

THE CHARLES RIVER RADIO CONTROLLERS INC.
AMA CHARTER 339

It's All About *FLYING*



<http://www.charlesriverrc.org>

How to Start: How to select your first radio-control plane, get it into the air, and safely back down again!

Where and When we meet

Where we fly: Maps to the CRRC Fields

Instructor Program: Have some of the best pilots in Massachusetts help you.

... And much more inside!





Your First Step . . .

How do I get started?. The first step in getting started is to choose a model. This section will give you some basic ideas of the types of models you can choose from.

Your interest in RC may have been stimulated by watching the incredible aerobatics of a scale Mustang as its powerful engine pulls it around the sky. Or, you may have seen a sleek and silent sailplane soaring high, or a model turbo-jet fly as if it was going Mach 1, or a model helicopter hovering inverted. Whatever stimulated your interest, there are three different types of RC planes which you should consider for starting in the R/C hobby:

Gas-powered airplanes

Electric-powered airplanes

Sailplanes

For each type of plane, there are good beginner or trainer models and there are CRRC instructors ready to get you through construction, checkout, and the crucial first flights. A separate section of

our club web site is devoted to getting started with each type of plane. Before going to one of those sections, examine the tradeoffs which may guide your choice.

Gas-powered airplanes vary in size from very small (less than 1 foot wingspan) to huge (1/2 full size!). Most gas-powered trainers have a wingspan of about five feet and have a engine powered by "glow fuel". They can take off and land on grass or paved fields, and are designed to be slower and easier to fly than aerobatic or scale planes.

Electric powered airplanes also span the gamut of sizes. The propeller of an electric powered airplane is powered by an electric motor. Some electric powered airplanes are models of power planes, while others are gliders that use the motor to get up to altitude.

We have had great success with beginners learning to fly quickly and well with electric powered gliders. These planes provide hours of enjoyment even after the power is shut off.

The class of electric powered plane called the Park Flyer is also a good trainer. These

planes provide slow, stable learning platforms on calm days, and have trained many beginners in the art of flying before they progress to fast, aerobatic aircraft.

Sailplanes do not have any source of power. They are instead pulled up to a starting altitude by a high start (long stretched rubber tubing), winch, tow plane, or simply launched by throwing. Once the sailplane reaches this starting height, it disconnects from the launcher and glides. The challenge of sailplanes is to find rising columns of hot air, known as thermals, to extend your flight. Flights of an hour or more are possible from a single launch once you know how to find thermals, or have wind coming up a slope to provide lift.



By Dr. Dick Williamson

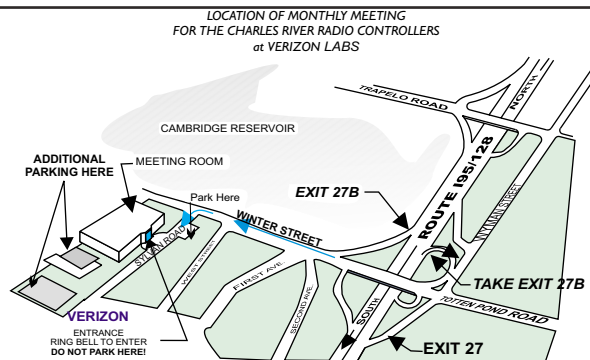
To read the full article go to: * http://www.charlesriverrc.org/getstart_yourfirstmodel.htm

Get With the Program!

New pilots are urged to take advantage of CRRC's active instruction program so that you can learn to fly more quickly, and with far fewer mishaps! Our instructors can help you select a plane, build it, check its flight readiness, and guide it through the crucial first flights. In addition, we have a "buddy box" program that allows in-flight control to be switched between the student and the instructor.

For more information, see our newsletters or go to our web site:

* http://www.charlesriverrc.org/instructor_program.htm

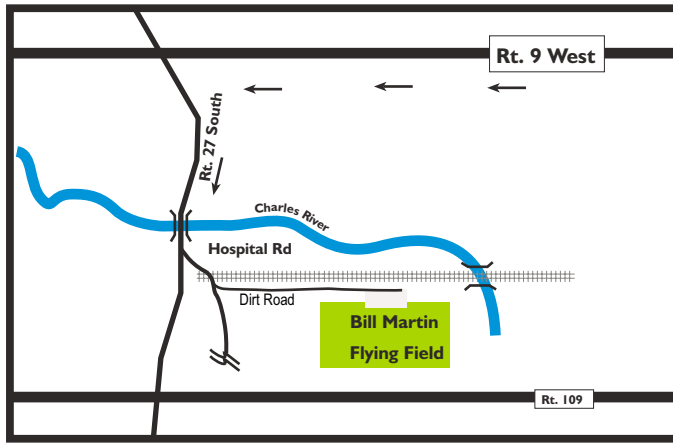


A MONTHLY MEETING is held in the Conference Room of Verizon Labs in Waltham on the third Wednesday of each month at 7:30 PM. From Rt. 128/I 95, take Exit 27B onto Winter St. Stay in the right lane and follow it straight through 2 sets of traffic lights. You will see the reservoir on your right; the driveway for Verizon Labs is on the left (there is a sign there). It is no more than 1/4 mile from the highway. Park in front of the building at the VISITORS PARKING spaces. At the front door, you may have to buzz the guard and tell him you are there for the CRRC meeting.

* http://www.charlesriverrc.org/calendar_clubmeetings.htm



It's All About Flying



* http://www.charlesriverrc.org/fields_billmartin.htm


Bill Martin Flying Field

Located on the grounds of the Charles River Reservation in Medfield, Mass., the field is shared by CRRC with the Millis Model Club. All types of RC aircraft may be flown here, although it is best suited for power models. Facilities include a well maintained grass runway, transmitter impound, frequency control board, pilot stations protected by side fences, a spacious pit area, and parking. If you would like to visit the field, you can walk in from the gate or arrange for a club member to meet you at the field.

Hours of engine operation are 9:00 AM to Dusk, seven days a week. From Rt. 9 in Framingham, take Rt. 27 south through Sherborn. After you pass over the Charles River, take a left onto Hospital Rd. Immediately after you cross the railroad tracks, take a left onto the dirt road. There is a gate at the beginning of the road (members are issued keys). The field is 1/4 mile from the gate.

Do not drive along side the railroad tracks. It is private property and you will be subject to a fine!

“CRRC now enjoys the use of three AMA sanctioned fields in Sudbury, Medfield and Framingham. We are in constant search for new fields to continue to enjoy the hobby we love.”

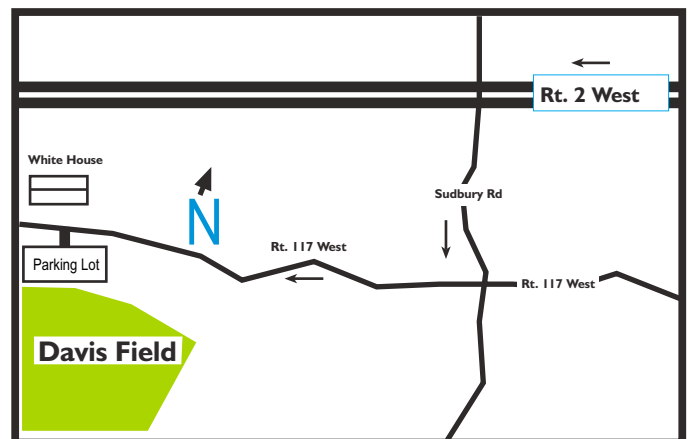
 Maps are not to scale

Davis Flying Field

Located in Sudbury MA, Davis Field is the primary CRRC site for glider flying. This field is also open to electric aircraft. Davis is a large mowed soccer field bordered by hay fields located on the south side of Route 117. Ample parking is available adjacent to the field. CRRC has a permit to use the field at all times that it is not used for organized soccer. Soccer season is usually limited to the spring and fall (mid April- early June, mid Sept. to mid Nov.) when flying occurs primarily on Sunday mornings.

The field is the site of the annual CRRC soaring contests.

Inside



* http://www.charlesriverrc.org/fields_davis.htm



A little HISTORY

The CRRC, Inc. was founded late in November 1964 in a basement in Newton. For several months, the original Thirteen met in various cellars throughout the area. In those days there were only about 35 RC clubs registered with the Academy of Model Aeronautics and less than 12,000 AMA members.

By 1965, CRRC had come out of the underground to start meeting at the Newton YMCA. Membership climbed to 17! In these early years, there were no officers, only a chairperson. The newsletter was a postcard announcing the next meeting. No one knew how to fly an RC model except, perhaps, that Arizona transplant Bob Fish.

We flew, sort of, at the Wayland High School soccer field. RC gliders hadn't yet been imported to New England and digital proportional radio was a new kid on the block. People used to fly with radio systems called *reeds* and *galloping ghost*. The big names in radio were Citizenship, Bonner, Orbit, F&M, and ACE.

By 1966, CRRC had grown to 25 members, the AMA to 16,000 members, and some of them could actually control a landing! Monokote was just being invented. We flew all year long, on skis, in snowstorms, off the ice, in rain, below freezing, but it didn't help very much.

In 1967 we had a contest. The New England Radio Controllers Meet at Orange was one of the biggest RC events in

the country. Phil Kraft, Ed Izzo, Jim Martin, Tony Bonetti, and Ernie Huber, all of the greats, flew. Bob Fish began to win the New England All Events RC Championship.

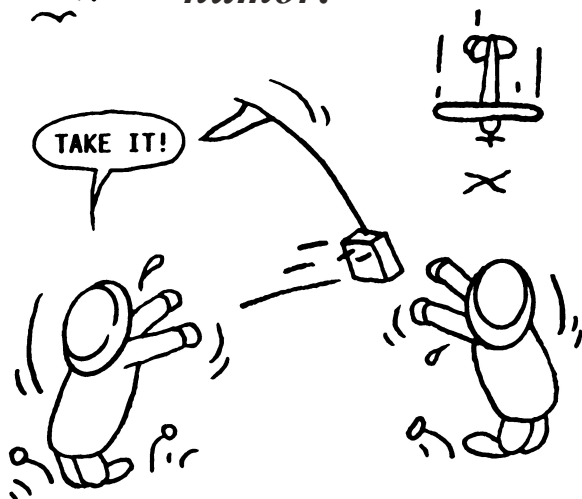
Radio control specialty items were hard to come by so Bob Fish started a store in his basement and sold these items at a discount.

By 1970, CRRC sponsored and ran the New England Championship with Bob Fish as CD. In 1972, we exceeded 100 members for the first time. We got a real flying field, dedicated to RC, later named Callahan State Park. In 1973 we ran 4 AMA sanctioned contests: Scale, H-Ray racing, a fun-fly, and a soaring contest.

CRRC, incorporated in the State in the late 70's, is now one of the oldest New England RC clubs. Our strength has been the ability to find and maintain good flying fields, help new RC enthusiasts to learn, and to have interesting club meetings and events.

CRRC now enjoys the use of separate AMA sanctioned fields for flying power-planes and gliders. Trips are organized to slope soar on Cape Cod, and several indoors athletic facilities are booked during the winter months for flying R/C out of the snow and ice. We are in constant search for new fields to continue to enjoy the hobby we love.

We do it with a sense of humor!



For contact information visit our web site:
<http://www.charlesriverrc.org/contactus.htm>