

Charles River Radio Controllers

Flight Log

June 2026



June Meeting

Saturday, June 20th, 9:45 am

In Person at

Davis Field, Sudbury

President's Message

June is here and flying season is really in full swing! Hopefully everyone has been getting out to the fields and making the most of the longer days.

Thanks to everyone who came out to the May meeting — Van and Mary's talk on their work in unmanned aerial systems was really interesting. And thanks to everyone who made it to the Flea Market & Fun Fly on May 24th, hopefully you found some good deals and got some great flying in!

This month we have the ALES Glider Competition on June 13th and 14th at Davis Field. ALES is always a highlight of the year, so whether you're competing or just coming out to watch some great glider flying, come on out and show your support! Then right on the heels of ALES, our first outdoor meeting of the season will be Saturday, June 20th. It'll be great to get everyone together at the field after all those months of indoor meetings — bring your aircraft and plan to stick around for some flying afterward.

Looking ahead to July, we have the 2026 Demo Day on July 4th at Davis Field. Demo Day is always one of the best events of the year and a great chance to show the community what the club is all about. We'll need volunteers, so if you'd like to help out, please reach out to a member of the Board.

See you at the field!

Joe

Club Meeting - Saturday June 20

Our June club meeting is at 9:45am on Saturday June 20th at Davis Field. This will be the first field meeting of the year, so bring something to fly after (and/or talk about at the meeting)!

Club meetings are open to the public. We welcome visitors and guests to learn about model aviation and CRRC!

Flea Market & Fun Fly

Monday May 25



We had a good turnout at the Flea & Fly. It was postponed by a day to Monday May 25th due to rain, but Monday turned out to be a great day for being outside and doing some flying.

Lots of sales were made, and the club raised some needed funds, just under \$700, by selling equipment that had been donated to us. It's a win-win, as

the club benefits from the funds, and equipment gets into the hands of eager pilots.



ALES June 13-14

The ALES is June 13th and 14th this year, which means it's right around the corner! If you haven't yet, please visit <http://www.flyesl.org/Contest.aspx?contestid=432> to register. We can always use volunteers to help with timing and scoring, and someone to make a lunch run, so I hope you all show up even if you aren't competing. Thank you to Dan Sullivan for CDing this event!

Breezy Afternoons Are Great For Flying

By David Spielman



Meet Wes Baker and his 1/3rd scale Fly Baby.

Breezy afternoons are great for flying.

Not all pilots are willing to brave a bumpy flight if they can make it to the field in the AM for a windless morning. The hardy Northeast pilots are used to windy flying and are blind enough to miss the obvious advantage of early mornings at the field. The benefit, fewer planes in the air.

On a recent visit to Westervelt field in Delray Beach, Florida, I got to see the second day of flying a 30% Balsa USA

hand built "Fly Baby" biplane. It's big and slow, very pretty and fly's on glow fuel. It also has a pilot whom like me doesn't mind some extra wind. We had the distinct advantage of just four pilots at the field thanks to a hefty breeze.



Powered by an OS twin four stroke, it sounded great with the popping of the engine at low speed. That was such a cool sound, I can still hear it while sitting in my kitchen writing this article. The sweet smell of glow exhaust brought back fond memories of my early days flying control line planes in the 1960's and 70's. Wes had a mix of 0% nitro glow fuel. It was all alcohol and oil. Starting required a wet engine and after a few flips of the 23" prop, he got the desired effect, we have ignition.



This OS twin cylinder engine fits perfectly in the cowl. I'm impressed with the excellent trim job. The engine was sourced on eBay and is running well thanks to the help of fellow modelers who assisted Wes in getting tune just right.



The Fly Baby proved herself a good flyer without any surprises. More scale detail will make this a real standout, so it's back to the barn for some more detailed painting. Wes' covering and paint job was beautiful. Paint was smooth and even and the corners and seams were flawless. The cockpit was equipped with scale gauges and essential switches including flight batteries, ignition and a voltmeter. I can't wait to see what the next step of detailing brings out.



The wing tension guy wires are real and had to be adjusted to keep the correct wing camber and twist. A dowel in the middle of the wires keeps the wires from humming. This is a feature of the full-scale Fly Baby too.



After one flight Wes, Glen and Andy are seen reviewing performance and discussing improvements.



Although equipped with Ailerons, the ample sized rudder is needed to shape the turns properly. Ailerons only has the effect of dropping a wing tip, where adding rudder completed the turns nicely.

The Fly Baby was beautiful in the air as seen in this low pass.

There was quite a bit of elevator adjustment made during this flight and Wes determined the engine needed some down thrust. This is easily

implemented with a few washers to give the desired 1/8" of down thrust. It's obviously Wes' type of plane, big, slow and a predictable flyer. I personally found that the scale detail and the size made this plane worth considering for a build project. The quality and detail of this Balsa USA kit and plans brings this in reach of many builders. If your interest is in scale details, there are lots of parts resources to supplement this build.

Photos and article by David Spielman

From the Archives

Did you know that CRRC used to host the "CRRC HL Classic" for DLGs. Here is a contest report from the June 2007 CRRC HL Classic from Jose Bruzual:



PHOTO BY SHANE GERARDI

WINGING IT Lincoln Ross of Littleton throws his hand-toss glider into the air during yesterday's remote-control airplane contest organized by the Charles River Radio Controllers Club at Davis Field in Sudbury.

As usual, I had over starched my self, waited until Sunday to bag a wing, and committed to loan another plane for the contest, comes Friday night, I arrived to my friends Dave's place to continue to work on the two unfinished planes. Finished my new wing, and hoped for the best on Saturday, and around four in the morning I finish the other plane, as I was getting ready to test the gear, I turned on the Rx first and the little servo got striped, I had offered sherwoodski to loan him that kit, the next day Dave and I had to load all the tents, tables, batteries, computer, PA systems in the cars, we were running late (wonder why I had gone to sleep at 4:00) – still had to pick up the ice, but went the field and dropped off all the equipment, from there I had to go and

get the ice, plus a new list of thing from Mark, which included milk, sodas, cups and the ice... finally make it back to field and loading all the stuff into the coolers, at this time, I am feeling very pressed for time, since I haven't had any time to trim the new wing, trimming a plane with Mark's Evo program is not such an easy task, since it has a lot of granularity over the all the controls... as I am unloading the car, Loid (sherwoodski) introduced himself, I had to explained what happened, I felt really bad, but he was a trapper and stayed and helped out the entire day, by timing people and doing other things. I finally got my plane together, a SWII fuse and a SGII wing – I had bagged. I finally make it to the field a few minutes before the start, I was concern with the flaperons since it only was two layer of glass and servos where a bit farther inboard than I would have preferred, so I was expecting major fluttering, but to my surprise they worked fine, I had faced the flaperons a day before.

I trimmed the best I could before the first round, but was still acting funny. First round came, and I made some very costly mistakes, although my launches have improve from last year, so have everyone else, I feel very comfortable with my air reading skills and piloting, but I don't launch above 140 and with other accomplished pilots launching 150 to 190s I am a clear [disadvantage], as I was told by a top east cost pilot at an ESL contest this year, (he was not at CRRC this past weekend), but he said. 'I am not as good as thermalling pilot as others but I'll take the launches over excellent piloting skills (this includes reading air)', my friend Dave Walter, wasn't sure he was going to fly until the night before, that past week there had been brisk emailing between him, Mark, my self and a few other CRRC member trying to finalize this event, until last minute, Thursday night where Mark worked the matrix out to fit Dave in and lending him his SGI to share John Erickson AKA 'mystery pilot' more on that later. Last time Dave flew a DLG was the year before at the same contest, but like myself he fliers a lot of TD – now more than me – and he is a very good pilot, two years ago he finished second at the NATS – he plays it down but he is good. I keep and eye on Dave, and timing for him was 'mystery pilot', who happened to be a very nice guy and an accomplished pilot, but things where happening so fast I had no chance in introducing myself, Mark kept that contest running on premium. By noon I had managed to win a couple of rounds and had done horribly in a couple of other, story of my life, I had been timing for Frank Nisita, and Mark... I was still having some issues with my plane, Marked worked on it a bit at lunch time, but it was never fully trimmed, I am becoming an expert at bringing unfinished DLGs to contest and doing rapid trimming (RP) I would quick butt if that was a contest... at any rate, the round after that, I tanked with the newly trimmed bad behavior; we thought it might a warped wing, it did tip stalled on me a lot, so there where many instances where I lost tons of altitude. I was happy since the flaperons had not flutter yet... on round eight my wing broke on launch, it just snapped, I was disappointed. Mark quickly offer me his plane,

so he was running the contest, flying, timing and launching for me since I am left handed.. at that point we where running on over time, so all the tasks where all up last down from that point on... being from the same club as Mark I have [flown] many of his planes, and my TD ships are similarly trimmed, we have the same radio with the same program, like many in the hobby, so I was use to all the settings, the only difference was the launch preset, opposite side... still the same pilot, but now I had a trimmed plane and my launches went from 140 to over 160 or how ever high Mark lunches (higher than me) – that was nice – so in the last two rounds, a total for six flights – I cleaned everyone’s clock – yes, made them all get in a single row – Yes Frank that was all me ;-)

Towards the end of the day after ELEVEN rounds, as my peripheral vision started broadening, I realize the mystery pilot timing for my friend Dave was John Erickson, well known in RCGroups and California, one of the nicest guys you’ll ever meet and a really good DLG pilot; John it was rally nice meting you. Some club members had stop to support the event, and some had just come to watch....

I had donated one of the Apogee Sport kits for the raffle, and I was very happy when Loid, remember he was not able to fly the plane I brought for him, he won the Apogee... he worked hard and so did everyone else...

At the end of the day I had come in fifth, just below Shane – I’ll take that, and it was good to see Shane, Dough and company as they are always CRRC supporters – they are very big ESL supporters in HL...

Soon after that, I had to pack and meet my Friend Dave back at his place since he was paralyzed from the ELEVEN rounds Mark had tossed at him...

Hmmm,, and then there was Sunday.... More of that later

Jose

Club Expenses

You might be aware that our club membership is down from our highs, but field costs continue to be our primary expense. We have reserves, but dues alone are not sufficient to cover expenses. The club always accepts donations, which you can send in with your membership dues, bring to a club meeting, or send with PayPal to membership@charlesriverrc.org.

Upcoming Events

- **June 13-14 - ALES @ Davis Field:** Altitude Limited Electric Soaring is back. Visit <http://fliesl.org/Contest.aspx?contestid=447> to compete. Volunteers are needed.
- **July 4 - Demo Day @ Davis:** Help us promote the hobby! We need volunteers for buddy-boxing, static displays, and chatting with the public.
- **July 18 - Military Service Day @ General Patton Homestead:** A great day for scale models and history. We need volunteers to man a table of static displays. Warbirds preferred.
- **July 25 - NERDS and CRRC Drone Race @ Davis**
- **August 29-30 - Fritz Bien Memorial Soar-In @ Davis:** A special annual tradition since 1973!

Volunteers Needed 2026

Our event season is well underway, and it's never too soon to start thinking about how you can support this club in one of the most important ways: volunteering. Without volunteers, we don't have a club. If you see someone helping out, say thank you, and if you see a way to help, please do! We STILL have a number of opportunities coming up, including the August Soar-In and of course club officer positions for 2026.

2026 School Street Calendar

■ Standard (M/W/F 5PM-7PM)
 ■ Weekend / Custom Hours
 ■ Unavailable (Lion's Fair)

May

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1 5PM-7PM	2
3	4 5PM-7PM	5	6 5PM-7PM	7	8 5PM-7PM	9
10	11 5PM-7PM	12	13 5PM-7PM	14	15 5PM-7PM	16
17 2PM-8PM	18 5PM-7PM	19	20 5PM-7PM	21	22 5PM-7PM	23
24 8AM-8PM	25 8AM-8PM	26	27 5PM-7PM	28	29 5PM-7PM	30
31						

June

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1 5PM-7PM	2	3 5PM-7PM	4	5 5PM-7PM	6 2PM-8PM
7	8 5PM-7PM	9	10 5PM-7PM	11	12 5PM-7PM	13
14	15 Lion's Fair	16	17 Lion's Fair	18	19 Lion's Fair	20
21	22 5PM-7PM	23	24 5PM-7PM	25	26 5PM-7PM	27 ~4PM-8PM (rockets)
28	29 5PM-7PM	30				

July

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1 5PM-7PM	2	3 5PM-7PM	4 8AM-8PM
5 8AM-8PM	6 5PM-7PM	7	8 5PM-7PM	9	10 5PM-7PM	11
12	13 5PM-7PM	14	15 5PM-7PM	16	17 5PM-7PM	18
19 2PM-8PM	20 5PM-7PM	21	22 5PM-7PM	23	24 5PM-7PM	25
26	27 5PM-7PM	28	29 5PM-7PM	30	31 5PM-7PM	

August

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 2PM-8PM
2	3 5PM-7PM	4	5 5PM-7PM	6	7 5PM-7PM	8
9	10 5PM-7PM	11	12 5PM-7PM	13	14 5PM-7PM	15 2PM-8PM
16	17 5PM-7PM	18	19 5PM-7PM	20	21 5PM-7PM	22
23	24 5PM-7PM	25	26 5PM-7PM	27	28 5PM-7PM	29 2PM-8PM
30	31 5PM-7PM					

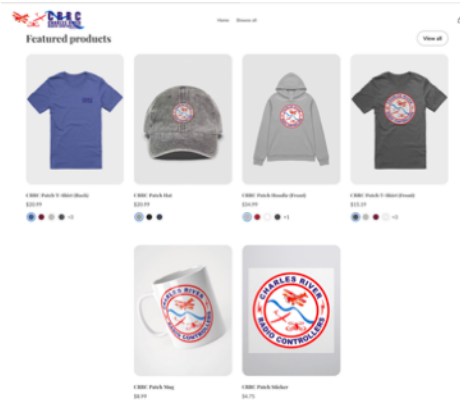
September

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2 5PM-7PM	3	4 5PM-7PM	5 2PM-8PM
6	7 5PM-7PM	8	9 5PM-7PM	10	11 5PM-7PM	12 2PM-8PM
13	14 5PM-7PM	15	16 5PM-7PM	17	18 5PM-7PM	19 2PM-8PM
20	21 5PM-7PM	22	23 5PM-7PM	24	25 5PM-7PM	26 2PM-8PM
27	28 5PM-7PM	29	30 5PM-7PM			

October

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3 2PM-8PM
4	5	6	7	8	9	10 2PM-8PM
11	12	13	14	15	16	17 Noon-8PM
18	19	20	21	22	23	24 Noon-8PM
25	26	27	28	29	30	31

Online Store!



Did you know that our webmaster has been quietly hard at work maintaining our website *and* bringing online the new Charles River RC online storefront? If you've seen Shawn and Roger at the field wearing CRRC "swag" and felt a twinge of envy, you can visit <https://shop.charlesriverrc.org/> or click the link on our website.

Proceeds benefit the club, so stock up!

FAA Registration

Please remember to visit <https://faadronezone.faa.gov/#/> to check and renew your FAA registration ID. Also, beware some commercial entities who are claiming to process registrations - often for increased prices. The FAA charges \$5 for a three-year registration or extension.

Check your registration when you mark each new plane/drone, so you don't miss a renewal!

TRUST Test

The FAA has authorized several organizations, including the AMA, to administer the knowledge and safety test required by congressional action.

You are now required to show proof of passing the test (along with your FAA ID number) to law enforcement or FAA representatives upon request.

The test is free and can't be failed! Take it at:

<https://trust.modelaircraft.org/>

CRRC Membership Renewal

Support CRRC by renewing your annual membership! See the last page, or contact Adam Smith (membership@charlesriverrc.org). Ages 75 and over, and under 19, are free for CRRC membership (AMA membership required to fly at fields/events, and discounted for juniors). Sixty-and-over receive a \$10 discount. Donations to the club are always welcome.

Make sure you have a current card to bring to in-person meetings and get a free raffle ticket!

Club Information

Officers - 2026	Instruction	General Info
<p style="text-align: center;"><i>President</i> Joe Sicree president at charlesriverrc.org</p> <p style="text-align: center;"><i>Vice President</i> Dan Sullivan vicepresident at charlesriverrc.org</p> <p style="text-align: center;"><i>Treasurer</i> Dave Marshall treasurer at charlesriverrc.org</p> <p style="text-align: center;"><i>Membership Secretary</i> Adam Smith membership at charlesriverrc.org</p> <p style="text-align: center;"><i>Recording Secretary</i> Roger Silva secretary at charlesriverrc.org</p> <p style="text-align: center;"><i>Webmaster</i> Shawn Silva webmaster at charlesriverrc.org</p> <p style="text-align: center;"><i>Newsletter Editor</i> Mike Whidden newsletter at charlesriverrc.org</p> <p style="text-align: center;"><i>Interim Chief Instructor</i> Scott Ritter chiefinstructor at charlesriverrc.org</p> <p style="text-align: center;"><i>Safety Coordinator</i> Jimi Two Feathers safety at charlesriverrc.org</p> <p style="text-align: center;"><i>Raffle Chairman</i> Scott Ritter exofficio at charlesriverrc.org</p>	<p>To inquire about instruction please contact Interim Chief Instructor, Scott Ritter.</p> <p style="text-align: center;"><u>Types of instruction</u> B = Building G = Glider E = Electric F = Fuel H = Helicopter Q = Quadcopter/ Multirotor</p> <p>John Weigel - B Natick - 508-655-2138</p> <p>Richard Gammon - B,G,E,F West Boylston - 508-835-2049</p> <p>Ken Antonellis - G,E,F Natick - 508-653-8369</p> <p>Lincoln Ross - G,E Waltham - 781-891-0332</p> <p>Dave Walter - G Hudson - 978-562-5400</p> <p>Jon Leehey - F Wayland - 508-358-5721</p> <p>Tony Davids - H Stow - 978-568-9598</p> <p>Scott Ritter - Q Sudbury - 978-443-2373</p>	<p style="text-align: center;"><u>Flying Sites</u></p> <p>Go to charlesriverrc.org and select the Flying Sites tab to see the various sites. CRRC reserves time seasonally on Davis Field in Sudbury, and shares Bill Martin Field in Medfield with the MMAC.</p> <p style="text-align: center;"><u>Keys to Medfield / Bill Martin Field</u></p> <p>To get a key for Bill Martin Field in Medfield please email key-master Ken Antonellis at kxa@verizon.net.</p> <p><i>The key for 2026 will be updated in late April by MMAC. Keys may also be available at the monthly meeting. A \$5 deposit is required the first time you receive a key.</i></p> <p style="text-align: center;"><u>Tree Climbers</u></p> <p style="text-align: center;">Tom Hurney 508-272-7489</p> <p style="text-align: center;">Sean Comer 781-444-1227 thescomer@gmail.com</p>

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Membership Application - 2026

Name					
Street					
Town		State		Zip	
Telephone			Email		
AMA No.			Birth Date		
I agree: []	Club membership and activities are bound by the CRRC handbook, available at: http://charlesriverrc.org/newsite/Documents/CRRC%20Handbook%202020.pdf				

IMPORTANT: You must be an Academy of Model Aeronautics member to join CRRC.
AMA Jr membership is discounted! <http://www.modelaircraft.org/membership/youth.aspx>
 By submitting this membership application, you agree to comply with the AMA safety code,
 including documents 550 and 560 found at: www.modelaircraft.org/documents.aspx

To receive a membership card, bring this application to a club meeting or
 mail it to the membership secretary:

Adam Smith
Membership Secretary CRRC
460 Main Street, Acton, MA 01720
membership@charlesriverrc.org

You may pay by check or use PayPal. Make **checks** payable to **Charles River RC**, or send **PayPal** to the email above.

Member category	Before March 1, 2026	After March 1, 2026
OPEN Member	\$60	\$65
SENIOR member If age 60 before July 1st	\$50	\$55
SENIOR member If age 75 before July 1st	Free if AMA member (Voluntary donation appreciated - e.g. \$50)	Free if AMA member (Voluntary donation appreciated - e.g. \$50)
JUNIOR Member Under 19 before July 1st		
NON-FLYING member If age 75 before July 1st	(Voluntary donation appreciated)	(Voluntary donation appreciated)
Full time STUDENT	\$40	\$45
Family member additional to OPEN membership		
Additional / optional donation (supports field rental)	Voluntary \$10 / \$25 / \$50 / etc	