ion battery, with a 100% charge time in as little as 15 minutes. The first products to be offered by A123Racing will be a 2S1P, 3S1P (2300 mAh), and 2S2P (4600 mAh) pack.

www.a123racing.com

ELECTRIC FUN-FLY

Sept 30, 2006

This years Electric Fun-Fly is planned for Saturday Sept 30 at Medfield. The day is planned as a relaxing day of flying. Lunch will be grilled Bratwurst with chips, cookies, and beverages. After lunch a bomb drop competition is planned. There will be a prize for the person whose bomb lands closest to the target. There is no landing fee. Flying starts at 10AM and ends after the last bomb (or plane) hits the ground.

For those of you who have never done a bomb drop here is a description. The bomb is a small bag of rice. The bomb bay is a small Dixie cup glued to a 1/16" x 2" strip of balsa held on to the wing with rubber bands. The drop is made by making a straight pass down towards the target and giving a little down elevator to cause the plane to dip away from the bag of rice. Each competitor has two runs to try and hit the target. One additional practice run may be taken if declared before launch. Bombs, bomb bays, and rubber bands will be supplied at the field.

Hope to see you there.

-Tom Bauer



AUGUST GENERAL MEETING NOTES



Secretary's Report:

August 23, 2006 General Meeting

This will be another short Secretary's report. The reason is that we met that evening at Davis field for the second time this summer. The weather was perfect for some early evening flying. We had neutral lift for those sail plane types and almost no breeze which was perfect for the electric crowd. After flying the meeting was called to order at approximately 6:38 PM by Vice-president Tony Davids.

The Secretary's & Treasurer's Reports were approved as written in the newsletter.

Field Reports

Davis field was FANTASTIC! The grass was well cut and the bowl recently hayed. Some trash was left on the edge of the field from earlier football practice.

Bill Martin Field in Medfield is in excellent shape.

Old Business

Club voted to reimburse Fritz Bien for \$300 dollars of winch line. This should last about 3 to 5 years at our present usage.

Club voted to Pay Sudbury Park and Recreation \$360 for use of the field this fall. Official club time is 11:00 to 1:00 Sundays.

New Business

Youth soccer will take place at Davis field Monday through Thursday evenings and all day Saturdays until November 11th.

Pop Warner football has now moved to the high school fields. There are no temporary lights erected at Davis field.

New Pilots

NONE.

Guests

Several guests showed up for fun at the field. We had several young fliers trying out their planes.

Raffle

No raffle this month.

Show & Tell

This meeting was one big Show & Tell.

General

We had about 20 to 30 club members in attendance at this meeting. This outside field meeting was a success.

Meeting closed at approximately 6:50 PM.

***DONT MISS THE
ELECTRIC FUN FLY ON
SEPTEMBER 30TH!***



BUYING YOUR NEXT RADIO



Selecting a transmitter can be a confusing. There is a huge selection of models on the market today. The Internet adds the ability to purchase just about any model or brand from reliable suppliers. Like computers, model changes happen quickly with the next version making the current one obsolete. When selecting your radio, solicit recommendations and then select the radio that fits your budget, ability and programming skills. Buy it, enjoy it and don't look back.

What a novice needs is a plane that is set up correctly and launches, turns and lands well. For these functions you are much better off with a high-end radio. Only if you have doubts about your long-term commitment to the hobby, or if a high-end radio isn't in your budget, should you go with the basic one. If you have a long-term commitment you will end up buying the high-end radio soon, and your basic radio will end up gathering dust in your basement.



If you plan on flying full house sailplanes, you should have a radio that fits your plane. A 6-channel, full house glider can only be set up perfectly if the radio has all of the following capabilities:

- * Launch mode on a switch with full camber control and elevator preset. Ideally it should have launch mode with high aileron to rudder mixing. The last is especially important for novices who haven't learned to use the left rudder stick on launch.
- * Reflex mode on a switch with full camber control and elevator preset.
- * Thermaling mode on a switch or a slider to configure the glider for minimum sink.

- * Aileron to flap mixing
- * Exponential on elevator, ailerons and rudder
- * Aileron differential to control adverse yaw
- * Crow landing mode on the throttle stick where the plane automatically goes into landing mode when the throttle stick is pulled down. In landing mode there should be high aileron to rudder mixing and ideally reverse aileron differential.

If your radio has these capabilities you are much less likely to lose your plane because of forgetting something in the heat of battle. Also, if you have an expert help you set it up you will find that you can concentrate on the hardest aspect of learning to fly a glider: Launching effectively, finding and staying in lift, getting out of sink and landing. There is nothing more frustrating than fighting a radio.



Ironically, it's the expert flyer that is capable of dealing with shortcomings of a basic radio.

Anyone who saw Jan Kansky do manual landing mode mixing in his early days know that that's something you do not want to try at home.

-Anker Berg-Son



My suggestion is this.

Buy what the people you fly with most often use, unless you have a very good reason not too. That way there will be people around who can help you with programming. Also you may be able to borrow a TX battery or a RX in a pinch.

-Ken Vincent

This article was compiled from the CRRC Yahoo Group email. Join the CRRC group at <http://groups.yahoo.com/group/crrc/> for more interesting subjects.

The 2005 Great Pumpkin Fly-off

Brattleboro Area Fliers has a sanction confirmation for October 1st for the BAF Great Pumpkin Fly.
We will fly 5-6 rounds of Unlimited Thermal Duration with landing bonus.

Where & When

The contest will be held at The Brattleboro Landfill field on Sunday, October 1st.
This is the same field as last year (directions below).

We will have a leisurely start with a pilots meeting at 10:00 and first round at 10:30. As usual we
will have Beautiful Mug Awards to 3rd place.
Lunch will be included in the \$10.00 entrant fee. Get it on your calendar.

From New Hampshire (or Maine):

Take Rt 101 or Rt 202 East to Rt 9 East to Vermont border. Take a right at the rotary onto Rt. 5
North for 1/4 mile. At the first light, turn right on Old Ferry Road for 1/4 mile. The field is on the
right.

From Boston area:

Take Rt. 2 or 90 (Mass Pike) West to I-91 North to Brattleboro Vt. (Exit 3) At the rotary, take a left
onto Route 5 North for 1/4 mile. At the first light turn right on Old Ferry Road for 1/4 mile. The
field is on the right.



For more info call Bob Rondeau 802-257-7860 or click to visit The Brattleboro Area Fliers at
<http://www.bafhome.org/>

Pre-register here to avoid conflicts E-mail bobrondo@adelphia.net



33rd ANNUAL CRRC SOAR-IN Contest Report



The man-on-man contest format has recently gained a lot of popularity in the ESL. Justifiably so, because it almost eliminates the luck aspect of the conventional thermal duration contest format. It does so by flying randomized groups of pilots against one another, launching them in rapid succession into the same air, and then normalizing their scores by giving the best pilot in each group a score of 1000 points and everyone else in the group a proportional number of points. Landing points are added to the normalized score.



To run a man-on-man contest you need to be able to launch pilots very rapidly after one another. This cannot be done with standard retrievers, because of the time it takes to retrieve the parachute, so some other method for retrieving needed to be designed. In the early days of the Soar-In we had used mopeds, and LISF uses ATVs, but the Sudbury Parks and Recreation department takes a dim view of vehicle traffic on

the field. There is also a safety issue. John Nilsson, Dave Walter and Fritz Bien put a great deal of time into designing a system. After a lot of experimentation and several non-functional designs they came up with one that worked smoothly and almost flawlessly all weekend. Great job, guys. It consists of a lightweight wooden dolly that pulls the winch lines back with a regular winch and uses a retriever to pull the dolly back to the turnarounds.



Another challenge is the fact that we can only launch in a southerly direction unless we schlep everything down to the far end of the field by hand. Especially the batteries, winches and the generator are so heavy that it almost impossible, especially at the end of a long, hot day. The forecast was for NW breezes, of course.

For rewards we chose the crystal beer mugs that have proven extremely popular. This may have helped pre-registration, which was excellent. With the usual, inevitable, attrition we ended up with 14 Sportsmen and 15 Experts both Saturday and Sunday. This allowed us to divide each class into 4 groups of 4 pilots, and also made it easy for Sportsmen to time for Experts and vice versa.

On Saturday the breezes picked up quickly and peaked at 18 MPH, which was well above the forecasted 10 MPH. The temperatures were ideal, in the high 70s with light cloud cover and great visibility. The CD, Anker Berg-Sonne, called for 8 minute rounds all day. He also called for one pop-off for Experts per day and one per round for Sportsmen. The downwind launches were challenging, but the winches and batteries performed well, and the man-on-man format ensured that everyone had the same challenge. A few of the Sportsmen did use almost all the allotted pop-offs. The downwind launches and new winch lines ensured that there was no line breaks both days.



Derick Veliz

Once off the launch we found exciting conditions with extremely strong areas of lift and relatively weak sink. Returning to the field could be a challenge and we had several pilots land off-field on the other side of the tall pines that line the southern edge of the field. Most planes landed harmlessly in the pumpkin and corn fields, others could be retrieved with poles from trees, but one was lost and not located when this reports was compiled. The challenging conditions ensured that no one ran away with the contest and many pilots were in the running for the beer mugs, right through the final, 6th round.

The results at the end of the day had the following Sportsman standings: Dick Williamson in 3rd, David Beach in 2nd and Miner Cray in 1st.

In Expert the final standings were: Peter Schlitzkus in 3rd, Dave Walter in 2nd and Jose Bruzual in 1st. Jose was flying a plane borrowed from Fritz Bien.



Derick Veliz

Sunday's weather had the wind from the same direction as Saturday, moderated down to 10 MPH, clear, almost cloudless skies, and the same pleasant temperatures. The CD, John Nilsson, called for the same format and tasks as Saturday. The lift was still very strong, but with very strong sink in between, and some groups ended up with two to three minute flight times. In a few instances one of the four would catch a thermal while the rest got thrown on the ground in a couple of minutes. Returning to the field could be a real challenge, even when high up in thermals down wind.



Derick Veliz

At the end of the day, after the 6th round, the Sportsman standings were: Stuart Strong in 3rd place, David Beach in 2nd, again, and Miner Cray in 1st, again. David's performance was especially impressive since he was flying a RES plane, an AVA, all weekend. In Expert class

Anker Berg-Sonne took 3rd, Bruce Schneider 2nd and Jeff Steiffel 1st. For the weekend champion mug, Miner was only 110 points out of 12,060 behind Jeff Steiffel. Jeff's performance Sunday was very impressive. At the end of the day he was only 113 points off max.



The success of the weekend was to a high degree a result of the impressive work done by the helpers: Kenny Antonellis, Rick Penzick, Huston and Welcome Bender at the turnarounds, Dave Marshall and Les Gerhardt scoring, Chris Schuch, Miner Crary and Warren Hopkins as winch masters, Jake Johnsen enthusiastically helping everywhere, and lots of others who stepped in and helped where they could. We also want to thank the pilots for their help, patience and support in making the contest work so smoothly.

-John Nilsson and Anker Berg-Sonne

**Photography by
© 2006 Derick Veliz Intl. A
Architect & Photographer**



FALL SPORTS AT DAVIS FIELD

CRRC has a permit for the use of Davis Field on the six Sundays starting September 17. It is unlikely that Sudbury Pop Warner Football will use Davis Field this fall and will certainly not use the field on the days for which CRRC has a permit.

Sudbury Youth Soccer has scheduled games for the under-6 girls for 9:30 am and for under-6 boys for 11:00 am or 12:30 pm on Saturdays. Practices are scheduled at Davis Field on weekday evenings Monday through Thursday. The soccer season ends on the weekend of November 11-12th.

-Dick Williamson

Charles River Radio Controllers, Inc.

R/C HOBBY AUCTION

**12:00 noon, Sunday
November 5, 2006
VFW Hall, Natick, MA**

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

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.

**All modeling items auctioned
Come buy and sell:
Engines, radios, models, kits & tools
\$2.00 entrance fee includes raffle ticket
for new radio, type to be determined.
Tables available to sell items under \$25.00
without being auctioned
(Additional raffle tickets \$1.00 or 6 for \$5.00)
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>

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 CONTACTS

Chief Instructor and Safety

Officer: Jeremy Harkin

jeremy_harkin@yahoo.com

(781-894-6683)

POWER:

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

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		

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

HELICOPTERS:

Tony Davids	Stow	978-568-9598
-------------	------	--------------

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]

Scott

774-286-1190 [Marlborough]

you. Ken Antonellis is the keymaster. Try kxa@verizon.net. Alex of Alex's RC in Belmont also has keys. Show him a club badge to get the key. A \$5 deposit is required the first time you receive a key.

MEMBERSHIP

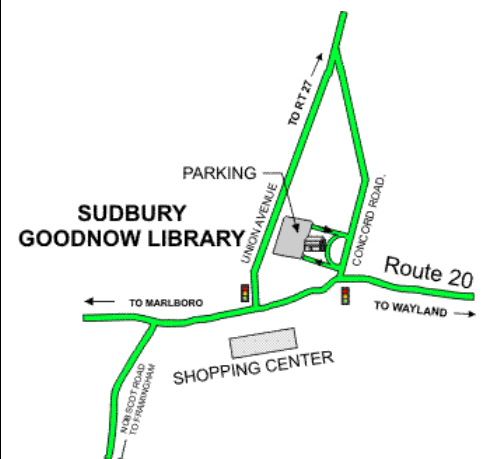
Here are the updated CRRC membership figures for 2006. The table summarizes the membership status from 1999 through current month, 2006.

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	144	20	164
2006	124	21	145

-John Nilsson

SEPTEMBER DIRECTORS MEETING

The next directors meeting will be, Tuesday, September 26th at 7:30 PM, at the Sudbury Goodnow Library. All club members are invited to attend. This meeting is the day before the club meeting.



KEY INSTRUCTIONS

2006 season keys are available! To get a Key for Bill Martin Field in Medfield, email Jean-Pierre Riu or Ken Antonellis. They will send out instructions as soon as they hear form



THE CHARLES RIVER RADIO CONTROLLERS, INC

2006 MEMBERSHIP APPLICATION

AMA Charter 339

THIS FORM EXPIRES ON MARCH 1ST 2007!

Name _____ AMA No. _____

Street _____ Birth Date (AMA req'd) _____

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

E-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)

Make Checks Payable to:
Charles River RC

MEMBERSHIP CATAGORY	Rates as of March 1, 2006
☐ OPEN Member	\$40.00
☐ JUNIOR member, (under 19 before 7-1)	\$1.00
☐ 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

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

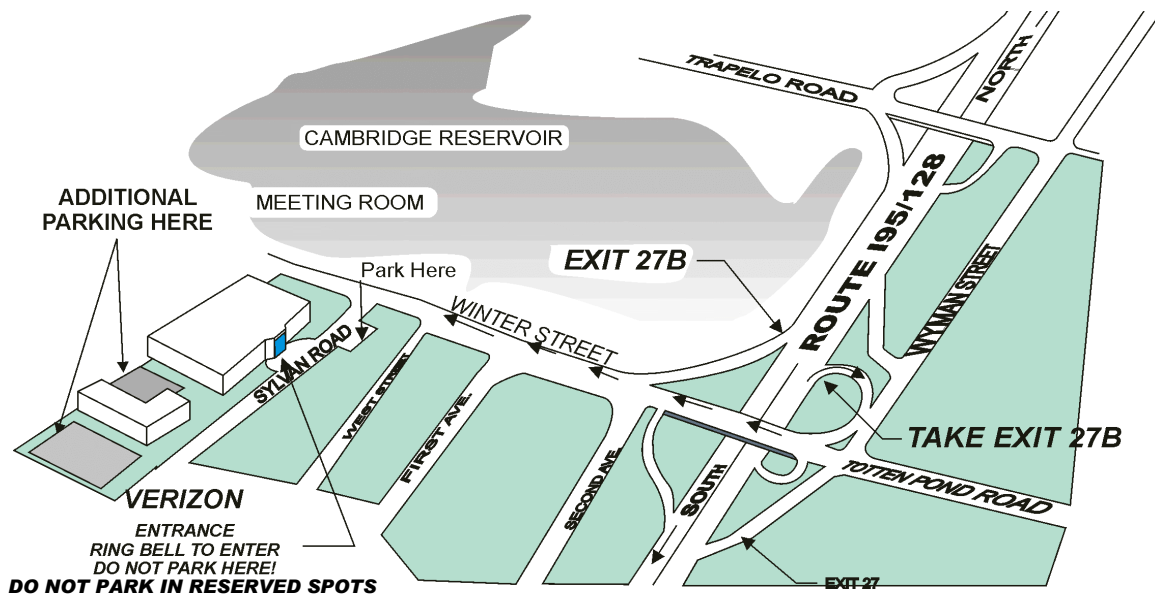
☐ I DO NOT want my address to
appear in the club phone book

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

To receive your newsletter by us mail, please contact Tomer Jackman, newsletter circulation at the next meeting. See the newsletter cover sheet for additional contact information.

Help reduce operating costs by receiving your newsletter on line. CRRC pays roughly \$10 per year for each mailed newsletter subscription.

DIRECTIONS TO CRRC MONTHLY MEETING AT VERIZON LABS IN WALTHAM



The Charles River Radio Controllers meets the third Wednesday of each month. Guests are welcome. Check for the Newsletter meeting announcement on the second Wednesday of each month.

PERFECT LANDING



David Spielman / Editor