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GENERAL MEETING

**Wednesday
September 19th
7:30 PM**

Club Meetings are at Verizon Labs at 40 Sylvan Road in Waltham. Bring a show and tell, bring a friend or just come alone.

**Guest Speaker
Jeremy Harkin**

Presents a visit to the British Imperial War Museum at Duxford, England. Duxford, a Second World War RAF and USAAF base, is now Europe's largest aviation museum.

Table of Contents

Presidents letter	2-3
Treasurers report	4
Upcoming Events	4-5
August General Meeting Notes	6
Soar-In	7-8
Man-on-Man	9-10
CRRC club Auction	11
Before You Cut the Cores	12
Membership Statistics John Nilsson	13
2006 CRRC Membership Application	14
Map & Directions!	15
Soar-In Contestants	15

RAFFLE

First Prize
Gambler DLG Kit



or an
Electric Spitfire



Second Prize

Tiny R/C helicopter ready to go!



Sorry, it's not the Lama

President's Letter



No!!!! The summer is nearly over. It is over unofficially with Labor Day passing. The official end is just 10 days away as I write this letter.

New England Jet Rally – Gardner, MA 8/18 -19

“I feel the need... the need for speed!”

Saturday was very windy. I didn't go due to the wind. I was told that they didn't fly until almost 3 PM. I rode my motorcycle to this event on Sunday. It was strange ride for August because it was a cool day. The ride there felt more like a fall day.

The flying was excellent when I got there in the morning. This was the second year for this event. The air was filled with smell of jet fuel. There seemed to be 4 to 5 jets in the air most of the time. They had five pilot stations.

I took a walk down the length of the pits. I counted over thirty jets. There were quite a few more jets in their trailers.

They had an interesting half time show where about 8 – 10 of the jet pilots brought their Hobby Lobby MIG 15 ducted fan foam electric jets. I think there were a couple of F-86 Sabre jet versions also. All flew at once for two sorties. It was like a hive of bees.

Some of our own local guys were participating including Mitch and Jack Buckley, and Bob Rullie. Bob brought three jets to the event. He has a beautiful T-33 that he just completed. He has the “trainer” jet that some of you may have seen at the Collings

Foundation this year or the Crowe Island Scale Fun Fly last year. Mitch and Jack do most of the flight duties. I saw Bob take the sticks and do a very nice job.

Bob also brought a ducted fan F-4 Phantom powered by dual OS-65's. Bob has owned this jet for 15 years. It seemed cursed until recently. It had a series of unfortunate things happen to it including a hangar accident. The maiden flight was just a week before the event. That is when they also flew the new T-33 for the first time.

When they set up the F-4 for a flight, Bob and Jack folded and loaded the drag chute for effect on the landing. This may have been the only ducted fan (gas, not electric) at the event. Jack was piloting this flight. The flight went really well except for one of the OS-65's leaning out in front of the flight line near the end of the flight. Jack cut back the throttles and it seemed to clear out so that he could do a normal approach. Jack brought it around for a beautiful landing.



Bob watched with apprehension and relief that the plane made it through the flight without any bad things happening. As Jack landed, he realized that he didn't know which switch on Bob's transmitter was supposed to release the drag chute. Jack, being a seasoned pilot, knew that trial and error is not a good practice. This was especially true with a plane that already had its share of bad luck. So Jack called out, “Chute, Chute.” Bob, however, was busy taking deep breathes of relief that his F-4 was unscathed and on the runway. It did not register to him that Jack was calling for him to flip the switch on the transmitter that would release the drag chute for a very cool finish to the flight. Jack again called, “Chute, Chute!” Bob then realized what the heck Jack was talking about. He reached up and flipped the switch to release the chute. Unfortunately, it was like a cartoon or a sitcom sketch. The chute

released just as the F-4 rolled to a stop! They were laughing hysterically as they recounted the incident to us in the pits.

Frank Alvarez was one of the most enjoyable pilots to watch. He flew an F-14. He flew very slowly while doing aerobatic maneuvers. His maneuvers were smooth and scale. It was a good contrast with the other jets that streaked by to be seen for only a split second. I was told that Frank is a captain for American Airlines.

If you love jets, you have to catch this event next year.



Jack & Mitch Buckley, with Bob Rullie

Night Flying is not for the faint of heart

We were on vacation in the Finger Lakes visiting my family the second week of August. My brother had purchased the LED light kit for his Park Zone Slo V. Once you have some flying experience, this plane can be a boring to fly in the daylight.

We tried the LED light kit one night in the empty lot next to the house we rented on Seneca Lake. My older brother Leo went first. He has flown for 30 years and competed and placed well in pattern plane contests. He lasted about two minutes and brought it in to the yard as we dove out of the way.

Being the younger bolder brother, I figured I would give it a try. Flying a plane in the dark felt like flying a jet. It felt like I was a first time flyer all over again. Did the Slo V suddenly pick up 50 knots in the dark? It seemed like it! I lost orientation a few times.

We went back to the drawing board. The rearward facing LED's did not seem to light up the tail. We also discovered that that strange plastic piece in the bag in the closet was the proper way to mount the LED unit. Even with this newfound mount, we were not

happy with the amount of tail and wing illumination. My brother slotted the holes that held the LED's in place. This allowed us to point the rear facing LED more to the tail and the side facing LED's farther out the bottom of the main wing.

Even with the customizations, it was still not easy to fly in the dark with this LED kit. It is best to fly over your head. If you get the airplane too far out and not up enough, it is very tough to tell orientation.

The next day, a nice elderly woman neighbor came by and asked if we saw a strange thing in the night sky last night. We smiled and admitted it was us. She has asked her other neighbor if she saw a large lit bow tie in the sky last night. Fortunately, she had a good sense of humor. We haven't been banned from future rentals by the vacation rental company, as far as I know.

My Hangar

I had a set back on the Funtana. I was trying some touch and goes last week. It flipped forward for a prop strike. This caused some damage that resulted in the stick for the motor mount to be loose. It also ripped off one side of the landing gear. I fixed it the other night. As was pointed out to me, my fly to fix ratio is quite low, still currently less than one. I might be losing patience with this plane.

I still have my E-flite Cap 232 ready to go. I haven't done the maiden flight yet.

I received the heavy-duty starter and oversize cone that I ordered to use on my GP Stearman (Zenoah 26cc gas). I have to get it going soon before the snow flies. My brothers are coming for a long Columbus Day weekend. I have my deadline.

I look at my partially completed GP Lancair every night. Will I ever get back to it?

Maybe I should sell the NE Sail Filip that I never started. Where are Jeremy and the build night group?

I have some of the new Tower digital servos to put in my Raptor 30. They appear to be the Hitec digital servos at a discount. I will let you know how they perform.

“Let's be careful out there.”

-Tony Davids

Treasurers Report

Report Date 9/8/07
-Jon Leehey CRRC Treasurer

Starting Balance 08/01/07	
Checking	\$4,482.17
Savings	\$787.49
Cash Box	\$25.00
PayPal Acct	\$0.00
CD Accounts	\$6,362.68
Total Starting	\$11,657.34
Income	
Transfer from PayPal account	\$0.00
Dues	\$130.00
RES 07 income	\$190.00
Easy Glider 07 income	\$110.00
Medfield road work reimburse from MMAC	\$685.60
Soar In 07 income	\$961.64
Voided check #1531 for Davis summer contests	\$600.00
Interest - Savings	\$0.20
Interest - CDs	\$17.51
Total Income	\$2,694.95
Expenses	
RES 07 expenses	\$59.37
Gravel, check #1537	\$1,323.00
RES 07 lunch, check #1538	\$156.25
Davis contest permits, check #1539	\$720.00
Medfield road work, check #1540	\$18.21
Bobcat fuel, check #1541	\$30.00
Easy Glider 07 expenses	\$52.50
Soar In 07 breakfasts, check #1542	\$75.32
Davis fall permits, check #1543	\$360.00
Soar In 07 ESL Sanction, check #1544	\$102.00
Soar In 07 drinks, check #1545	\$31.00
Soar In 07 Sunday lunch, check #1546	\$139.97
Soar In 07 Saturday lunch, check #1547	\$145.89
Soar In 07 contest expenses	\$209.96
Soar In 07 generator fuel	\$10.84
Total Expenses	\$3,434.31
Ending Balances	
Checking	\$3,725.10
Savings	\$787.69
Cash Box	\$25.00
PayPal Acct	\$43.39
CD Accounts	\$6,380.19
Grand Total Ending 08/31/07	\$10,961.37

UPCOMING EVENTS

JEREMY HARKIN PRESENTS A VISIT TO THE BRITISH IMPERIAL WAR MUSEUM

Wednesday April 19th – General Meeting

"Jeremy Harkin has been a member of CRRC since soloing on r/c power planes in 2001. He flies a variety of glow, electric and gas aircraft and served on the club BOD at various times as recording secretary, VP and most recently as safety officer. Jeremy has had a lifetime love of flying and enjoys visiting interesting flying sites and sharing what he learns with the club.

In 2004 he spoke to the CRRC members about his visit to EAA Airventure Oshkosh. This time he is here to share photos and narrative from his recent visit to the British Imperial War Museum at Duxford, England. Duxford, a Second World War RAF and USAAF base, is now Europe's largest aviation museum.

To learn more about the Imperial War Museum and its collections, visit

<http://duxford.iwm.org.uk/>

VOTE FOR THE CLUB BY-LAWS

Please check out the By-laws this month on the CRRC web site. We have a new version updated with up to date procedures. A club vote will be held this month to determine if the new bylaws as written will be approved.

ELECTION REMINDER

Calling all members. Now is the time to think about volunteering for club officer positions for 2008. Elections take place in November and officers change over in January.

Upcoming Local Events continued

9/14 to 9/16 - AMA District I Sponsored Fun Fly & Airshow – Gardner Airport, MA
www.amadistrict1.com – all type of aircraft, free for AMA members!

9/16 New England Heli Crew Day – Visitors welcome to fly. AMA membership required.
www.nehelicrew.com

9/29 – 495th Helicopter Fun Fly – Tewksbury, MA 10 am – 5 pm Rain date 9/30
www.495thsquadron.org

9/14 – 9/16 Fall Float Fly-In – Greenfield, NH State Park <http://snhfefff.hopto.org>

9/19 - CRRC Monthly Meeting is back inside with another great speaker!

9/29 CRRC electric fun fly - The annual CRRC electric fun fly will be taking place at the Bill Martin Field in Medfield. Lunch and drinks will be available. CD is Tom Bauer.

10/6 to 10/7 - Collings Foundation Living History Weekend www.collingsfoundation.org

11/4 – CRRC Hobby Auction at the Natick VFW hall. Noon to 3:30
<http://www.charlesriverrrc.org>

The Collings Foundation Living History Weekend 2007 October 6th and 7th

Experience Living History! The Collings Foundation will open our doors to the public for a unique event showcasing a rare collection of WWII aircraft, vehicles, and equipment. WWII Veterans will be on hand recounting their experiences during the war and re-enactors in period uniform will give unforgettable performances. The rare Fiesler FI-156 Storch will be flying, exhibiting incredible flying characteristics. We will be offering flights in our PT-17 Stearman during the event. See the fully restored M-16 Half Track with quad mount machine guns, German 88mm flak cannon, TBM Avenger and much more!



October 6th and 7th
Open Daily: 8:30 AM to 4:30 PM
Donation Requested: \$10 Adults / \$5 Children

This is a public event and reservations are *not* required.

Display will include:

- **Aircraft:** [TBM Avenger](#), [Wright "Vin Fiz" replica](#), [1909 Bleriot](#), [Fokker DR-I replica](#), [PT-17 Stearman](#), [Cessna UC-78 Bobcat](#), [North American AT-6 Texan](#), [Fiesler Fi-156 Storch](#), and many more!
- **Automobiles:** Entire Collings Foundation collection - [see list for details](#).
- **Collings Foundation Gift Shop**
- **PT-17 Stearman Rides - Limited Availability**
\$100 for 15 min / \$175 for 1/2 Hour
Call 978-562-9182 for reservations. [See PT-17 Info here](#)



AUGUST GENERAL MEETING MINUTES



Secretary's Report: General Meeting August 15th 2007

After a very pleasant early evening fun fly, the meeting was called to order at 7:45 pm.

Old Business

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

Membership Report

Membership currently stands at 137 members.

Raffle Prizes

The raffles will begin again with the September meeting.

Field Reports

The condition of Davis field was great! Medfield is in good condition and the road is now dressed with approximately 60 tons of fill.



CRRC members take a break from flying to conduct the business meeting.



After a crash damaged his LiPo battery, David Spielman donated the battery to science. The battery was discharged for 40 minutes and shorted. Al Marshall checked the temperature while waiting for a flare up.



With the low charge, the battery only heated to 140 degrees F. It was safe to throw away.

Old Business

The sailplane contest was great with lots of lift. Landing skill became a very important element in the contest!

New Business

September 29th there will be an Electric Fun Fly at Medfield.

New Pilots

None

The business meeting was closed. The meeting was adjourned. The fun fly continued until darkness fell.

-Lee Arnold

THE 34TH ANNUAL CRRC SOAR-IN

Contest Report August 2007
John Nilsson and Dave Walter

The Charles River Radio Controllers hosted the 34th edition of their unlimited duration sailplane contest on Aug 11 and 12. In the past, this has traditionally been accompanied by monsoon rain, gale force wind, and/or skin melting heat. Maybe it's recent global warming, or perhaps one of the CD's got down on his knees and prayed harder than ever before, but this year we were blessed with spectacular weather and near-ideal soaring conditions.



Man-On-Man Format: We ran a man-on-man contest again this year and the feedback we received was all favorable. Since we can't drive any vehicle on our town field, and since the field width is limited, we again used our dolly retrieval system. Two winches pull this small wooden dolly back and forth between the turnaround end and the winch line. Helpers at the turnaround end hook the chutes to the dolly and it pulls them back. This year we used a new low power, slow speed winch with speed control for the return pull. Standard winches or retrievers return the dolly to the turnaround end too fast and increase the chances for a crash/snarl up. The system ran smoothly all weekend.

Saturday: The Saturday morning pilot's meeting started off with a nice surprise for one contestant: the LSF selected Dr. Mark Drela to receive the Le Gray award for his many contributions to low Reynolds number airfoils and a long list of high performance sailplane designs. The Le Gray

award is named after the founder of the League of Silent Flight, and it recognizes lifetime achievement in the world of model sailplanes. Congratulations Mark!



On Saturday, 16 signed up in Expert class, 9 in Sportsman, and 2 Novices jumped in to their first contest. Tasks were 7 minutes in the first round, 8 minutes in the second, and 10 minutes thereafter. It soon became apparent that this would be a true "landing contest" as pilots were maxing their flights in droves. Thermals were plentiful, widespread, and frequently lifted the planes to nose-bleed altitude. Thanks to the light wind, there were very few off field landings and no lost airplanes. What? A CRRC contest without search expeditions? What's the world coming to?



At the end of the day, after 7 rounds the top 10 Experts posted scores above 90 percent of the

max possible score. I heard a lot of people muttering about practicing landings. The Sportsman group was a bit more spread out, but all Sportsman scores were still above 70 percent of a perfect score.

After a fine day of flying, the crystal mug awards went to the following pilots:

Saturday Expert Sportsmen	Saturday
1 st Dave Walter Hayes	1 st John
2 nd Tony Guide Buxton	2 nd Robert
3 rd Mark Drela Moore	3 rd Michael

Top Novice: George Messer

Sunday: Again we had perfect soaring weather - sunny, 80's and almost no wind. We had 14 Experts, 12 Sportsmen and 2 Novice flyers. With these conditions, it was again largely a landing contest. Although, when you have booming lift, you will also have sink somewhere and more than one flyer found it. We had a mid-air which is not surprising if you saw the gaggle of planes all spec'd out in the same thermal. We also had a plane go in when the pilot began flying another plane. The fifth round ended just after 2:00 and there was interest in doing another round. However we promised to get people on their way before 3:00, as some had long rides. Next year we may start a bit earlier on Sunday.

Sunday Expert Sportsmen	Sunday
1 st Dave Walter Moore	1 st Michael
2 nd Mark Drela Buxton	2 nd Robert
3 rd Peter Schlitzkus Rondeau	3 rd Bob

Top Novice: George Messer



The overall winner for the weekend was Dave Walter.



Turn around crew, Warren and Welcome await the beginning of Sundays events.

Helpers: Without the dedicated work of our non-flying helpers, there would be no contest. We were blessed to have a great team. These included - Rick Penzick, Tom Stammberger, Welcome Bender, Warren Hopkins, and Ken Antonellis, at the turnarounds, Dave Marshall and Les Gerhardt scoring, Steve Young as winch master both days, Gene Rozea, Steve Young and Ken Antonellis did the food, 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 Dave Walter

Man on Man (MoM) contest format



The Man on Man contest format has become very popular in thermal duration. There are very good reasons for that, including, but not limited to:

1. You cannot “sandbag”, because you are told when to launch
2. There is less of a “luck” factor, because you can score well even if there’s “bad” air when you are called to fly.

There are several ways to fly MoM, and I’ll only describe the one most commonly used in the ESL, otherwise this explanation becomes way too complicated.

The first step is to divide the flyers into groups for each round. Ideally, at the end of the day each flyer will have flown the same number of times against every other contestant. This is best done by making random groups for round one, and then systematically permutating the group assignments for subsequent rounds. Using random assignments for all rounds doesn’t work nearly as well, because the end result will not be as close to the ideal described above.

Once the groups have been assigned, you call the flyers up to the winches, group by group. You want to have everybody launch into the same air, so it’s critical that they either launch at the same time (that’s what they do in F3J), or one after another in rapid succession (as they do at the Nats). There is still a small advantage to being the last to launch, but the shorter the time between

the first and the last launch, the less advantage the last launcher will have.

The timers then record the time from release to landing and the number of landing points in the usual manner.

For each round, the scores for each group are calculated as follows: The best time gets 1000 points, and other times are given proportional points. For example, if it’s a 7 minute task (420 seconds), and the best time is a is 20 seconds short (400 seconds), the flyer who had 400 seconds gets 1000 points. If another flyer is 30 seconds short (390) seconds, he gets $1000 \times 390 / 400 = 975$ points. The last step is to add the landing points to get the total score for that round. If you use graduated landings to 100 landing points, the maximum score you can get for a round is 1100 points.

So lets talk a little strategy: Suppose you are in a group of four flying a 10 minute task, and at three minutes, you are the last one in the air, high up in a boomer. Should you come down? You might think so, because you will get 1000 points plus your landing points, no matter when you come down. Its actually bad strategy, because the longer you fly, the fewer points the other members in the group will get, and you want to “hurt” them as much as possible to place well at the end of the day. But you do NOT want to blow your landing, because that is added after the times are normalized.

The total score for the contest is simply the sum of the scores for each round. The flyer with the highest score gets first place, and so on. If, by chance, two of the top placing flyers have the same score at the end of the day there is a fly-off between these pilots. The fly-off determines their final positions.

One more explanation: Since sportsmen and experts fly in separate groups, how do we determine advancement points and overall standings? Tom Kiesling came up with the solution. The final, overall score is calculated as follows: Experts are simply given their final, normalized scores, calculated as described above. For sportsmen we use the un-normalized overall scores of the top expert and the top sportsman as an adjustment factor. The un-normalized scores are calculated as the traditional TD flight and landing scores. The final sportsman scores are their normalized scores multiplied by the un-normalized score of the leading sportsman divided by the un-normalized score of the leading expert. The effect of this adjustment is that if the leading sportsman missed landings and times much more than the leading expert, the scores are adjusted downwards. If we didn't do this, then top sportsman and the top expert might both have scores close to 1100 times the number of rounds, even though the top sportsman consistently missed his times and the top expert consistently made his times.

I promised not to talk about variations, but I have changed my mind. Read on if you understand the above. Do NOT continue if you are confused, it will just confuse you further.

Variations:

- Normalizing to 1000 AFTER the landing score has been added. The merits of this scheme relative to the one described above can be debated till the cows come home. I just like normalizing BEFORE landing.
- Seeded MoM: In this scheme groups are assigned dynamically from round to round. It biases the groups towards having "good" flyers fly in groups with "good" flyers and "bad" flyers fly in groups of

"bad" flyers. The end result is less spreads in the scores. It almost works like golf handicapping.

- Sometimes contests have a number of rounds, followed by a fly-off of one or more rounds for the final positions. The way this works is that the initial rounds determine who gets to fly in fly-off. Then the fly-off is a "new" contest that determines the final standings.

The concept of throw-out rounds allows all contestants to select one or more scores to be eliminated from the final score. All contestants must obviously throw away the same number of scores. Contestants with an IQ over 25 select the worst scores to be thrown away.

-John Nilsson

**THANK YOU
MARK DRELA**

I just want to be the first to thank Mark Drela for donating his superb line retriever to CRRC. I will have the pleasure of maintaining it, so I plan to have it in good working order at Davis Field every weekend I'm there.



-Fritz Bien

Charles River Radio Controllers, Inc.

R/C HOBBY AUCTION

**12:00 noon, Sunday
November 4, 2007
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 door prize to be determined**

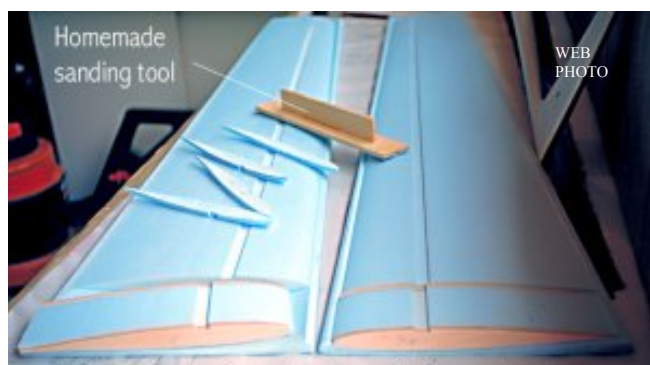
(additional raffle tickets \$1.00 or 3/\$2.00)
CRRC receives 10% of proceeds from all sales.
Cash only PLEASE! No private sales.

Please see our website for further details:

<http://www.charlesriverrc.org>

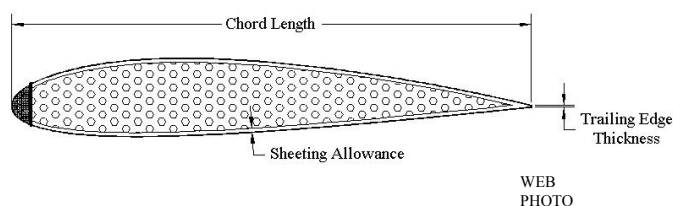
BEFORE YOU CUT THE CORES

If you're thinking of building your own foam cores for your next vacuum-bagging project, you may want to check out the CRRC Yahoo group and get some pointers. In a recent WEB BLOG we came up with the following recommendations.



Before you cut the cores, do yourself a favor and skim off about 1/8" off the Plazamate board surface on both sides. The Plazamate's surface foam layer is in considerable tension, and if you don't cut it off it will curl the thin foam beds after the cores are cut out. Curled beds make accurate jigging and bagging extremely difficult. The extra skinning operation is one little price you have to pay to get Plazamate's great properties.

One other hassle with Plazamate (and Spyder) is that they are prone to "washboard" cuts. This is caused by the wire slowly twisting back and forth from contact with the foam. The typical solution is to reduce the heat and reduce the pulling load.



Have you considered just ordering your cores from one of the CNC foam outfits? I got my DLG and Supra cores from www.compufoamcore.com. Another very good place recommended by Bob Parks, is www.flyingfoam.com. This saves a lot of time and hassle, and the cost is reasonable.



I do a bit of foam cutting and I get my white foam from Thermal Foams of Syracuse. I used to get it from Sterling but found too much regrind in theirs (not always virgin foam) and with Thermal Foams I can order a specific bead size (but they want you to order a full log to get that, 4'x4'x16' which they cut into sheets for you).



I tend to get a 1/8" bead for my wings. The problem with insulation grade is that a lot of times it's not virgin. Look at the surface of white foam sheets and if you see ridges, you'll have them also (if it's not the surface it will be an issue through the block). The extruded foams always have to be skinned due to the process forming it. It is rolled out in the process and so you have that shiny layer so you need to skin about 1/8" from both sides to avoid bananas.

Nobody has talked about cutting wires but in my experience braided steel control line flying wires work best as it doesn't stretch as badly as Nichrome and you can put it under more tension. You get less wire sag so you don't cup out the center of your airfoil top.

Compiled from Mark Drela, Jim Reith and other CRRC builders. Internet photos.

CRRC BUILDING AND FLIGHT INSTRUCTORS

To start your flight instruction; call Brian Rickman, the chief instructor and he will match you with one club instructors. Our instructors are qualified and willing AMA pilots and fellow club members.

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 Brian or any of the building instructors.

INSTRUCTOR CONTACTS

Chief Instructor:

Brian Rickman

webmaster@charlesriverrc.org

508-481-5597

Power planes are flown only at the Bill Martin Flying Field in Medfield.

POWER:

Jeremy Harkin Waltham 781-894-6683
Jon Leehey Wayland 508 358 5721
Ruane Crummett Wayland 508-655-2234

ELECTRICS:

Bruce Schneider Hudson 978-562-9900
Fritz Bien Concord 978-369-1720
Lincoln Ross Waltham 781-891-0332
Dick Williamson Sudbury 978 443-8549
Tom Bauer Wellesley 781-235-7344

Sailplanes and Electrics can be flown at the Davis Farm Field on Rte. 117 in Sudbury.

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
Ken Antonellis Natick 508-653-8369
Tom Bauer Wellesley 781-235-7344

HELICOPTERS:

Tony Davids Stow 978-568-9598

BUILDING:

Fritz Bien Concord 978-369-1720
John Weigel Natick 508-653-3560
Derrick Veliz Acton 978-266-1739
Dick Williamson Sudbury 978-443-8549
Tom Bauer Wellesley 781-235-7344

TREE CLIMBERS & MEMBERSHIP STATISTICS

TREE CLIMBERS

Tony Morais

A1 Tree Services-Framingham, MA
508-626-0088 or 800-657-7788

Kenny Greeno

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

Paul Harrington

(508) 376-2573 [Medfield Area]

Scott

774-286-1190 [Marlborough]

Adam's Tree Service

617-592-5935

*Highly recommended

**NEW KEYS ARE
READY**

2007 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 from 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

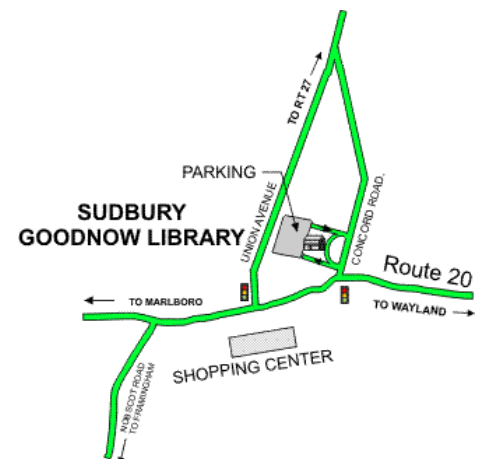
Here are the updated CRRC membership figures for 2007. The table summarizes the membership status from 1999 through current month, 2007.

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	26	150
2007	111	25	136

-John Nilsson

SEPTEMBER DIRECTORS MEETING

The next directors meeting will be, Tuesday, September 25th at 7:30 PM, at the Sudbury Goodnow Library. All club members are invited to attend. Please volunteer to attend at the next club meeting.





THE CHARLES RIVER RADIO CONTROLLERS, INC

2007 MEMBERSHIP APPLICATION

AMA Charter 339

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

SAVE \$5 - EARLY BIRD DUES RATES ARE LISTED

MEMBERSHIP CATAGORY	Rates until March 1, 2007	Rates After March 1, 2007
☐ OPEN Member	\$40.00	\$45.00
☐ JUNIOR member, (under 19 before 7-1)	\$1.00	\$1.00
☐ SENIOR member, (if age 60 before 7-1)	\$30.00	\$35.00
☐ SENIOR member, (if age 75 before 7-1)	Free if AMA member	Free if AMA member
☐ Full time STUDENT	\$20.00	\$25.00
☐ Family member additional to OPEN membership	\$20.00	\$25.00

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

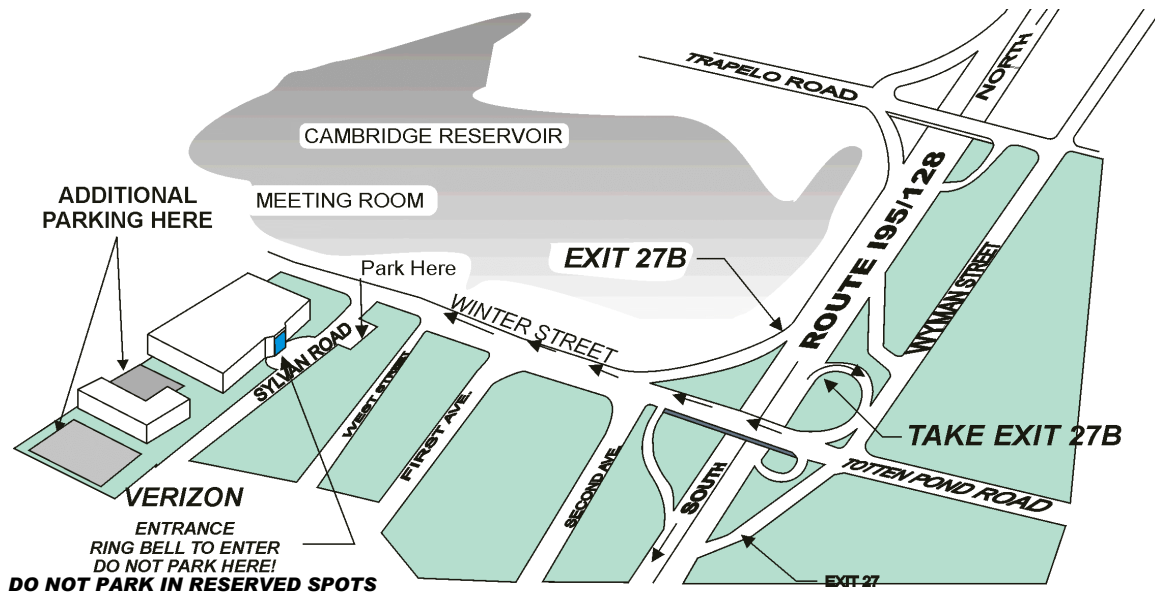
- ☐ I DO NOT want my address to appear
in the club phone book

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

To receive your newsletter by US mail, please contact John Nilsson, Membership Secretary 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 ON 40 SYLVAN ROAD 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.



Here is a sampling of the contestants of the 34th Annual CRRC Soar-In.