



The Pinnacle

Volume 53 Issue 5

May 2022



The Official Journal of the 495th R/C Squadron
Tewksbury, MA

AMA Gold Leader Club, Charter #340



On the Cover: May 2022 Club Meeting

Belin Airlift Special Presentation by Ralph Dionne

Photo Credit: Calvin Hsieh

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495 R/C Squadron, Inc.

Next Meeting	Wednesday, June 1st 7:30 P.M.
Next Events	Photography with Steve Rosenback
Club web site	http://www.495thsquadron.org
Club Facebook	https://www.facebook.com/495th-RC-Squadron-240759615414

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From the Editor

Newsletter is for everyone. If you have great ideas, stories and photos to share, please do email me @ (sales@advancednotebook.com)

Ralph Dionne presented Berlin airlift that many of us not even heard of, his participation in this truly historic event in US and world history ! For you who missed the presentation, we have John Joyce and Bob Merlino both write a piece for the newsletter so you can get a great idea about this historic event.

Thanks John and Bob Prescott for your continued support of interesting articles to share with members. I will continue to send out invitation to some of you to write something for the newsletter. Please look for my email and give a good thought about it that if you can write something to make this newsletter better each every month.

Calvin Hsieh
495th Newsletter Editor



Berlin Airlift

The Berlin Airlift, 1948–1949

2022 Club Calendar

Please be sure to check the 'Events' page on the club website on a regular basis, and stay up-to-date with all the fun and important activities we have planned this year

Date	Location	Event Description
Jan. 5, 2022	Tewksbury, MA	Club Meeting - Pizza Party!
Feb. 2, 2022	Tewksbury, MA	Club Meeting - Zoom!
Mar. 2, 2022	Tewksbury, MA	Club Meeting - Italian Banquet!
April 6, 2022	Tewksbury, MA	Club Meeting - Winter Project Show-n-Tell!
April 19, 2022	Tewksbury, MA	Ogonowski Field - Car Night Begins for 2022!
April 21, 2022	Tewksbury, MA	Ogonowski Field - Training Night Begins for 2022!
April 23, 2022	Tewksbury, MA	Ogonowski Field - Opening Day and Field Cleanup!
May 4, 2022	Tewksbury, MA	Club Meeting - Berlin Airlift Presentation with Ralph Dionne!
May 14, 2022	Tewksbury, MA	Ogonowski Field - Spring Fun Fly
May 21, 2022	Tewksbury, MA	Ogonowski Field - 2nd Annual Car Track Rally
June 1, 2022	Tewksbury, MA	Club Meeting - Photography with Steve Rosenbach!
June 4, 2022	Tewksbury, MA	Ogonowski Field - 'Kid's Day' Fun Fly and BBQ
June 11, 2022	Tewksbury, MA	Ogonowski Field - Summer Fun Fly - Mike Pangione
July 6, 2022	Tewksbury, MA	Club Meeting - TBD!!
July 9, 2022	Tewksbury, MA	Ogonowski Field - Scale Fun Fly
Aug. 3, 2022	Tewksbury, MA	Club Meeting - Ice Cream Social
Aug. 13, 2022	Tewksbury, MA	Ogonowski Field - National Model Aviation Day Fun Fly
Aug. 20, 2022	Tewksbury, MA	Ogonowski Field - Multi-Club Fun Fly and BBQ!
Sept. 7, 2022	Tewksbury, MA	Club Meeting - Annual Swap Meet
Sept. 10, 2022	Tewksbury, MA	Ogonowski Field - Annual Member Picnic!
Oct. 5, 2022	Tewksbury, MA	Club Meeting - TBD!!
Nov. 2, 2022	Tewksbury, MA	Club Meeting - Annual Business Meeting and Elections
Dec. 7, 2022	Tewksbury, MA	Club Meeting - TBD!!

View From The Left Seat™

By

John Morley, President, The 495th R/C Squadron, Inc.

As I write this newsletter column, we are closing in on the end of May, and club activities are in full swing! We have restarted 'Car Night' on Tuesday nights for informal car 'tweaking' and racing, and 'Training Night' on Thursday nights for student pilot instruction. If the weather is favorable on Thursday night, we will also hold an informal barbeque every week! The intent of these weekly activities is to increase activity at the field by providing a fun incentive for members to come out to the field throughout the summer! As the days get longer, summer evenings can often be the best time to enjoy the field. Generally, the heat of the day has passed, and there is virtually no wind in the evening. Some of my best flying memories have been made on summer nights at Ogonowski field!

As I mentioned last month, this is the club's 'Golden Jubilee' year as we mark 50 years of existence as an organized R/C modeling club! Thinking about this important milestone has also prompted me to think about how the club has changed in just the 20 years that I have been an active member! First and foremost are the members that have come and gone during this time period. Sadly, many of the most active members I knew from the 2001 when I first joined are now gone. Members like Gus Deltwas – an active scale competitor, Zareh Crutchian – my instructor and consummate teacher, and Roger Carignan – a prolific designer and builder, to name just some of the many wonderful members we've lost over the years. And, the hobby itself has changed dramatically as well! In 2001, 100% of the models flying at the Pinnacle St. field were either glow fuel or gasoline powered, and everyone flew with 72 MHz or 50 MHz (ham band) radio's! Moreover, all of the models of the day were fully built-up from balsa and lite-ply, and covered with Monokote or fabric, and made mostly from kits! For all the newer modelers in the club, you would hardly recognize the hobby from back then! Now, the vast majority of airplanes at the field are electric powered foam 'ARF' type airplanes guided by inexpensive spread spectrum radios! As the song goes, the times they are a changin'!

At the May club meeting, the membership had the very special pleasure of welcoming longtime member, and friend, Ralph Dionne, to speak about the Berlin Airlift, and his participation in this truly historic event in US and world history! From his humble beginnings growing up in the Merrimac Valley of Massachusetts, Ralph was part of a frenzied allied effort to stop Soviet expansion in Europe in the immediate aftermath of World War II. The crisis began when our former ally, the Soviet Union, now an ardent foe, tried to expand their influence over all of the city of Berlin by establishing a blockade of all critical land routes into the city. After failing for some months to recognize the threat of Soviet influence and expansion in Europe, the blockage galvanized the West into action. What followed was an almost super-human response to supply by air the beleaguered residents of Berlin from outside the city. Within months, the airlift was supplying virtually all the supplied

needed by the residents of Berlin! This situation continued for the better part of a year until the Soviets, witnessing the fighting spirit of the Allies and the resilience of the residents of Berlin, realized that the blockage was a hopeless failure, relented and re-opened all land passages to the city. This incident was what many people describe as the first salvo in the coming Cold War with the Soviet Union, and it was won by the West! We are so lucky to have a true American hero in our midst, as men like Ralph Dionne truly changed the world, and paved the way for the freedoms and liberties we all enjoy today!



Ralph Dionne – An American Hero!!

Looking forward a little bit to the month of June, member Steve Rosenbach will join us at the June meeting for a presentation on taking better photographs! Steve will demonstrate principles for making better pictures with any camera, from the Smartphone in your pocket to a high-end digital camera. Refreshments will be served at this event! Please see the website for more details!

Please be sure to check the 'Events' page on the club website on a regular basis, and stay up-to-date with all the fun and important activities we have planned this year – our 50th Jubilee year!! This section, and the 'sidebar' on the website will have details of the events planned, as well as many other club activities throughout the year!

Membership renewals for 2022 continue to come in at a brisk pace! Even before the flying & driving season has 'officially' begun, we already have more than 100 members who have joined or renewed for the 2022 season! At the current pace, we expect to easily repeat the 'high water mark' of 150+ members again this year! Don't forget though, if you haven't already renewed your membership, please do so today!

In closing, I want to remind all members that you **must** renew your club membership by Jan. 1st. Early renewals dramatically reduce the work load of the club secretary and treasurer, so don't wait to renew! As always, renewals can also be sent to the club post office box, or brought to a membership meeting.

**495th R/C Squadron, Inc.
PO Box 426
Tewksbury, MA 01876**

I hope you see all of you at upcoming club meetings, and at the field!

John Morley
President, The 495th R/C Squadron, Inc.

March 14th, 2022

Berlin Airlift Presentation

John Joyce

Ralph Dionne's presentation on the Berlin Airlift gave us all a new look at the history and the effect it had on the residents of Berlin and the Allied aircrews that made it all happen. Ralph, like many of the American crew members, flew the Douglas C-54 a relatively new airframe at the time. As a Flight Engineer Ralph was responsible for calculating takeoff performance, setting the engines for takeoff and monitoring the aircraft engines during flight.

Ralph was very young at the time, in his early twenties and started his Air Force career on the ground as an aircraft mechanic. The need for aircrew members to staff the twice daily flights to Berlin per crew forced the Air Force into rushing aircraft mechanics into Flight Engineer positions with very little training. Ralph was one of these poorly trained Engineers.

Another aspect that effected the crews was the length of their crew day, which was 12 hours on and 12 hours off that was scheduled around the clock. To make matters worse for the crews, they didn't always fly with the same people making the crew and their cargo less safe.



More significant problems were created by the winter weather, which usually brought snow. This particular winter brought thick fog which made takeoffs and landings very hazardous. Sometimes the fog was so thick that the aircraft on the ground would have to be led by pickup trucks because they couldn't see the stripe on the taxiway. This visibility problem added to the challenge of getting a fully loaded aircraft into the air. It is always dangerous when you operate an aircraft at maximum gross weights. It also makes the landing potentially difficult.

My thanks go to Ralph for his outstanding presentation. Though I didn't take a survey at the last meeting, I think I would have found that all in attendance had learned more about the Berlin Airlift. However, I was surprised when I asked my three 50+ year old children if they had heard of it and I was shocked to learn that they had not. Looks like I'm going to have to hire Ralph for an impromptu session.



John Joyce

495th R/C Squadron, Inc. – Special Presentation

We are hosting a very special guest speaker, Mr. Ralph Dionne, who will make a presentation on the Berlin Airlift

Wednesday, May 4th at 7:30PM !

THE MANCHESTER GUARDIAN. THURSDAY, JUNE 24, 1948

<p>CIVIL SERVICE "PURGE"</p> <p>T.U.C. Embarrassed</p> <p>From our Labour Correspondent</p> <p>LONDON, WEDNESDAY.</p> <p>The General Council of the T.U.C. lay cautiously shifted to its general poses committee, for "further consideration," an appeal from Civil Service unions for help contesting the Government's edure for the "purge" of munimists and "fellow travellers." he Government's right to protect Secrets as it sees fit is not stung by the unions, but all the il Service organisations affiliated to T.U.C. have protested against the Minister's ruling that accused servants will not be allowed to have le union representatives with them in they attend before the advisory rd that will investigate the aliegs against them. The Civil Service ons have declared that trade union resentation is an established right industry when a man is threatened n the loss of his job, and they regard as an essential safeguard against able injustice in political proceedings inst a civil servant.</p>	<p>RUSSIANS CUT POWER SUPPLY TO WESTERN BERLIN</p> <p>Coal and Food Trains Stopped</p> <p>GENERAL ROBERTSON RENEWS OFFER TO NEGOTIATE</p> <p>Sanctions against the Western Powers in Berlin, by which the Russians have threatened to enforce the use of the Soviet zonal currency throughout the city, appeared to be coming into effect this morning.</p> <p>The American radio in Berlin announced early to-day that all power stations in the Soviet sector had been ordered to stop the supply of electricity to the Western sectors forthwith, "because of the shortage of fuel." A few hours earlier the Russian Military Government announced that traffic on the railway between Berlin and Helmstedt, in the British zone, had been cancelled "because of a technical disturbance."</p> <p>Power stations in the Western sectors cannot normally supply more than half the electricity needed, and widespread dislocation of industry and traffic is expected. The Berlin-Helmstedt railway line was the only one over which traffic from the West was allowed to pass through the Russian zone, and its closure may deprive the west of Berlin of much coal and food.</p> <p>An American transport official said there could be no "technical disturbance" on the railway serious enough to warrant the stopping of all traffic.</p>	<p>EAST EU STATES Germany</p> <p>Mr. Molotov, the Minister, and the other E countries arrived for a conference c</p> <p>Informed quarters the conference v agreement about the separate Governm Germany. These preclude the possib lency may sugges Poland's western establishment of suc</p> <p>A communique is said:</p> <p>- On the initiative of the USSR and the Polish Republic Foreign Ministers of Bulgaria, Czechoslovakia, Rumania, and its sitings.</p> <p>- Those taking part at Molotov, Vice-P Minister of the U.S.S.R. Premier and Foreign St. Molotov, Vice-P Minister of Bulg</p>
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**The Candy Bomber
Colonel Gail Halvorsen Pilot**



"Thank you for your courage in fighting for freedom and our values"



Ralph's Berlin Airlift Presentation

Robert Merlino

Being a little bit of a history buff, I was fascinated by Ralph's presentation at the past club meeting. A *first hand* account of the Berlin Air Lift that happened as part of WW II is most remarkable in so many ways. First of all, for us "youngsters" that were not around then, WW II seems like ancient history, not unlike when somebody mentions the Civil War or the Revolutionary War. And yet, Ralph was there... **Flight Engineer on the C54s... and telling us about it at the last meeting... remarkable.**

Second, this is another example of the amazing WW II generation of young men, who put their lives on the line as if it were a normal everyday thing. When I think of the mortal dangers I faced when I was a young man of Ralph's age during the airlift... the risk of slipping on the ice in the winter... the danger of crossing the street... had to look both ways... and running with scissors... oh dear...it's a wonder I survived! And yet, Ralph and the rest of all the flight crews put their lives on the line every single flight. Even though the shooting war had ended, these were not joy rides.



This whole operation took place in often horrible weather, with thick fog, around the clock, with often near zero visibility. On top of that, the planes were tightly stacked vertically and horizontally, with a landing every 3 minutes. This had to be one of the most crowded air spaces ever. "...at 300ft you see nothing... at 200ft you see nothing... at 100ft you see nothing" said Ralph. Imagine being in a fully loaded C54, with 4 loud engines rumbling around you, in thick fog, at night, while knowing that there is another C54 on your tail and somewhere in front of you, *supposedly* there is a landing strip which you can't see yet... even though the altimeter says you are below 100ft. Danger? ...what danger? There were numerous accidents. Ralph said that about 70 crew members were lost.

And if all that wasn't enough, as Ralph said, the air lift flights also faced the danger of being shot down by Soviet fighter planes or crash with their fighter planes. The whole point of the air lift was to defy and defeat the blockade that the Soviets had imposed on ground access to Berlin, so the Soviets were not too happy about all this airlift stuff. Often they would send their fighter pilots to do "exercises" over the air lift corridors to intentionally harass and intimidate the Americans and the British.

The airlift crews did this for over a year, around the clock. The statistics of the entire airlift operation are staggering: an estimated 300,000 flights, something in the order of 1000 flights a day on average, airlifting an average of 5-6 thousand tons a day, with airplanes that could only carry a few tons... 10 at best, if perfectly loaded. The whole thing was pretty much a “mission Impossible”. Initially even the Americans and the British were skeptical that 2 and a half million berliners could be supplied entirely by air. It began small, with a few flights a day. Soon, with good old Yankee ingenuity (and British), the small ad-hoc airlift was scaled up 100-fold to a professionally run, precision operation, bringing to bear substantial US air power.

But, most of all, I don't know how many people realize the full historical impact of the Berlin Airlift. I did not realize it either, until I did some reading and research on the subject. Ralph spoke of this in his presentation. The Berlin Airlift turned out to be one of those delicate inflection points in history, where things could have easily gone one way or the other. The immediate objective of the Berlin Airlift was, of course, to prevent 2.5 million berliners from starving and it achieved that. But in so doing, it directly helped shape post-war Europe, to the Europe we know today.

In 1948 the Soviet Union had the largest occupying army in Germany. Since the occupation began in 1945 the Soviets had one overriding strategy: harass and make it as difficult as possible for the other allied occupier powers, until they give up and go home. The Soviets were counting on the fact that at some point the American and British (and France) would pull their armies from Germany, leaving them with a free hand in Berlin... in Germany... and in the rest of Europe, for that matter.

But the Allies did not leave. The Americans and the British boldly defied and stood up to the Soviets when it was most critical. Stalin saw how quickly and skillfully a near impossible airlift operation was implemented, with the strength of American air power and most of all the tenacious commitments of the Americans and the British, with help from the French. This gave him pause, ending the blockade and most likely caused him to abandon any other grand designs he might have had for Germany and Europe. In other words, the airlift succeeded in nothing less than containing the territorial ambitions of the Soviets at that time and place.

But that's not all. The airlift also went a long way in restoring the faith of the German population, after the total defeat. They watched former enemies put their lives on the line to help them. They even watched the “candy bombers” in action, started by COL Halvorsen. As Ralph pointed out, nothing could have created more publicity and goodwill from the German people towards the allies. This was not a small thing. This goodwill was instrumental in quickly help converting



Germany away from the horrors of Nazism and towards the successful modern nation that it became.

Lastly, Ralph made another important point. The Allies went there, brought total defeat upon Germany, but they did not leave until a successful new nation was formed from the ground up. Something to be proud of. Buy the way the same thing was done in Japan, but that's a story for another day.

Thank you for being there Ralph... and thank you for telling us about it.



Robert Merlino

My New Transmitter

Bob Prescott

My intent was NOT to purchase a new transmitter, believe me. In actuality, I bought the new ix12 from Spektrum before the pandemic hit and only ever got to fly it twice! Besides the pandemic problems, it turns out that I wasn't very happy with the ix12, even though I thought it would match my geek attitude... bells and whistles galore! It's even made with an Android display in it.

As I mentioned in my last article, I am planning to get back into FPV seriously. Particularly aircraft FPV. In my search for new components and software, I came across a transmitter that is widely used by FPV'ers and very much enjoyed as an open-source device with more options than most would bother, or understand how, to fully use. Being open source, it also comes at a really good price. Once I got a good look at it, I was immediately hit with the bug to buy one. Since this unit is a brand new version, it is on pre-order right now, expected to ship in early May. This also plays along with my goal to get ready to fly FPV again, as it will take some time to gather the remainder of equipment I want to use.



Let's start with why I really wanted this radio. It looks REALLY, REALLY nice. They have many options to purchase and I chose one that has a Carbon Fiber skin over black plastic, and purple anodized aluminum buttons that look very cool as a combination together. The radio is made by Radiomaster (Singapore based) and I'm getting the Joshua Bardwell edition (Joshua is a well-known podcaster of RC stuff).

Back when I first joined the RC community, I researched the most popular radios at the time to decide which was the best choice for me. Back then I settled on Spektrum, mainly because of their wonderful support and the option to buy BNF airplanes that would allow me to get into the air quicker (over the years, many fliers have seen me put together a new BNF at the field and throw it into the air). Horizon's version of Model Match sounded good and the prices seemed to be ok.

As I began, I ended up a bit frustrated with RC radios. I figured that, at the time, technology was advanced enough to allow better options. Specifically, I wanted a back-lit display, and thought that color should be readily available. Since I had started with the DX6i, I soon purchased a new DX7 after learning to fly and decided to modify it with a back-lit display I found on the internet. One step closer to what I wanted originally.

A few years ago, open-source equipment started coming along and I was initially interested in the Taranis radio. My biggest problem was that I owned all Spektrum gear and wasn't about to make

a drastic change that far along. When recently looking at the Radiomaster, I learned that things have changed quite a bit while I was not paying enough attention to the hobby industry.

The Radiomaster (and others) can be purchased with a 4 in 1 module that allows the owner to fly almost any kind of RC protocol that they want to (over 100 different types). One radio can fly Spektrum, FrSky, FlySky, Futaba, and others! AND, a new protocol was developed called ELRS (Extended Long Range System). Crossfire by Team Black Sheep, has been the standard for years now among the FPV guys who want to fly long distance and at one time I was even planning to purchase a Crossfire JR module for my Spektrum radio for FPV going forward. ELRS is cheaper than Crossfire and some say works better with a proven range of 30km (18.6 Miles) running on 2.4 GHz. That is impressive! Especially since the receivers are cheap (I got one with PWM outputs for \$15), use very small antennas and blow away the competition.

So back to my Radiomaster. The version I pre-ordered has an internal ELRS radio (rather than the 4 in 1) and has a JR module bay on the back of it that I purchased an Orange RX DSM Module for, so that I can still fly my Spektrum planes on the new radio. I originally planned to use the Radiomaster just for long range flying, and the ix12 for all my legacy DSM2 and DSMX (Spektrum) stuff. I don't need the 4 in 1 module because I only own Spektrum radios and will never buy a different type... except ELRS. This is when it dawned on me to sell my ix12 and go all-in with the new radio. The money I'll get for my now used ix12 will cover the cost of the new radio (\$249) and should provide a good amount toward a Crossfire module if I decide to go that way as well. As I said, I'm not thrilled with the ix12, so it was easy for me to decide to sell it and move on.

What this boils down to is that the Radiomaster TX16S MAX MkII is the radio that I wanted when I started in the hobby. It also has support for EdgeTX and OpenTX radio protocols that are free and open-source. It comes with a 4.3" color touchscreen and support for voice callouts when activating switches (which I fell in love with when I got the Spektrum DX9 a few years ago). The voice files on the TX16S are even easier to handle than Spektrum, as they are contained on an SD card and read directly from that. Just replace the wave file of the sound you want to change, and the radio will handle it, simply.



If I were to meet another person starting out in the hobby and asking what equipment to buy, my recommendation would be the exact radio that I just ordered. It does EVERYTHING that every other radio I have touched does, and in some cases a lot better. And the base model is \$199 at Amazon with the 4 in 1 module, the color touch screen, and hall gimbals. The one thing that the new Spektrum ix20 does that I envy, is it has capacitive switches that call out the switch function when you touch them! But that TX is \$1699, which is way out of my price range.

Keep an eye on ELRS as I can guarantee that it will take off soon and replace most other options out there. Many are calling it the new RC standard, already.



Bob Prescott

Titan II Missile Museum

Tuscon, Arizona

John Morley

Located 40 miles south of Tucson, Arizona is a de-activated Titan II Intercontinental Ballistic Missile (ICBM) installation that is now open to the public! This cold war relic served as part of the US land-based nuclear deterrent from 1963 to its decommissioning in 1984. Consisting of a missile silo, inert Titan II missile and warhead, and underground control bunker, the installation operates as a museum to educate the public about this important part of our national defense history!

Daily tours are available to take interested visitors underground to see where Air Force personnel would spend 24 hour duty rotations manning the missile complex. From this location, and seventeen others like it in the Tucson area – now destroyed by treaty – the US was prepared to launch a retaliatory strike against the Soviet Union in the event of nuclear war.

Constructed with tons of concrete and steel reinforcements, the entire complex is a testament to both the incredible ingenuity of man, and the darkness of human nature! Visitors can marvel at the 1960's era control room, missile warhead and guidance system, and the liquid-fueled rocket that was always ready-to-go with 10 minutes notice!



David Morley about to launch Nuclear Armageddon!

I recently had an opportunity to enjoy the museum during a visit to Tucson to see my son, David, who is now living locally while working for The Raytheon Company in the Missile and Space Systems division.

Although the Titan II missile system was de-activated in the early 1980's, it was not the end of a ground-based nuclear deterrent in the United States. Now, the newer Minuteman missile system, utilizing solid fuel powered rockets, serves in this capacity today. If you ever get a chance to visit the Phoenix area, I highly recommend a visit to the Titan II Missile Museum in Tucson. If you do go, I recommend that you go during the spring of fall months!



Submitted by John Morley, May 19, 2022

Club Calendar

Monthly Zoom Club Meetings

Every 1st Wednesday – Zoom or Congregational Church

Club Events

June 1, Club Meeting Photography with Steve Rosenbach!

June 4, 'Kid's Day' Fun Fly and BBQ

June 11, 2022 Summer Fun Fly - Mike Pangione

July 6, 2022 Club Meeting - TBD!!

July 9, 2022 Scale Fun Fly

Aug. 3, 2022 T Club Meeting - Ice Cream Social

Aug. 13, 2022 National Model Aviation Day Fun Fly

Aug. 20, 2022 Multi-Club Fun Fly and BBQ!

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Sept. 10, 2022 Annual Member Picnic!

Oct. 5, 2022 Club Meeting - TBD!!

Nov. 2, 2022 Tewksbury, MA Club Meeting - Annual Business Meeting and Elections

Dec. 7, 2022 Tewksbury, MA Club Meeting - TBD!!

R/C Suppliers:

ABC RC & Hobby

11 Rockingham Rd, Windham, NH

(603) 458-6481

<https://www.horizonhobby.com>

All Around

<http://hobbyking.com>

All Around

<https://rcexcitement.com>

Cars

<https://twistedhobbys.com>

Profile Foamies

<https://innov8tivedesigns.com>

Great Motors

<https://fpvlab.com/>

FPV Equipment

<http://www.crashtesthobby.com>

Toughest Planes

<https://www.towerhobbies.com>

All Around

<http://www.amazon.com>

Extra All Around

Handy Links:

Renew Your AMA Membership Online

<https://www.modelaircraft.org/joinrenew.aspx>

495th Membership Application

http://www.495thsquadron.org/PDF_Files/Membership_Application.pdf

Online Groups

<http://www.rcgroups.com/forums/index.php>

<http://www.helifreak.com>

<http://www.wattflyer.com/forums>

<http://www.rcuniverse.com>

Local R/C Groups

<http://www.mcrcf.org>

Billerica, Mass

<http://www.burlington-rc.com>

Burlington, Mass

<http://www.nhflyingtigers.com/>

Derry, NH

<http://www.snhbcc.org>

Hudson, NH

<http://www.snhflyingeagles.org>

Merrimack, NH

R/C Related Podcast

<http://allthingsthatfly.com/>

Excellent electric power help

<http://rctodayshow.com/>

Mixed group with great advice