

# Newsletter of the Charles River Radio Controllers, Inc.



AMA CHARTER 339

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## GENERAL MEETING

Tuesday  
August 19<sup>th</sup>  
6:00 PM

This month's Club Meeting  
will be held on **TUESDAY** at  
the **Davis Field** in **Sudbury, MA**  
Guests are welcome

## COME FLY WITH US



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## UPCOMING EVENTS

August 17

**Granite State Glider Fest**

Wagner Field, Hudson, NH

[www.granitegliderguiders.org](http://www.granitegliderguiders.org)

August 16 & 17

**3rd Annual New England  
Jet Rally R/C Model Jet  
Airshow**

Gardner Airport, MA

August 19, 2008 (Tuesday)

**CRRC Monthly Meeting**

Time: 6:00pm

Davis Field, Sudbury, MA

August 23 & 24

**HCRRC – Scale Fly-In**

Hadley, MA

[www.hampshirecountyrc.org](http://www.hampshirecountyrc.org)

August 23

**The Marine Modelers Club  
of New England  
Annual Regatta**

Silver Lake, Wilmington, MA.

[www.marinemodelers.org](http://www.marinemodelers.org)

August 26, 2008

**CRRC Board Meeting**

Time: 7:30pm

Location: Sudbury Library

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## President's Letter

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### Where has the summer gone again?

#### Monster RC Garage or how I spent my late nights during my August week long vacation

My brother Dan loves to purchase RC aircraft. He had accumulated quite a hangar of aircraft in boxes or in need of test flights and tuning. This past week we had a family get together in Finger Lakes on Seneca Lake. I don't have many pictures since I was building or flying. Here is what my other brother Leo, Dan and I built, assembled and test flew last week.

**Park Zone Typhoon II** – very hyper, but it is supposed to be 3D! Had a bad ESC that would throw on the brake when the motor was running. Luckily we had another one and didn't damage the gearbox with the original.

**Park Zone Stryker C** – a very fast angry brushless pusher. It flies well if you are the hair on fire type.

**Great Planes Corsair** – built by my brother Leo last year for Dan. Exquisite work by Leo as always. The wing saddle hold down grommet came loose on the first flight after converting to a new transmitter. GWS credited with a poor glue job. We noticed it after the flight. Switched to a three blade prop that flew and sounded great with the stock brushed motor and gearbox. Replaced the GWS 2-blade 9x5 HD prop with a 3-blade GWS 9x5 trimmed down to 8.5 inch diameter.

**Airscoot** ([www.airscoot.com](http://www.airscoot.com)) – I did a two minute test flight before the main drive shaft pinion gear spun loose from the shaft. It is pressed on plastic that couldn't hold up to the mild stress. This flies like a Blade CX2 on steroids. It was very docile. It uses the tail fins to induce yaw. This is modeled after a full scale personal Airscooter.



#### Model Aero Cessna 310

(<http://tinyurl.com/5hfyks>) – We built it with the Dualsky brushless motors that have a built in ESC. This was a nice looking model. We put it together from scratch during the week.



#### E-flite Taylorcraft 450 ARF

<http://www.horizonhobby.com/Products/Default.aspx?ProdID=EFL2625> – very nice looking plane. The Horizon Hobby web site says that it “can be flight-ready in as little as 3 hours.” We were able to assemble the Cessna 310 in much less time. It flies pretty well.

#### E-flite Ascent 450 PNP

<http://www.horizonhobby.com/Products/Default.aspx?ProdID=EFL2700>

I didn't get to fly this one. I had an entertaining time trying to get a receiver and battery in it. One wing required an eight penny finishing nail to balance the plane left and right.

#### Venom Pitts

<http://www.horizonhobby.com/Products/Default.aspx?ProdID=EFL2700>

This had a poorly put together lower aileron that was shifted downward causing us to have to add quite a bit of trim to it. It did fly pretty well however.

All in all we flew 8 aircraft. Seven were maiden flights. Only the Venom Pitts and the ParkZone Stryker didn't require assembly or repair for flight, if you don't count balancing the Pitts prop which was way out of balance.

### **New England Heli Crew Open House August 3** [www.nehelicrew.com](http://www.nehelicrew.com)

This was the first time I had been to their flying site. The founders of this club helped me do my first flights with my helicopter over 5 years ago. Their site is a helicopter only club. My first impression was that this was a very large site with multiple fields. It is backed up to the train tracks. The first time the train went through, it startled me!

They have a storage house with a large awning. We helped them hoist up and secure the roof before flying. Someone estimated that we had over 80 people and pilots during the day. There were several Align factory reps there. Justin Chi (5 years old now) was doing amazing 3D. There were 5 stations busy the entire day.



It is amazing how much the helicopter discipline (and radio control in general) has changed since I started just a short while ago.



There were only 3 – 4 pilots at the whole event that had 72 MHz radios. Yours truly included. When I started, Thunder Tiger Raptors were the entry level helicopter. The Raptor came out in 1998 and “revolutionized” radio control helicopters because of its relatively inexpensive cost and great performance. Now the majority of helicopters are Align T-Rex's. I am now a dinosaur with my T-Rex 450 XL (not the new SE) and my Raptor 30 V2 both running on my 72 MHz radio!



Tom Day with his fly-barless Eco electric. It has gyros for pitch, roll and yaw!

There were a large number of pilots who were flying electric helicopters. Not just the T-Rex 450's. Many had the T-Rex 600 and recently released 500's. The Protos was also a new one that seemed to be gaining popularity.





Shawn Leclair's Twinn Rexx

[http://www.tech-mp.com/twinn\\_rexx.htm](http://www.tech-mp.com/twinn_rexx.htm)

## Upcoming events

**The 8<sup>th</sup> Annual Maine Jet Rally, Sanford, ME  
September 12 – 14**

<http://www.mainehobbies.com/newsset.html>

This event represents the pinnacle in Radio Control Flying. Last years event drew over sixty five R/C model jets with about 50% of those being turbine powered. It will be our 9th year, and the event has gained a great following. David Shulman, a factory demonstration pilot for Bob Violett Models, will attend again this year.

We've also added a day to the flying schedule this year as well. Flight operations will be, Friday 12:00 PM till 7:00 PM, Saturday 9:00 AM till 5:00 PM and Sunday 9:00 AM till 3:00 PM.

Mark this date on your calendar as the Maine Jet rally is a spectator favorite. The event will be held at the Sanford Regional Airport again this year. To learn more about the event, click here to visit the web site or contact Ray Labonte at 207-797-5196 or Antony Parchment at 207-883-5327

**New England Heli Crew Phenomena October  
10 – 12, Mansfield, MA**

<http://www.nehelicrew.com/Phenom.aspx>

This is the info from their site:

The New England Heli Crew has a beautiful, gigantic, heli only field. We're holding our first event at our new place and we want you to be there. Columbus Day weekend is spectacular in New England, with foliage and bright skies...on a big open heli field.

Easy to get to location from the entire Northeast by car! Located 30 miles south of Boston MA and 30 miles north of Providence RI., only 3hrs from NY. See our field link above for more info.

Come see some of the best sponsored pilots!

Alan Szabo, Jason Krause, Bert Kammerer, Bobby Watts, Justin Chi and more! And that's not all; we've confirmed many other sponsored pilots. If you want to fly and learn from the best...this is it!

We'll have great demos, contests, and giveaways AND many flight stations running at all times--you'll have plenty of room at each one.

**“Let's be careful out there.”**

*-Tony Davids*

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## Treasurers Report

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### Report Date 08/14/08

#### Starting Balance 07/01/08

Checking	\$5,764.27
Cash Box	\$25.00
PayPal Acct	\$0.00
CD Accounts	\$6,553.44
<b>Total Starting</b>	<b>\$12,342.71</b>

#### Income

Interest - CDs	\$16.02
HLG Contest fees	\$197.00
Contest fees	\$10.00
<b>Total Income</b>	<b>\$223.02</b>

#### Expenses

HLG Contest reimbursement, Check #1570	\$67.22
HLG Contest reimbursement, Check #1571	\$21.00
RES & EZ Glider Contest reimbursement, Check #1572	\$224.68
<b>Total Expenses</b>	<b>\$312.90</b>

#### Ending Balances

Checking	\$5,658.37
Cash Box	\$25.00
PayPal Acct	\$0.00
CD Accounts	\$6,569.46

#### Grand Total Ending 07/31/08

**\$12,252.83**

*-Istvan Sleder, Treasurer*



## **JULY GENERAL MEETING MINUTES**



### **General Meeting Minutes for July 16, 2008.**

The July general meeting was held “on the field” at Davis Field, Sudbury, MA. Many of the twenty-five members in attendance arrived early expecting to get in some late afternoon flying. However, we were unaware that Sudbury Youth Soccer had secured a permit for use of the field for Wednesdays during the summer.



The winch remained inactive until about 6:15 PM when the soccer players departed. The weather was perfect and the winds were calm. Thanks to Chris for bringing the winch and Ken for providing the retriever.



Lots of items were flying at Davis this afternoon, including soccer balls, numerous gliders, HLGs,

electrics, Helis, and even a model rocket or two as dusk approached.



### **Business Meeting**

The meeting was called to order by Recording Secretary Larry Wetmore at 7:42 PM, at Davis Field, Sudbury, MA.



The treasurer’s report and secretary’s meeting minutes were approved as written in the July newsletter.



The general meeting for August, will be “on the field” at Sudbury’s Davis Field. The meeting day may be changed to avoid conflicting with youth soccer. Stay tuned.

*Editor’s Note: The general club meeting for August has been moved to Tuesday, August 19, 2008 at Davis Field in Sudbury.*

### **Field Reports**

Jon Leehey reports Bill Martin Field is in fine shape. Davis Field is in fine condition as well.



### **Membership Report.**

Membership chair Ray Harlan reports our membership stands at 111.

### **Board of Directors Volunteer**

Alan Marshall volunteered to attend the Board of Directors meeting as member at large.

### **Old Business**

A successful Hand Launch Contest sponsored by CRRC and ESL was held on Saturday and Sunday July 12 – 13, and was well attended by 30 contestants. Mark Drela was the contest director. Mark was also the winner on both days. Saturday’s weather was perfect but Sunday was very windy with 10 – 20 MPH winds.

The RES contest is scheduled for Davis Field, Saturday, July 26. Chris Shultz is the contest

director. The Easy Glider One Design Contest is scheduled the following day, Sunday, July 27. Fritz Bien is the contest director.

### **New Business**

Ken Antonellis reports that the Natick VFW has been reserved for the CRRC Auction scheduled for Sunday November 16. Ken is asking for help with the auctioning duties. Lincoln Ross has already volunteered, but needs some assistance.



### **Solos**

Dick Williamson arrived mid afternoon for Wednesday’s meeting, and received a phone call from a Newton family. Their son had a new electric plane and needed assistant getting it up in the air. Dick replied that he was already on the field and invited them to stop by.

Not too long after, Benjamin Nitkin arrived with his parents. Benjamin had a GWS Slowstick and had tried earlier to get it flying without success.

Shortly there after Brian Rickman arrived at the field with his own Slowstick. Following a number of adjustments, a few broken propellers, and lots of encouragement from fellow club members, Benjamin, Dick, and Brian got the Slowstick successfully airborne.



Benjamin very quickly took command and had a number of successful flights. Tom Stammberger presented Benjamin with his own CRRC club cap.

### **Guests**

Benjamin Nitkin and his parents.



### **Raffle Winners**

No raffle.

### **Guest Speaker**

No guest speaker.

### **Meeting Adjourned**

The meeting was adjourned at 7:50 PM



- *Larry Wetmore*  
*Recording Secretary*





Our own club member Jack Buckley was selected to represent the US at the FAI world championships for 2008. If you are like me you wondered what FAI was. The FAI stands for Federation of Aeronautique Internationale. This is an organization with 100 member countries that has the basic aim of furthering aeronautical activities worldwide. The championships this year were held in Włocławek, Poland (don't ask me how to pronounce that). The competition took place from July 11, 2008 to July 20, 2008.

Many of you probably know that Jack is a great model builder, but he has truly outdone himself with his de Havilland Tiger Moth. He has accomplished what all scale builders set out to do, make it look like the real airplane. It was with the Tiger Moth that Jack went to Muncie Indiana last year and won his way to representing the US as part of the national team. OK- that was almost the easy part, then Jack and his wife Cheryl had to arrange their schedules to get most of July off from work. You see, they couldn't just jump on a plane and fly to Poland. They had to build a box to transport the model airplane. Jack and Ruane Crummett built the box a few nights before they left. The idea was to assure that it got there not just safely but without a scratch, (don't forget static is part of the contest). Jack and Cheryl packed up their van with the airplane safely in its precious box, loaded their own luggage, dropped the cat off with Lynda and Charlie Nelson and drove out to Chicago to meet up with the rest of the team for the flight to Poland. Luckily for them their pilot was a model airplane enthusiast and helped make sure the planes reached their destination unscathed. The U.S. team was lucky enough to be upgraded to first class for the 9 hour flight.

The event started with an opening ceremony that looked just like the Olympic Games, with each team marching in together in their own "uniforms".



That's Jack in the center carrying the American flag. There was also a closing ceremony including the presentation of the awards.

The scoring is done on a scale of 1-1000. There are 5 judges and they each make their score from 1-1000. Then the top and the bottom score are dropped out and the other three are added together. As with other international competitions, there are judges representing all different countries. The contestants were judged on static and then 3 of 4 flight scores. Each contestant competes as an individual and as a member of their countries team. There are different categories. Jack competed in the F4C class. Jack did an awesome job and came in 28<sup>th</sup> overall. More importantly both he and Cheryl (not just his wife, but his caller too!) had a great time seeing Poland and meeting fellow RC enthusiasts from all over the world. Congratulations Jack! We are all proud of how you represented the U.S.

The FAI did a great job of keeping all of us who could not personally attend, advised of how things were going. They had a website set up to regularly update the status of the competition. Every day they had updated scores and new photos to view. According to the official website, there were 33815 hits on the website from 49



different countries during the competition with slightly more people accessing the English version. If you want to visit the website yourself you can at:

<http://www.scalemodel2008wch.w3wl.pl>

- **Linda Follansbee**  
(Ruane's girlfriend)

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## **CRRC 6th Hand Launch Classic** **July 12,13 2008**

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We had another successful HLG contest this year, with 15 fliers on Saturday and also 15 on Sunday.



About a half-dozen spectators came by at various times during the weekend, most of them because of the article/announcement that Dick Williamson submitted to the local newspaper.

The weather was mostly sunny, with some scattered clouds. The temperatures were in the

low to mid 80's on both days, and fairly comfortable for mid-July.



The wind conditions varied wildly over the weekend. Saturday had a very light prevailing Southwest wind of no more than 5 mph. There were many thermal-driven wind shifts which were tricky to read, producing some challenging conditions for some of the heats. We flew 9 rounds, until 4:30pm.



The final Saturday results for Expert and Sportsman/Novice classes went as follows:

1st Ex: Mark Drela, Cambridge, MA  
2nd Ex: Shane Spickler, Smithburg, MD  
3rd Ex: Jose Bruzual, Queensbury, NY

1st Sp: Ken Sharp, Athol MA  
2nd Sp: Phil Abatelli, Whitestone, NY  
3rd Sp: Frank Nisita, Syosset, LI

Sunday started with about 10 mph South wind in the morning, with the wind gradually picking up speed close to 15 mph by noon, with some gusts over 20 mph. There was massive lift as well as massive sink, all moving fast past the field.

Particularly strong lift was kicked off the treeline extending east from the parking lot. But this lift moved rapidly downwind away from the field, and following it was risky due to the inevitable massive sink that followed.



A number of spectacular rocketing climbs ended up with the glider unable to return back to the field. In the interest of preserving airplanes, the CD Mark Drela decided to end the contest at lunch, after 4 rounds were flown.

The Sunday results went as follows:

1st Ex: Mark Drela. Cambridge, MA  
2nd Ex: Shane Spickler. Smithburg, MD  
3rd Ex: Jose Bruzual. Queensbury, NY

1st Sp: Daniel Siegel. Woodbury, NY  
2nd Sp: Craig Killer. Orange, CT  
3rd Sp: Dan Murphy (novice). Hopkinton, MA

Mark Drela won the Weekend Champion beer mug trophy based on the total weekend score.



*Editor's note: This is not a landing – It is a launch in action.*

As last year, we had sponsors generously providing raffle prizes:

Enduro Composite Models (Jose Bruzual)  
[www.flyecm.com](http://www.flyecm.com)

Polecat Aero Works (Denny Maize)  
[www.polecataero.com](http://www.polecataero.com)

Wright Brothers R/C (Alan Wright)  
[www.wrightbrothersrc.com](http://www.wrightbrothersrc.com)

Kennedy Composites (Barry Kennedy)  
[www.kennedycomposites.com](http://www.kennedycomposites.com)

The CD Mark Drela had great help from Tomer Jackman, Jose Bruzual, Dave Walter, and Dan Murphy who provided tents, timing equipment, and tech assistance. Dick Williamson, Fritz Bien, Lincoln Ross, and Ken Antonellis also provided equipment and support.

Lincoln Ross and Alan Marshall were instrumental in aircraft tree retrieval operations.

- **Mark Drela**



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## CRRC - 2008 RES CONTEST- July 26, 2008

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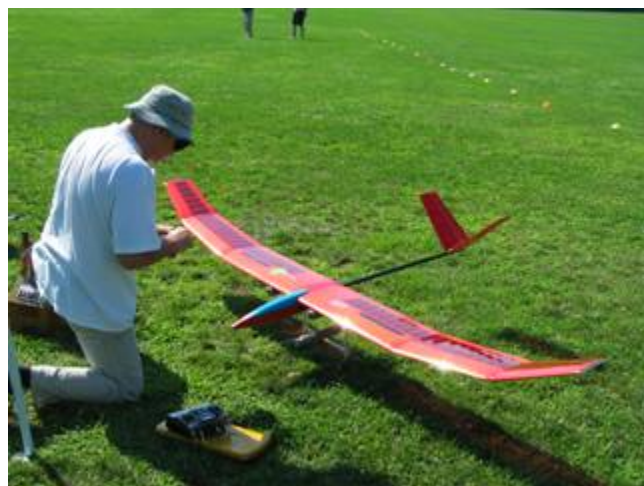
Lincoln sandbags the launch to get just the right air. This is a laid back contest, so you can take your time and launch any time with in a 30 minute window.



Fritz Bien returns after a successful flight with John Nilsson, his timer for the round.



Al Marshal attended by Ken Antonellis providing a bit of first aid.



A Laser Arts Majestic is being set up. This is a stock version, nicely covered. This was a perfect day for this type of plane.





A Laser Arts Sovereign is being readied for flight. The Sovereign was a popular plane at this year's contest.



John Nillson prepares his Multiples EZ-glider for Sundays contest. A hard winch launch resulted in a failed wing tip. John painted his plane to represent an Osprey.



Les Gerhardt manned the score board while Dave Marshal worked the computer.



Bruce Schneider launches this Kestrel. The plane was shared between Bruce and Stuart Strong.







John shows off his helicopter skills during lunch.



John Leehey shows good form launching his Laser Arts Sovereign.

- *David Spielman*

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## **Micro Article**

### ***Stiffening Pushrods Inside the Boom***

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I recently acquired a Sovereign (2 meter glider) which had pushrods running inside the tailboom. Unfortunately, they buckled pretty easily and I thought this might affect the handling. I tried various schemes, but the one that worked is as follows:

#### **Materials:**

- Slippery plastic tubing just large enough for the pushrods
- Polyethylene foam pipe insulation

#### **Procedure:**

1. I cut a piece of foam which I thought would fit in the boom with a bit of compression.
2. I poked a hole in the middle and glued in (with ca) a couple of short lengths of the tubing, making sure they were parallel with each other.
3. I slipped the tubing pieces over the ends of the pushrods, stuffed it in the end of the tailboom, and then used a stick to push it in where I wanted it.
4. Hold the stick next to the boom with the end where you want the tubes to be, and mark the location of the entrance of the boom on the stick. Then when you're pushing in the foam pieces, you can stop at the mark. I put them about every 6 inches when using, I think, .032" wire, or perhaps a little heavier. This seemed adequate.

The controls are now quite stiff but don't have much friction and the glider flies quite well.

- *Lincoln Ross*

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## CRRC - 2008 Soar-in Aug 9 & 10, 2008

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Leading up the 35th annual Soar-In, much work had been put into refining the dolly-based parachute-retrieving system that we use to facilitate man-on-man competition. As a final test, it was used for the Easy Glider contest two weeks before the Soar-In and it performed flawlessly.



*Dick Williamson readies his Sapphire for the day's contest.*

We always go to the field Friday afternoon to assemble the monster awning for the score keeping tables. When we got to the field, there was a large contingent of weekend contestants fun-flying. They had been doing this since noon, using Dimitri Katramatos' winch and retriever. We got the awning raised, stored a few items under it and retired for the evening.

The weekend was forecast as beautiful with sun, light wind, moderate temperatures with a slight chance of a thunderstorm Sunday afternoon. On

arrival at the field for setup Saturday morning there was a low overcast and light fog.



*Chris, Mark, Fritz and John survey the field before the contest starts.*



*Al Marshall Sets out on a test flight with a new plane for the day.*





*Stuart Strong fits his Area Mantis with a Walston transmitter.*

Setup and registration went briskly and we ended up with a bigger crowd than we have had in many years: 21 experts, 15 sportsmen and one novice.



*CDs Anker Bergson and Dave Walter discussed the days rules at the 9:05 pilots meeting.*

By the time we were ready to fly the overcast was still very low, about 400', and the CD, Anker Berg-Sonne, decided to start with a six minute task. The first group discovered that the lift was great under the clouds and they easily made their times. A full zoom on launch would put the plane deep in the clouds and out of sight. The best action to take is to loop the plane or put it in full landing mode. Letting it fly causes it to pop out of the clouds at an unknown point and unknown attitude. It only takes a second for a plane in a full dive to cover the distance between the cloud base and the ground. In these conditions the lift is under the clouds and the sink is in the light areas between them.



*Mark Drela's entry for the day was a Bubble Dancer RES sailplane. This model*

Later groups that flew after the ceiling cleared had much worse air, but the man-on-man format ensured that the first groups didn't have an "unfair" advantage.



*Anker Bergson stands by his Supra sporting his own wing and tail groups. Anker is producing Supra wings and has just installed a CNC foam core cutter. This is the first production wing. Each run looks better and better.*

Equipment gremlins were out in full force and we had to deal with a number of line tangles and various other equipment problems. By the time lunch arrived we had only managed to complete 2 1/2 rounds.

After lunch we announced resumed flying by firing a mini-cannon Miner Crary had brought with him. No missing that signal. The afternoon went much smoother than the morning and we held to 8 minute rounds in order to maximize the rounds. Also, by popular demand, we continued flying until 5PM, which allowed us to complete 7 rounds total.



*A Pike perfect flies low over the end of the field. Several Pike Perfect sailplanes were at this event.*

Competition was intense with landings making the difference. At the end of the day the two top experts had identical raw scores and a tiny difference in normalized scores. The 2nd and 3rd place experts had identical normalized scores with the tie broken by raw scores.



*This Shadow scores a 92 and perfect timing.*



*The day's awards were on display.  
The largest cup was for the weekend grand champion.*

The final results were:

Novice winner: George Messer.

Sportsman:

1st place Dimitri Katramatos.

2nd place: Ed Anderson

3rd place: George Hill

Expert:

1st place: Steve Lucke

2nd place: Dave Walter

3rd place: Luis Bustamante

A large group dined together at Papa Razzi in Concord after hastily showering and putting equipment on charge. Dinner was delicious and we had a great waitress. A superb time was had by all.



*Minor's Agea Mantis flies out to the Spruce tries for a little extra lift.*

Sunday looked like a repeat of Saturday, weather wise, but the low ceiling cleared just as flying started at 9AM. The CD, David Walter, decided to start with a 7 minute round followed by 8 minute rounds the rest of the day. The equipment gremlins had taken Sunday off and flying went smoothly all day.

There was zero prevailing wind and all breezes were thermal-driven, so when there was one, it was a matter of figuring how far downwind the current thermal was. If there was no breeze you got no help



from a cloudless sky. Almost all day we were in the middle of a blue hole surrounded by towering cumulus clouds.



*A hawk was present during the contest.  
This sailplane was chased while slowing for a landing.*

As always there weren't as many pilots as Saturday, but still a large group of 21 experts, 12 sportsmen and 1 novice.



*A Supra cores a thermal at the end of the field.  
The Supra was the most popular sailplane of the day.*

Again, landings made all the difference with the majority of the experts getting all their flight times. The final results were:

Novice winner: George Messer

Sportsman:

1st place Dimitri Katramatos.

2nd place: Robert Buxton

3rd place: Michael Moore

Expert:

1st place: Steve Lucke

2nd place: Dave Walter

3rd place: David Beach

The grand champion mug for the weekend went to Steve Lucke. Great flying, Steve!

About an hour after we finished cleanup the skies opened. We had invaluable help from a number of dedicated helpers: Rick Penzick, Steve Young and David Spielman manned the turnaround end of the dolly system. That end of the field was very muddy and this job is the least attractive because you are removed from the action.



*Four winches were set up with a fifth for pop off fliers.*

Steve Young also provided delicious lunches both days, and finally Dave Marshall and Les Gerhardt took care of scoring. Without these dedicated helpers we would not be able to run this event.

- **Anker Berg-Sonne and Dave Walter**  
- **Pictures by David Spielman**

## 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\(at\)charlesriverrc.org](mailto:webmaster(at)charlesriverrc.org)  
**774-249-2494**

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, KEYS, MEMBERSHIP & BOARD MEETING

### TREE CLIMBERS

**\*Kenny Greeno\***

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

**Paul Harrington [Medfield]**  
508-376-2573

**Rusty's Tree Service [Sudbury]**  
978-443-9469  
Scott: 508-203-3845

**Tony Morais**  
**A1 Tree Services [Framingham]**  
508-626-0088 or 800-657-7788

**Scott [Marlborough]**  
774-286-1190

**Adam's Tree Service**  
617-592-5935

### Keys to the Bill Martin Field

To get a Key for Bill Martin Field in Medfield please email Ken Antonellis at [kxa\(at\)verizon.net](mailto:kxa(at)verizon.net). Ken is the key-master. He will send out

instructions as soon as he hears from you. A \$5 deposit is required the first time you receive a key.

Alex of Alex's RC in Belmont also has keys. Show him a club badge to get the key.

### MEMBERSHIP

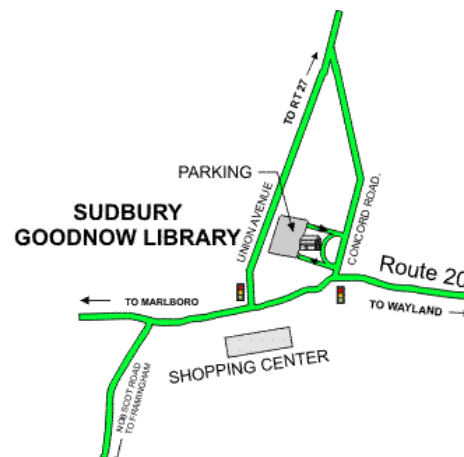
Here are the updated CRRC membership figures. The table summarizes the membership status from 1999 through current month, 2008.

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	132	32	164
08/2008	97	20	117

*-Ray Harlan*

### MAY DIRECTORS MEETING

The next directors meeting will be, Tuesday, August 26<sup>th</sup> 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

### 2008 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\(at\)charlesriverrc.org](mailto:membership(at)charlesriverrc.org))

Make Checks Payable to:  
Charles River RC

MEMBERSHIP CATAGORY		2008 Rates
<input type="checkbox"/> OPEN Member		<b>\$45.00</b>
<input type="checkbox"/> JUNIOR member, (under 19 before 7-1)		<b>\$1.00</b>
<input type="checkbox"/> SENIOR member, (if age 60 before 7-1)		<b>\$35.00</b>
<input type="checkbox"/> SENIOR member, (if age 75 before 7-1)		<b>Free if AMA member</b>
<input type="checkbox"/> Full time STUDENT		<b>\$25.00</b>
<input type="checkbox"/> Family member additional to OPEN membership		<b>\$25.00</b>

SAVE \$5 - EARLY BIRD DUES RATES ARE LISTED

**Ray Harlan**  
**Membership Secretary CRRC**  
**15 Happy Hollow Road**  
**Wayland, MA 01778**  
**508-358-4013**  
E-mail: [membership\(at\)charlesriverrc.org](mailto:membership(at)charlesriverrc.org)

- ☐ 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 Ray Harlan, 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

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## ***CRRC SUMMER CLUB MEETING – Tuesday August 19, 2008***

### ***Guests are welcome!***

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**Time:** 6:00 p.m.

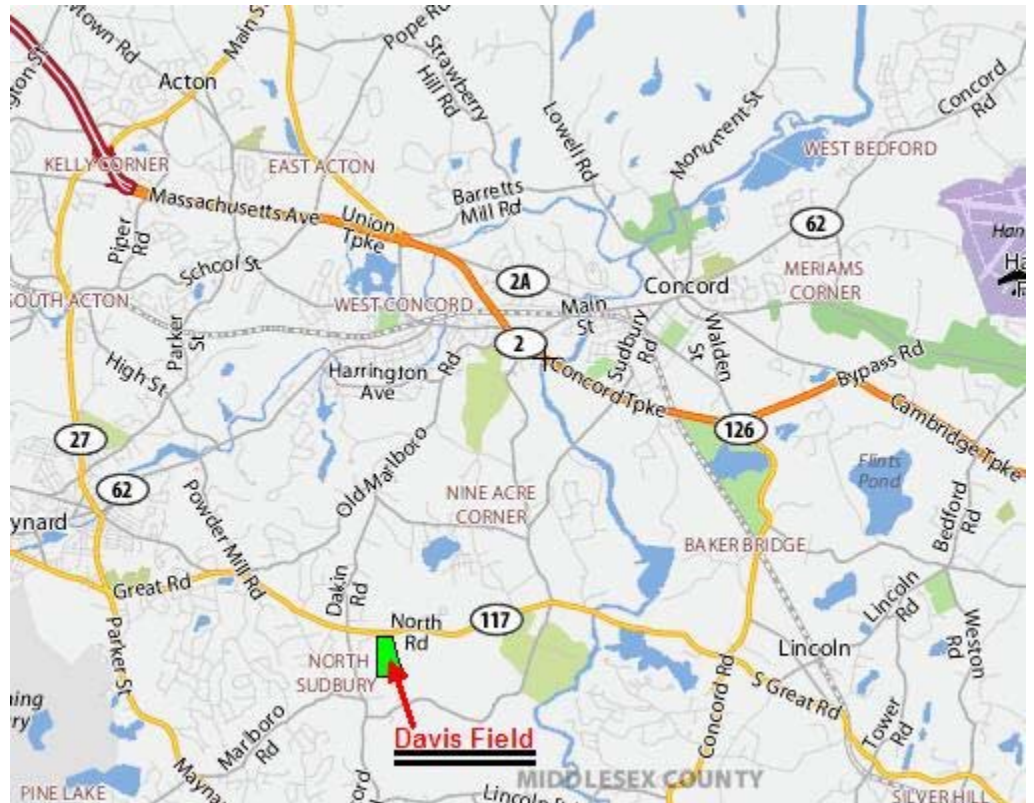
**Where:** Davis Field, Sudbury, MA – (July & August meeting only)

**Directions:** From the West

Take the Massachusetts Turnpike to Rt. 495 North. Take Exit 27 "Bolton and Stow" off of Rt. 495 and turn east toward Stow. You just stay on Rt. 117 all the way. The field is almost exactly 11 miles from Rt. 495. You will pass the following landmarks:

***From the East:***

From Rt. 128 (I95), take Rt. 2 west. At second set of lights turn left to stay on Rt. 2 (Mobil station will be on your right after the turn). Turn left at 4th set of lights onto Sudbury Rd (it's the next set of lights after you cross Rt. 126). Follow Sudbury Rd. south to intersection with Rt. 117 (Rossini's Restaurant is on the right at intersection). Turn right onto Rt. 117 going west, follow it for 1.5 miles. Field is on the left.



Thomas Stammberger  
Newsletter Editor  
Newsletter(at)charlesriverrc.org  
(617) 501-7403