



The Pinnacle

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

AMA Gold Leader Club, Charter #340



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In This Issue:

495th Club Info	2
From the Editor	3
2025 Event Calendar	4
From The President (John Morley)	5
New Field Rule	8
A Tale Of Two (non) Members! (John Morley)	10
Ice Crean Social (Club Photo)	11
Fall Member Picnic (Club Photo)	14
T-28 Trojan - Unbox & Assembly (Mike Wall)	18
Are We A 'Welcoming Club'? (John Morley)	22

495 R/C Squadron, Inc.

Next Meeting **Wednesday, Oct 4th 7:30 P.M.**
Next Events **Work Party, Saturday Oct. 11th**
Club web site <http://www.495thsquadron.org>
Club Facebook <https://www.facebook.com/495th-RC-Squadron-240759615414>

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From the Editor

The flying season is about to end. I can't believe that, due to business travel, I only made it to the field three times this year! Luckily, I continue to receive photos and field reports from fellow club members like Rita Smeltzer and Mike Wall. Those club highlights definitely help keep me in the loop. I want to thank them for their continued support.

Recently, we've received multiple complaints from nearby residents about our club—specifically regarding flying over private property, noise, and even reports of individuals urinating near the trail entrance across the street. These issues have raised concerns with our landowner, Tewksbury General Hospital.

There's no doubt we have the best flying field in the region—and I think many of us may take it for granted. But it's crucial that we all do our part to protect it by not giving anyone a reason to take it away.

You'll find the updated field rules in this newsletter. Please take a moment to read through them carefully and make sure we don't risk jeopardizing the privilege of flying at our beautiful Pinnacle Field.

Fly safe and have fun !

Calvin Hsieh
495th R/C Squadron Newsletter Editor



Ice Cream Social (2025.8.06)

2025 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. 1, 2024	Tewksbury, MA	New Years Day Flying!
Jan. 3, 2024	Tewksbury, MA	Club Meeting - TBD!
Feb. 7, 2023	Tewksbury, MA	Club Meeting - Italian Banquet!
Mar. 6, 2024	Tewksbury, MA	Club Meeting - TBD!
April 3, 2024	Tewksbury, MA	Club Meeting - Winter Project Show-n-Tell!
April 16, 2024	Tewksbury, MA	Ogonowski Field - Car Night Begins for 2024!
April 18, 2024	Tewksbury, MA	Ogonowski Field - Training Night Begins for 2024!
April 20, 2024	Tewksbury, MA	Ogonowski Field - Opening Day and Field Cleanup!
May 1, 2024	Tewksbury, MA	Club Meeting - TBD!
May 11, 2024	Tewksbury, MA	Ogonowski Field - Spring Fun Fly!
May 18, 2024	Tewksbury, MA	Ogonowski Field - Heli Fun Fly!
June 5, 2024	Tewksbury, MA	Club Meeting - TBD!
June 8, 2024	Tewksbury, MA	Ogonowski Field - 'Kid's Day' Fun Fly and BBQ!
June 15, 2024	Tewksbury, MA	Ogonowski Field - Summer Fun Fly - Mike Pangione
July 10, 2023	Tewksbury, MA	Club Meeting - TBD!
July 13, 2024	Tewksbury, MA	Ogonowski Field - Scale Fun Fly!
Aug. 7, 2024	Tewksbury, MA	Club Meeting - Ice Cream Social!
Aug. 10, 2024	Tewksbury, MA	Ogonowski Field - National Model Aviation Day!
Aug. 17, 2024	Tewksbury, MA	Ogonowski Field - Multi-Club Fun Fly and BBQ!
Sept. 4, 2024	Tewksbury, MA	Club Meeting - TBD!
Sept. 14, 2024	Tewksbury, MA	Ogonowski Field - Annual Member Picnic!
Oct. 2, 2024	Tewksbury, MA	Club Meeting - TBD!
Oct. 12, 2024	Tewksbury, MA	Ogonowski Field Work Party!
Oct. 13, 2024	Tewksbury, MA	Scout Rocket Launch Event!
Oct. 19, 2024	Tewksbury, MA	Fall Classic Car Rally!
Nov. 6, 2024	Tewksbury, MA	Club Meeting - Annual Business Meeting and Elections
Dec. 4, 2024	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 at the end of September, the first few days of fall are upon us, and the weather has turned decidedly cooler! It has now become undeniable that the summer of 2025 is coming to an end, and that the colder weather is fast approaching! Thankfully, we have received a bit of rain this month – more than 5 inches! – so the field is much greener and healthier, and the car track is less dusty! Although the club activities for the year are winding down, there are still opportunities to get outside and have fun! In spite of the cooler weather and approaching winter months, the Ogonowski field is open year-round for flying and driving, so I encourage everyone to take advantage of our wonderful facilities! Weather permitting, we will still be hosting outdoor activities at the field, and as always, offering fun and exciting entertainment at the monthly membership meetings through-out the Winter! As always, I look forward to seeing you all out at the field, and at all upcoming meetings!!

I've noticed recently that very few members are displaying their membership cards at the field as required by our field rules! With a lot of new faces at the field, it's more important than ever to have your membership card each time you show up to fly or drive at the Ogonowski field! Membership in the 495th R/C Squadron, Inc. is a prerequisite to use our facilities – it's primarily a matter of fairness that users support our facilities, and it's also the only way to ensure that each user is insured! I recommend that each member attach their membership card to a lanyard – we have these available for free in four different colors – and wear the card around your neck at the field. However you chose to do it, you must display your membership card when using the club field!

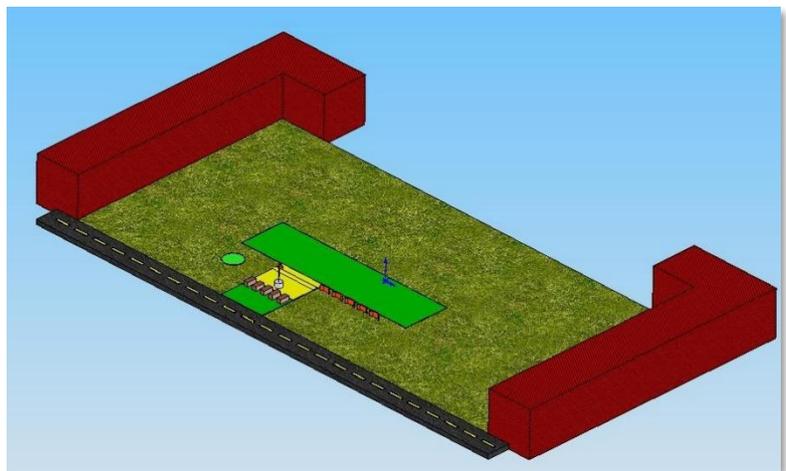
The Board of Directors of the 495th R/C Squadron have recently asked members Lew Sanderson and Jerry Pacelli to serve as 'Field Marshals' at the Ogonowski Model Flying Field. The primary duty of the Field Marshal is to oversee operations at the field to ensure safe operation and compliance with all published AMA and club rules. Their interest, and YOUR interest, is to ensure the long-term future of our activities at the Pinnacle St. field! Both Lew and Jerry are long-term members, dedicated modelers, and our friends, so please welcome them to their new position as they work to serve the best interests of the club and all the members!

The November 5th meeting is the annual business meeting for the club. At this meeting, you will have an opportunity to discuss anything/everything about how the club is run, to heap praise for a job well done, or to cast arrows when it was not! As always, we will also be holding elections for the upcoming year. This is one of the most important meetings of the year, because it is an opportunity for your voice to be heard – by raising topics of concern for discussion, and by casting your vote for the individuals who will run your club! Elections are held for club officers (President,

Vice-President, Secretary, and Treasurer), as well as 'Director' and 'Chief Flight Instructor' positions each year. None of these jobs is particularly difficult or time-consuming, but they do require a commitment from the position holder to consistently conduct their duties over the course of the year! In a club the size of the 495th R/C Squadron, Inc., we should have ample 'human resources' to cover all our 'executive' positions, and I hope we can do that again this year! The simple matter is that the club, your club, doesn't run on its own, it requires volunteers to do that! Bills have to be paid, memberships have to be processed, food needs to be purchased, events need to be planned, etc., all to make the club run smoothly, and to ensure the best possible experience for our members! Won't you consider volunteering for an elected position in the club? As I've said many times, the club is only as good as we all make it, so I encourage anyone that's interested to roll up your sleeves and jump right in! I promise, the water is just fine!

Breaking News: As this issue goes to press, the 495th R/C Squadron, Inc. is happy to announce that we have been granted a National Authorization that allows our members to operate model aircraft at the John A. Ogonowski Model Flying Field, 200 Pinnacle St., Tewksbury, MA 01876 at altitudes up to 700 feet above ground level (AGL). This is a significant change, as normally, a 400 foot limit is imposed for model aircraft operating in FAA Class 'G' airspace.

On Saturday, Oct. 11th, we will have a work party at the Pinnacle St. field to finish up a few projects started earlier in the year and to get the facility ready for winter. Projects include preparing the base for the new club shed, grading the car track, preparing the lawn tractor for winter storage and organizing/cleaning out the current shed. On Saturday, Oct. 18th, the club will host the annual *Fall Classic Car Rally* beginning at 9AM. See the website for more details! Finally, on Oct. 26th, the club will host Andover Pack 76 for the annual model rocket launch day! Please put these fun and important dates on your calendar!



Unfortunately, the shorter days as we move further into the Fall season have brought an end to 'Car Race Night' on Tuesday evenings, and 'Flight Training Night' on Thursday evenings. We all had a great time in 2025, and are already looking forward to next year! Car Race Night will resume again on April 14th, 2026, and Flight Training Night will resume on April 16th. Please mark your 2026 calendars, and we'll see you all then!

As the end of the year approaches, please keep in mind that AMA and club memberships expired at midnight on Dec. 31st! This means that unless you've renewed your AMA and club memberships before then, you are no longer eligible to fly at our club fields beginning on Jan. 1st, 2023! Please don't wait, and get your renewal done as soon as possible! AMA renewals are now being received, and we will start club membership renewals at the December 2023 club meeting! As in past years,

we also plan to host several membership renewal events at the field starting in December. Please stay tuned!

Again, a reminder that each month the BOD will meet on the **Wednesday** evening immediately preceding the regular club meeting. Our meetings are held at the Tewksbury 99 restaurant on Rt. 38 in Tewksbury, and begin at 7:30PM. Occasionally, the BOD does not meet in a given month due to schedule or calendar conflicts, and every effort will be made to notify the membership by email when this happens. As always, there is plenty of room at every BOD meeting, and the atmosphere is informal, so we invite interested members to attend! I would like to challenge every club member to attend at least one BOD meeting in the upcoming year! This is an important way to stay connected to your club and to have a say in the priorities for the upcoming year! The next regular BOD meeting will be held on Wednesday Oct. 29th, 2025 at 7:30 PM.

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



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

Sept. 28th , 2025

Field Procedures & Safety Guidelines



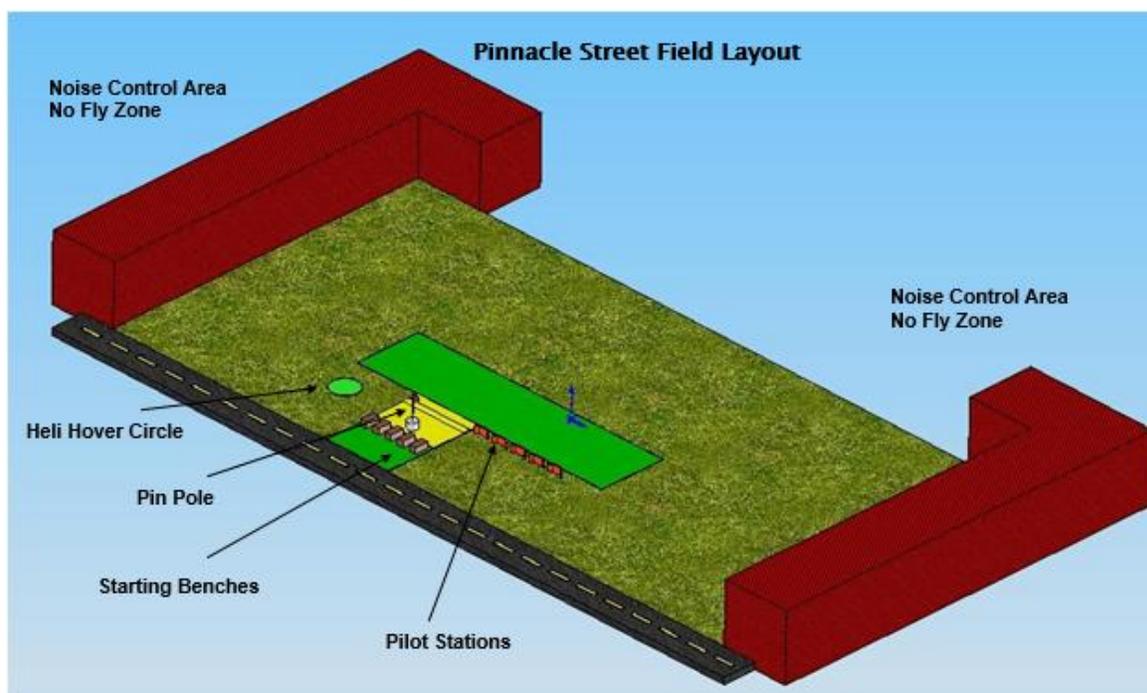
Board of Directors Meeting – Approved Sep. 24, 2025

Field Marshals – Lew Sanderson & Jerry Pacelli

*It is the responsibility of **all club members** to abide by these simple guidelines. If you observe someone who isn't, please ask them to cooperate. The following guidelines were designed to make our field the best and safest:*

1. All AMA safety rules apply.
2. When the tenant farmer or his workers are present Ogonowski field **IS CLOSED**.
3. AMA membership is required and pilots must be SOLO certified by a 495th RC Squadron instructor:
 - Members are required to use a current club-issued membership card
 - Members and guest pilots must have a current AMA membership card available for inspection, a copy is not valid
 - **Guests are not currently permitted to fly at the Ogonowski field as of 9/24/2025**
 - See Pin Pole Rules on page 3.
4. **Gas and Nitro** Engines cannot be started before 10:00am Monday through Saturday and 12:00pm on Sunday:
 - All aircraft shall be started / armed in the designated “pit area” only and restrained at all times
 - Engines are required to meet NOISE LIMITS defined as 92db at 20ft (see below)
 - Fuel spillage is strictly prohibited
 - Gasoline engines are required to have an appropriate fire extinguisher present
 - Gliders and electric powered aircraft can fly anytime
5. Compliance with the field map is mandatory:
 - Taxiing from the pit area to the active runway is allowed, taxiing between pilot stations is not allowed
 - Pilots must occupy a flight station from take off to landing
 - Takeoffs and controlled landings are allowed from the active runway only
 - Pilots must communicate their actions and intentions when taking off, landing, or performing “touch and goes” to other pilots active on the flight line. Pilots on the flight line must acknowledge that communication
 - Hovering and 3D flying over the runway must be conducted from the centerline of the active runway and beyond and **IS PROHIBITED** over the active runway when other pilots are flying
 - All flying must be conducted from the centerline of the runway and beyond
 - A SAFETY “no fly zone” from the pilot stations to the centerline of the runway is to be observed
 - Flying beyond the tree line to the immediate left and right side of the field is not allowed.
See the field map as a guide to the field boundaries.

- Following a landing the runway should be vacated ASAP
 - Engines must be shut down before entering the pit area
6. Helicopters must have the main rotor restrained when starting in the pit area at all times:
 - Pilots must place their helicopter on the centerline of the active runway before they release the main rotor
 - Hovering over the active runway and fuel checks are limited to 15 seconds
 - All pilots using the hover pad should have their frequency pin on the ground (green) segment of the pin pole and stay within the confines of the circle no higher than 10ft
 - Hovering pilots shall retain a safety distance of not less than 25ft. between them and the helicopter
 - All electric helicopters **greater than** 500 size class must observe Nitro/Gas operating hours
 7. Trash is your responsibility. There is no trash collection at the field. Ogonowski field is under a carry in / carry out system. If you bring anything to the field you must take it with you when you leave.
 8. No smoking near the starting benches / pit area or where there is any volatile material and do not throw any smoking materials on the field.
 9. Be courteous; Ogonowski field is a family friendly environment. Foul language is strictly prohibited. Remember our neighbors are watching and listening!
 - 10. The Porta-Potty was installed for the benefit of the membership– use it! NO EXCEPTIONS!**



A Tale Of Two (non) Members!

John Morley

Several weeks ago, I was alerted that a club 'member' had crashed a plane into the trees on the other side of Pinnacle St., and that the airplane remained stuck high above the roadway. Several days later, I learned that another 'member' had retrieved the downed airplane, and was trying to find the owner. At that point, I was asked to intervene, and to connect the two 'members' so that the airplane could be returned to its rightful owner.

Now, here is where things started to get interesting! The wayward pilot, a familiar figure at the field, was not on the current membership roster! Digging a little deeper, the guy who retrieved the downed airplane, another familiar figure at the field, was not on the current roster either! So, one crash exposed two non-members flying at the field! In the case of the wayward pilot, he thought that being above 80 years old removed the need to formally join the club, and the other guy assumed he had renewed, but actually had not!

To be clear, everyone needs to formally join our club each year to maintain flying privileges at the Ogonowski Model Flying Field. This is the only way we can verify AMA membership, and keep track of who has access to our facility! This episode certainly underscores the absolute need for the club to redouble its enforcement policy requiring current membership credentials to be worn at all times! **So, don't be 'that guy' - wear your membership card at all times!**

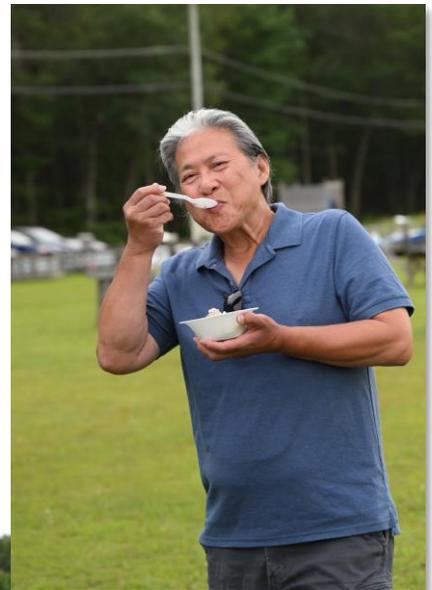


Ice Cream Social

On Wednesday evening, Aug. 6th, the 495th R/C Squadron, Inc. held its annual Ice Cream Social at the Ogonowski Model Flying Field. After a short business meeting, we began serving Ice Cream sundaes at 8PM.

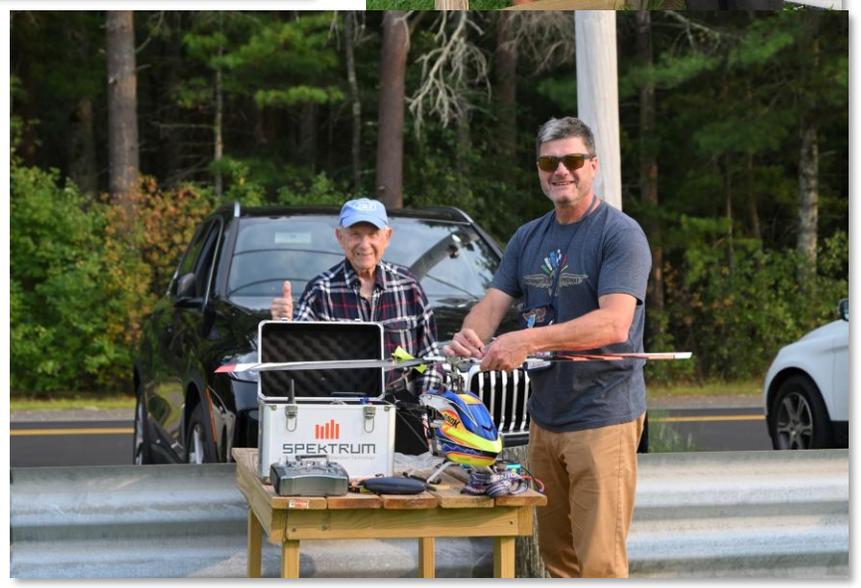
Featuring Richardson's® Ice Cream with homemade Hot Fudge, real Whipped Cream, and topped with Chocolate Jimmies and Nuts, a delicious treat was had by all! During the event, we consumed four half-gallons of Chocolate, Vanilla, and Oreo Cookie Ice Cream, two pints of homemade Hot Fudge, and two large bowls of fresh Whipped Cream. Everyone in attendance enjoyed the camaraderie of their fellow members, and satisfied their 'sweet tooth' at the same time!





Photos by Calvin Hsieh





2025 Member Picnic

John Morley

This year the 495th R/C Squadron, Inc. held their annual "September Picnic" on Saturday Sept. 13, 2025 at the "Captain John A. Ogonowski Memorial Model Flying Field" (Pinnacle Street). Approximately 100 members, friends and guests were in attendance to enjoy a beautiful early fall day. After a long, hot summer, it was good to get outside in the cooler weather and enjoy some flying!!

Thanks to John Morley, Bob Merlino, Bob Goulet, and all the other club members who helped to make this a memorable event!

At noontime, a barbeque of grilled hamburgers and hot dogs was served along with chips, soda and cookies. A total of 120 hotdogs, 60 hamburgers, 50 bags of chips, 2 cases of soda, and 2 packages of cookies were consumed by those in attendance.

Highlights of the event were the candy drop for the kids, and the turbine helicopter demo!

Thanks to all for a great time!





Photos by Rita Smeltzer



09.13.2025



09.13.2025



09.13.2025



09.13.2025



09.13.2025





Photos by Jerry Huang



T-28 Trojan - Unbox & Assembly

Mike Wall

The T-28 Trojan is an iconic aircraft that was primarily used as a trainer by the U.S. Air Force and Navy. The Trojan was also used during the Vietnam War by both the United States and the South Vietnamese for counter insurgency missions. The plane had a radial engine that provided plenty of power to train pilots and its flight characteristics were predictable in the air. Nearly 2,000 T-28s were manufactured between 1950 to 1957, although now the plane is mostly used for entertainment purposes during airshows and other events. The RC version of the plane seems to be just as iconic as I've heard many pilots talking about how well this plane flies. The FMS 1400 mm T-28 seemed like the perfect choice to take for a test flight.



The T-28 Trojan in flight. The FMS model looks very realistic.



1400mm T-28D V4 Specifications	
Wingspan	1400mm/55.1in
Overall length	1185mm/46.7in
Flying weight	~2350g
Motor size	Brushless 4258-KV650
ESC	80A
Servo	17A x 5, 9g x 2
CG (center of gravity)	80-85mm (From leading edge)
Prop size	13"9, 3 blade
Recommended battery	Li-Po 14.8V 2600mAh

Artwork and details are laid out nicely on the outside of the box. Specs and features are written and there is even a photo of the plane with a B-List YouTube celebrity.

The T-28 arrived on time (Thanks, FedEx!), and although there was minor damage to the shipping box (Boo, FedEx!), there was no damage to the plane. As always, FMS did a fantastic job of packaging the plane and protecting it with various forms of foam, plastic wrap and packing tape. The outside of the box gives some specifications of the plane, an overview of features and a neat photo of RC Informer from YouTube. There are two color schemes for this plane; an all yellow variant and the white and red variant. I opted for the white and red variant as I had already seen a number of the yellow at the field.

The instructions are done well enough but it is obvious that they are translated from another language. The part count is low and assembly does not take very long for this plane. I encountered only one issue when assembling the T-28, and it was only something very minor. I would recommend laying out all the bits and pieces to make sure nothing is missing or broken. It is always a good idea to test all the hinges and to make sure all the pre-glued pieces are secured into place. The manual also shows the connections for the FMS control board, recommendations for rates, and details on control horn and servo arm connections.



Part count was fairly low. Instructions were okay and anyone who has assembled a foam plane before should have no trouble with the T-28.

Before beginning assembly I wanted to test all the servos and landing gear. A simple servo tester is an invaluable tool for building model airplanes. They are inexpensive and can save a lot of time and money by taking the time early in a build to make sure control all servos and landing gear are working as they should. All my servos were working fine (for now), but a test of the nose gear revealed that one of the doors had a pin that had become unattached. It was a simple fix and all the servos and landing gear seem to be working just fine.

The instructions start the assembly with the wings, but I opted to complete the horizontal and vertical stabilizer first. The only reason for this is one of convenience. To assemble the rear of the plane requires flipping it over and is easier to do without the wings attached. To install the horizontal stabilizer the vertical stabilizer must first be removed from the plane. It is just held in place by friction and does take a little effort to remove. Once the vertical stabilizer is out, the horizontal stabilizer can be installed and secured with two screws. The instructions could be better here because the removal process is not written. With the horizontal stabilizer in place the vertical stabilizer can be reassembled. Two more screws are attached from the bottom of the plane to hold everything in place. The control linkages for the elevator and rudder were adjusted for the proper length and then connected as per the instructions.



The vertical stabilizer must be removed in order to attach the horizontal stabilizer. The instructions are not clear on this step.

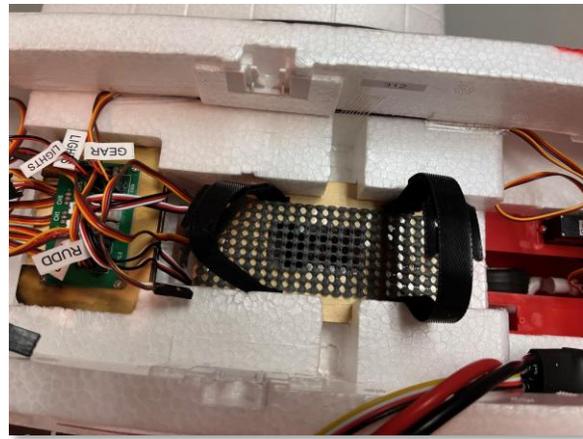
The wires for each main wing are taped in place during shipping. The tape should be carefully removed and the wires straightened to make assembly easier. The wing halves are joined with the two spars and then fitted in place on the bottom of the fuselage. FMS provides one connector for each wing to make assembly a breeze. Each connector attaches to the control board in the

fuselage. Two plastic fasteners join the wings to the bottom of the fuselage and are connected with four screws.

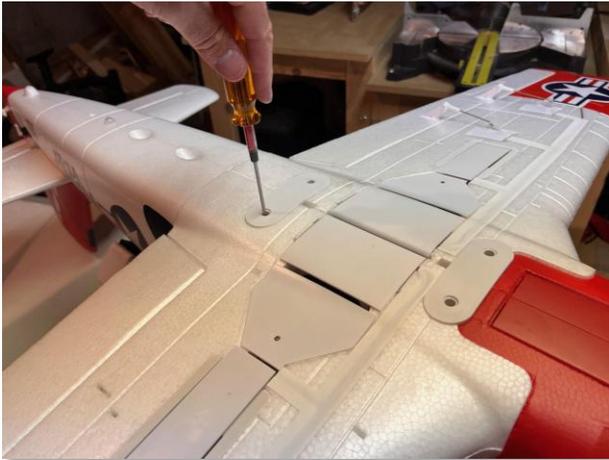
I removed the factory installed hook and loop and added some shelf liner to the battery tray to



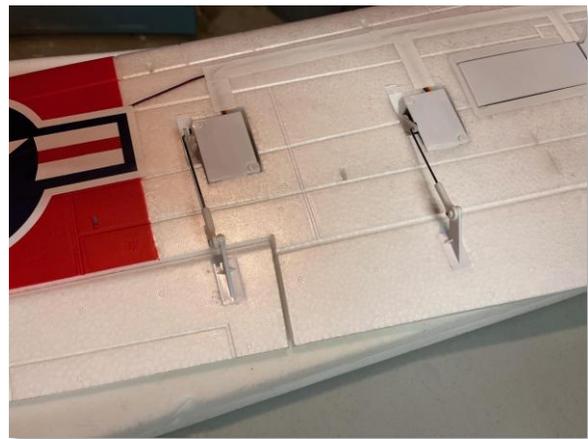
The pin that holds the nose gear mechanism in place had popped out during shipping. It was an easy fix but a good lesson to check over all parts of a plane before flying.



I prefer to use shelf liner rather than the hook-and-loop to keep the battery secure. The shelf liner has good grip and eliminates extra hook-and-loop on my batteries.



Only four screws and two plastic brackets hold the wings onto the fuselage. Two wing spars held to add rigidity to the wings.



Aileron and flap servos are held in place with screws instead of glue. This is a nice touch that will make them easier to replace if one should ever fail.

secure the batteries during flight. At this point I set up my transmitter for the T-28 and installed an 8-channel Spektrum AR8360T. I also added a remote receiver forward in the fuselage. This plane does not require eight channels but I like to have separate channels for each aileron (and it will come in handy later ...). I set up AS3X with adjustable gains so that I can make changes to the gyro settings during my first few flights. With the firmware updates to the Spektrum radios there are more than enough channels available for all the control surfaces, retracts, mixes and so much more. My NX10 now has 20 channels! Sorry Futaba users.

With the radio all set up and throttle cut tested and verified, it was time to install the prop and spinner. The 3-blade prop is held together with just a few screws and the spinner holds everything securely in place. With the plane all assembled and a battery in place it was time to check the CG. Without any additional weight the plane was very nose heavy. Unfortunately, with the placement of the control board in the fuselage, the battery cannot be moved very far back. Because of this, even with the battery pushed as far back as possible, the plane was always nose heavy. I had heard some folks mentioning that the nose wheel of this plane was weak. I suspect it may be from landing a very nose heavy plane and the nose gear absorbing excessive forces on our grass runway. To help balance the plane, I added weight aft of the battery tray. This was very unusual for me but now the Trojan was balancing very close to a neutral CG. I hope this will help with landing so that it will be easier to flare and keep the nose wheel off the ground for as long as possible.



Simulated OLEO suspension is just one of the many scale features on the T-28.

The fit and finish on the FMS T-28 is very good. There are many scale details to give the plane a more realistic look. There are plenty of panel lines and rivets on the surface. The simulated OLEO landing gear are a nice touch and the gear do have some real springs to soak up some bumps on our grass runway. A pilot figure comes with this model and there is a plastic radial engine with faux cylinders behind the prop. The engine is plain black plastic, so stay tuned for an easy way to give the engine a better look.



The T-28 sits on the bench, fully assembled and waiting for the maiden flight.

At this point the plane is just about ready to go. All the control surfaces are working as they should. The landing gear extends and retracts without any binding and the navigation lights are brightly lit. After some taxi testing and a range test or two, the T-28 Trojan will be ready for its maiden flight.

See you at the field!



Mike Wall

Are We A 'Welcoming Club' ?

John Morley

A few weeks ago I was at the field on a Sunday morning after a dog walk in the woods across the street from the field. After chatting with the morning flyers in the pit area I noticed a woman sitting on one of the picnic tables, so I wandered over to say hello!

She was extremely pleasant, and after a few minutes told me that no one else had ever approached her at the field before, and when she saw me approaching, she thought it was to ask her to leave! So, I asked her what would possibly make her feel unwelcome sitting on our picnic tables enjoying a glorious and warm Sunday morning in early September. 'Well', she said, 'You have Members Only signs posted everywhere, so I thought visitors were not welcome!' Her answer really caught me by surprise, because I never thought about the implications of the 'Members Only' signs from the perspective of a spectator. After she brought that to my attention, I could see her point that we might not appear to be a very welcoming club very clearly!



As an AMA chartered club, we absolutely need to restrict access to our field to members only for all flying activities, but as a member of the greater community, we also want to welcome those that come to watch us fly with open arms! Armed with this new perspective, I immediately went back home to order a set of 'Spectators Welcome' signs to be placed strategically around the field. By the time you read this, they should already be in place!

So, going forward, our field should have a more 'welcoming' appearance to anyone that happens to stop by, and I encourage everyone at the field to recognize that engaging and welcoming our neighbors when they stop by is not only the 'right' thing to do, it also helps to maintain the positive reputation we enjoy in the community!

Club Calendar

Club Events

Oct. 4, 2025	Club Meeting
Oct. 11, 2025	Pinnacle St. Work Party!
Oct. 18, 2025	Fall Classic Car Rally!
Oct. 26, 2025	Scout Rocket Day!
Nov. 5, 2025	Club Meeting - Annual Business Meeting and Elections
Dec. 3, 2025	Club Meeting

R/C Suppliers:

ABC RC & Hobby 11 Rockingham Rd, Windham, NH https://www.horizonhobby.com http://hobbyking.com https://rcexcitement.com https://twistedhobbys.com https://innov8tivedesigns.com https://fpvlab.com/ http://www.crashtesthobby.com https://www.towerhobbies.com http://www.amazon.com	(603) 458-6481 All Around All Around Cars Profile Foamies Great Motors FPV Equipment Toughest Planes All Around Extra All Around
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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.snhrc.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