



The Pinnacle

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

AMA Gold Leader Club, Charter #340



This newsletter is e-mailed to whomever wants a copy each month. If you would like to be added to the list (or if you are receiving a copy and would like to be removed from the list) please contact the Editor at advancednotebooksolutions@gmail.com

In This Issue:

495th Club Info	2
Ogonowski Field Reminders	3
2026 Event Calendar	4
From The President (John Morley)	5
Winter Meet Up (photo)	8
Italian Banquet (photo)	12
The Club Auction (photo)	16
Cessna 337 Skymaster Build (Bob Merlino)	19
Listen To Your Plane (Mike Wall)	33

495 R/C Squadron, Inc.

Next Meeting	Wednesday, August 5th 6:30pm
Next Events	Ice Cream Social, August 5th
Club web site	http://www.495thsquadron.org
Club Facebook	https://www.facebook.com/495th-RC-Squadron-240759615414

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Ogonowski Field Reminders !!

Field Marshals - This is a reminder that our two field marshals, Lew Sanderson, and Jerry Pacelli, have absolute discretion to enforce the AMA Safety Code and the 495th R/C Squadron, Inc. Field Rules at the Ogonowski Memorial Model Flying Field. If you have a disagreement with their judgement or rules interpretation, do not engage them at the field, but rather contact me directly (Pres@495thsquadron.org), or another club officer to resolve the issue. The field is not the place to dispute a suspected rules infraction, or debate the validity of any club rules. Failure to adhere to this policy may result in a loss of flying privileges or a dismissal from the club! Lew and Jerry are fellow members who have volunteered to provide a vital service to the club, so let's treat them with respect!

Field Boundaries - We have had a couple of complaints about members flying outside the designated boundaries at the Ogonowski Memorial Model Flying Field. To reiterate the field boundaries policy, no member may fly beyond the tree line on either the left side or the right side of the field. On the left side of the field, we have the condominium complex, and on the right side we have private residences. In addition, no member may fly behind the flight line formed by the pilot stations. Flying over the pit area, the spectator area, or the car race track is strictly forbidden. If you are observed breaking these rules, you will be given one warning by our field marshals. A second infraction will result in a loss of flying privileges until you meet with a club officer and receive remedial training. This is a serious issue for which we will enforce a zero tolerance policy. Please do NOT fly outside the field boundaries or behind the flightline! This is for the safety of our members and spectators, and to ensure the continued use of the field for our flying activities!

Pit Area Protocols - All models must be started or armed on the provided 'Starting Benches' just behind the pin pole. Models may NOT be started or armed on the work benches next to the guardrail, or anywhere in the spectator area! Once your model is started or armed, keep it under your positive control. Do not walk away from a started or armed model! When entering the runway before take-off, or exiting the runway after landing, ALWAYS do so to the left of 'Pilot Station #1'. Never have a started or armed model behind the pilot stations! Announce your intentions to other pilots when entering the runway environment, or when landing. Communicate clearly about what you intend to do, and avoid any surprises!

Noise Limits - We have had several complaints about the noise created by EDF (electric ducted fan) jets on Sunday mornings. While there is no specific field rule that prohibits flying electric aircraft at any time, the reality is that EDF aircraft can be somewhat 'noisy', and early Sunday may not be the best time to fly them. Sunday morning should be reserved for quiet operations only, so please use extreme discretion when considering when to fly your EDF models. Let's 'self-police' ourselves on this issue so that an outright ban on EDF jets on Sunday mornings does not become necessary.

Porta-Potty - Recently, the porta-potty at the field was left unlocked and the interior was vandalized. Every member should have the 4 digit code to unlock the door on the porta-potty, and if you do so, you are responsible for locking it again before you leave the field. The porta-potty is a club resource that is provided for member convenience, so please let's do all we can to keep it clean and fully operational! If you unlock the porta-potty door, be sure to lock it again before you leave. Even if you did not unlock the door, all members should check to be sure the porta-potty door is locked before they leave the field!

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

2026 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
Dec. 3, 2025	Tewksbury, MA	Club Meeting - Scale Building with Jack Buckley!
Dec. 13, 2025	Windham, NH	Winter Meetup! Breakfast & ABC Hobbies
Jan. 1, 2026	Tewksbury, MA	New Years Day Flying! - 12 Noon!
Jan. 7, 2026	Tewksbury, MA	Club Meeting - TBD!
Jan. 17, 2026	Hampton, NH	Winter Meetup! Hampton Airfield Cafe Lunch!
Feb. 4, 2026	Tewksbury, MA	Club Meeting - Italian Banquet!
Feb. 7, 2026	Ogonowski Field	Frozen Finger Fun Fly!
Feb. 14, 2026	Windham, NH	Winter Meetup! Breakfast & ABC Hobbies
Feb. 21, 2026	Tewksbury, MA	Club Auction!
Mar. 4, 2026	Tewksbury, MA	Club Meeting - TBD!
Mar. 21, 2026	Hudson, MA	Winter Meetup! American Heritage Museum
April 1, 2026	Tewksbury, MA	Club Meeting - Winter Project Show-n-Tell!
April 14, 2026	Tewksbury, MA	Ogonowski Field - Car Night Begins for 2026!
April 16, 2026	Tewksbury, MA	Ogonowski Field - Training Night Begins for 2026!
April 18, 2026	Tewksbury, MA	Ogonowski Field - Opening Day and Field Cleanup!
May 6, 2026	Tewksbury, MA	Club Meeting - TBD!
May 9, 2026	Tewksbury, MA	Ogonowski Field - Spring Fun Fly!
May 16, 2026	Tewksbury, MA	Ogonowski Field - Heli Fun Fly!
June 3, 2026	Tewksbury, MA	Club Meeting - TBD!
June 6, 2026	Tewksbury, MA	Ogonowski Field - 'Kid's Day' Fun Fly and BBQ!
June 13, 2026	Tewksbury, MA	Ogonowski Field - Summer Fun Fly - Mike Pangione
July 1, 2026	Tewksbury, MA	Club Meeting - TBD!
July 11, 2026	Tewksbury, MA	Ogonowski Field - Scale Fun Fly - John Morley!
Aug. 5, 2026	Tewksbury, MA	Ogonowski Field - Ice Cream Social!
Aug. 8, 2026	Tewksbury, MA	Ogonowski Field - National Model Aviation Day!
Aug. 15, 2026	Tewksbury, MA	Ogonowski Field - Multi-Club Fun Fly and BBQ!
Sept. 2, 2026	Tewksbury, MA	Club Meeting - TBD!
Sept. 12, 2026	Tewksbury, MA	Ogonowski Field - Annual Member Picnic!
Oct. 7, 2026	Tewksbury, MA	Club Meeting - TBD!
Oct. 10, 2026	Tewksbury, MA	Ogonowski Field Work Party!
Oct. 17, 2026	Tewksbury, MA	Fall Classic Car Rally!
Nov. 4, 2026	Tewksbury, MA	Club Meeting - Annual Business Meeting and Elections
Dec. 2, 2026	Tewksbury, MA	Club Meeting - TBD!

View From The Left Seat

By

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

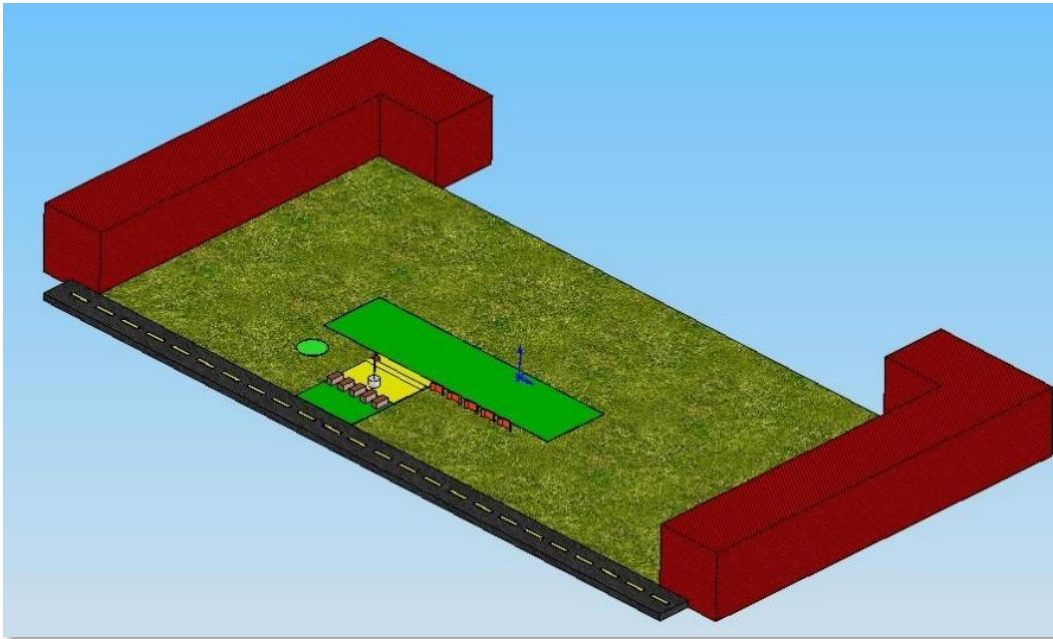
With the flying season now in full swing, I'm happy to report that our club is pretty well poised for another great year! As of this writing, our membership renewals are running at about 140 paid members, which is pretty much on track for this time of the year! While many clubs have seen a decline in participation and membership in recent years, the 495th R/C Squadron, Inc. has enjoyed a most stable membership roster! I attribute this to our excellent flying facility, and superb car track! The more members we have, the more fun we have, and the more funds we have available to operate the club and to provide the activities the members have come to expect!

Continuing something that we've tried the past few years, the July and August meetings will be held at the Ogonowski flying field. The July meeting will be held on July 1st, and will feature a Pizza Party beginning at 7PM (note, this is ½ hour earlier!). In addition to pizza, soda, chips, and dessert will also be served! The August meeting will also start at 7PM, and will feature the annual *Ice Cream Social*. Featuring Richardson's Ice Cream, home-made hot fudge, and real whipped cream, this will be a must-attend event! Please plan to attend these meetings, and enjoy the camaraderie of your fellow members, some flying & racing, and some really good eats!

This flying and driving season is off to a great start with a number of new members and a full house of new student pilots! I always stress that the highest priority for our club members should always be 'Safety'. After that, comes 'Fun'. Honestly, it's impossible to have one without the other! Please be aware that while lots of fun, our models can cause serious injury if not taken seriously and used with care! I'm constantly seeing members leaning over their models while installing batteries and battery hatches, and it really is totally unnecessary! If possible, do everything from behind, and don't risk getting hit by that prop! Please exercise great care when operating your electric & glow powered model airplanes, and be safe!



One other important rule that we need to re-emphasize is flying within the perimeter of our flying field. We have several “noise sensitive” areas to the right (houses), and left (condo’s) of the flying field. Sound level is a function of proximity, so the farther we stay away from our neighbors with our airplanes the better off we are! This means that there is absolutely no flying beyond the boundary defined by the tree line at the edges of the field. If you can’t do that, it means you probably need more practice, or a smaller airplane! **Out-of-bounds flying is a real concern that we all must take seriously!**



I want to remind the membership that the AMA safety code, and our club field rules both require that every member place their name and AMA number on each model aircraft that is flown at the Ogonowski field. As a practical matter, this is really the only way that a lost airplane can be returned to its rightful owner. I can’t tell you the number of members I’ve encountered at the field that are not complying with this requirement, and I can’t tell you the number of lost planes that are returned to the field that are not marked. Recently, a large white foam motor glider was found in the woods on the opposite side of Pinnacle St. without any identifying marks whatsoever. If you know who might own this airplane, please have them get in touch!

The Event schedule for 2026 has been posted to the website! A number of Events are already on the schedule, and more will be added throughout the year as details are firmed up! Please be sure to check the website frequently so that you are up-to-date on all the latest club happenings!

As the Summer season begins to ramp up, please keep in mind that all club memberships expire 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, 2026! Please don’t wait, and get your renewal done as soon as possible! To reiterate, you are **NOT** a current member of the 495th R/C Squadron, Inc. unless you have (1) filled out a 2026 Membership Application (available for download on the website), (2) provided proof of AMA membership, and (3) paid your 2026 membership dues! Note: even if you are 80 years old and above, you **MUST** still complete the first two steps!! No excuses, and no exceptions!!

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



John Morley

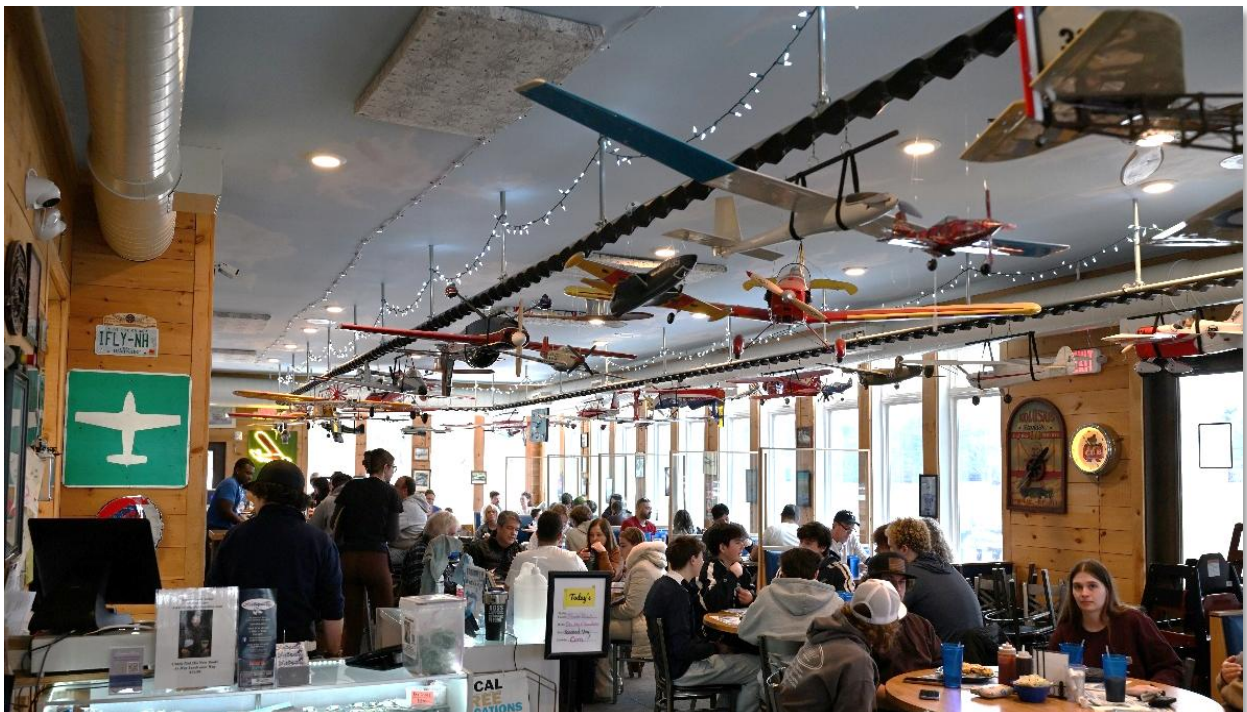
President, The 495th R/C Squadron, Inc.

June 15th , 2026

Winter Meet Up

On Saturday, January 17th, the club gathered for lunch at the Airfield Café at the Hampton, NH airport on the New Hampshire seacoast. Members enjoyed great food and good company at this unique airport venue.

Photos can be found: <https://photos.app.goo.gl/R54vH6PktLnTxdCK9>









Italian Banquet

On Wednesday, February 4th, the club gathered at the Tewksbury Congregational Church for an enjoyable Italian dinner. Members and guests were treated to a complete meal featuring spaghetti and meatballs, Caesar salad, rolls, drinks, and dessert. It was a wonderful evening of good food and fellowship.

Photos can be found: <https://photos.app.goo.gl/UjzZGMkBTPTcMYHH9>









The Club Auction

The Club auction held on March 21st, was a huge success! There were approximately 75 members and guests in attendance, and a great time was had by all! Many items changed hands – some at incredible prices! – and the club managed to make a net profit of approximately \$500.

Special thanks to John Morley, Mike Chase, Bob Goulet, Bob Merlino, Rita Smeltzer. Dave Silva, Bill Lentine make this event possible.

Picture can be found here: <https://photos.app.goo.gl/k32TM4qqv8cn7Zfz7>



SOLD!







Cessna 337 Skymaster Build

The Cessna 337 is a six seat, high-wing, twin piston engine aircraft built in a push-pull configuration with twin boom tail structure produced by Cessna from 1965 until 1980.

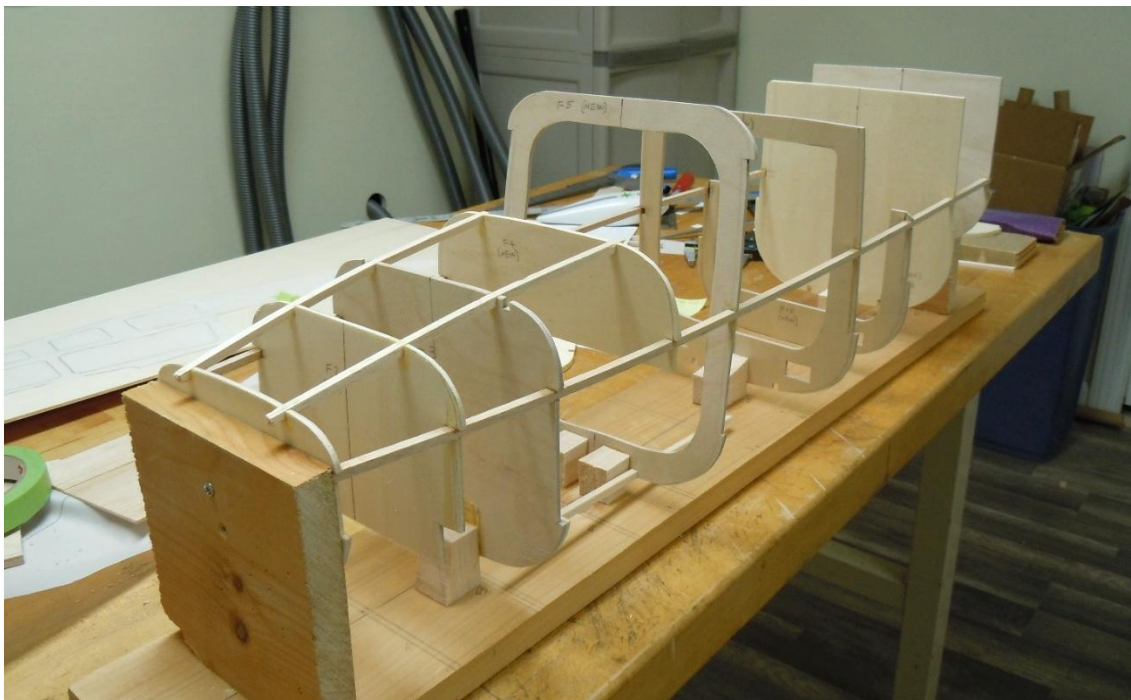
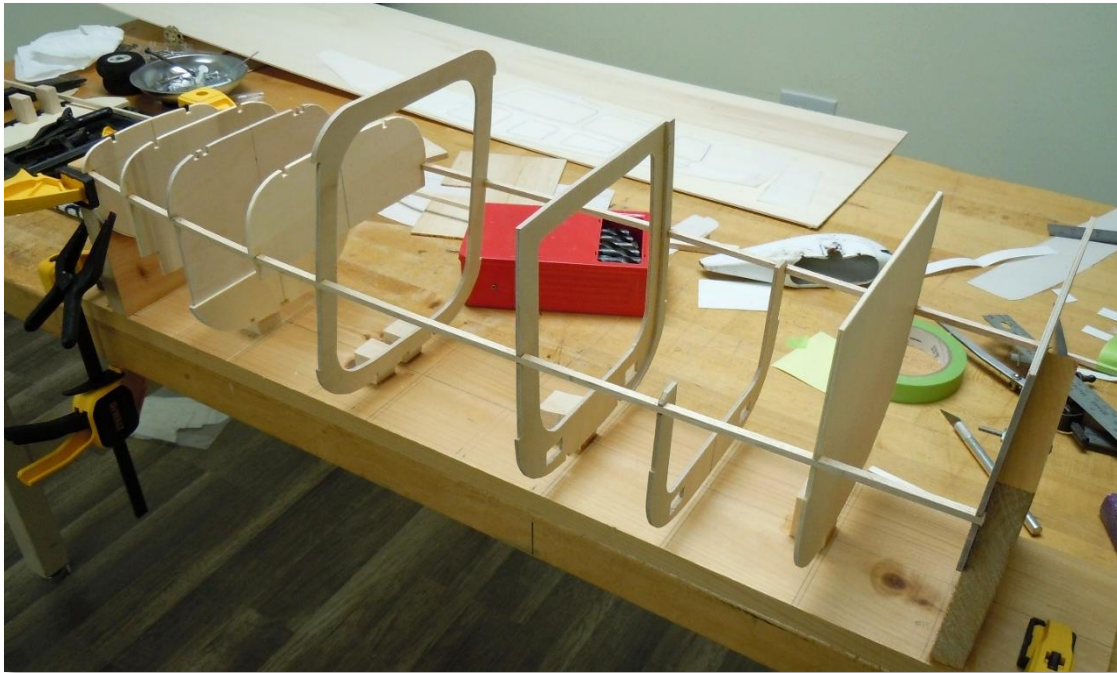
As I was searching for my next airplane build project, plans for a 1/6th scale model caught my eye. The unusual look of this plane, with a front engine pulling and a rear engine pushing peaked my interest, well, at least enough to order the plans and take a look. My first reaction was a *no build*, too complicated, too involved. However, as I studied the plans closer, I changed my mind. The plans were “friendly” and all the build looked doable, albeit extensive.

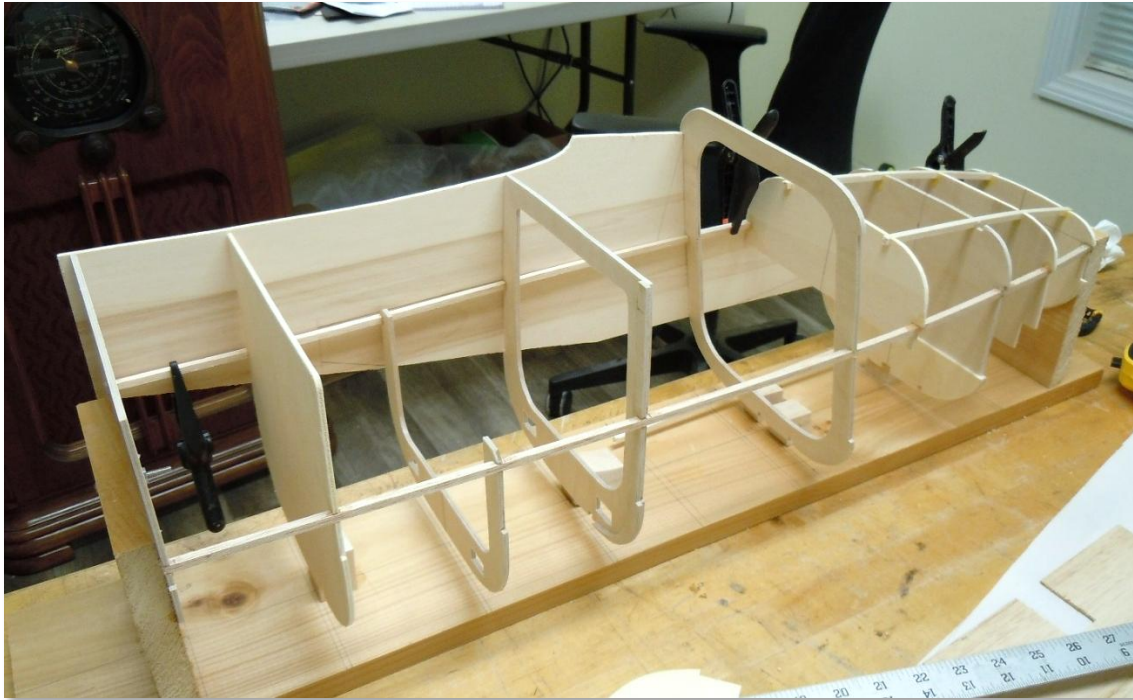
I decided to take on the challenge knowing full well this would be a very ambitious top to bottom *scratch build* project. That it was... I worked on it for about 11 months, lots of work, lots of challenges to say the least. But... I finished it... Voila’



The Fuselage

I built the fuselage first. The compound shape of the fuse immediately presented the first challenge... how to start this three dimensional puzzle... all shapes and curves... nothing could be pinned down on the building table. After some head scratching, the solution was a custom jig that held all the fuselage formers rigidly in place, exactly where they needed to be according to the plans.



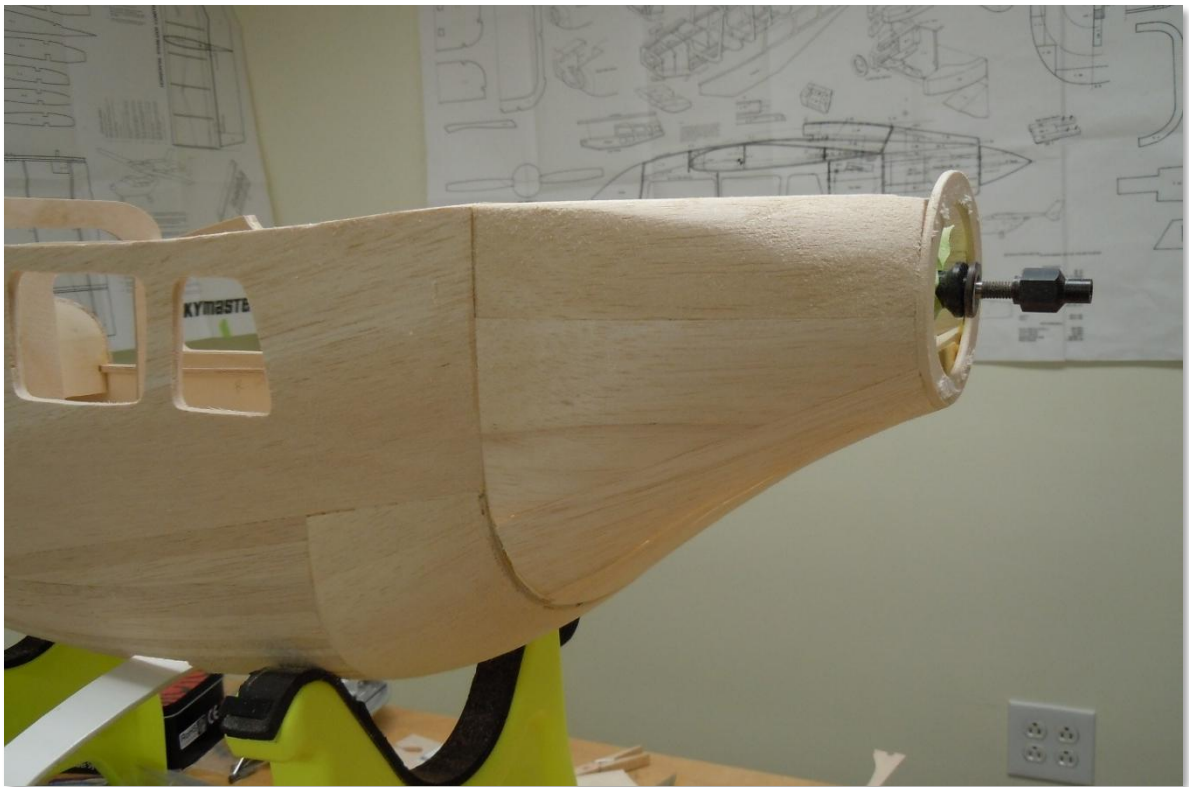
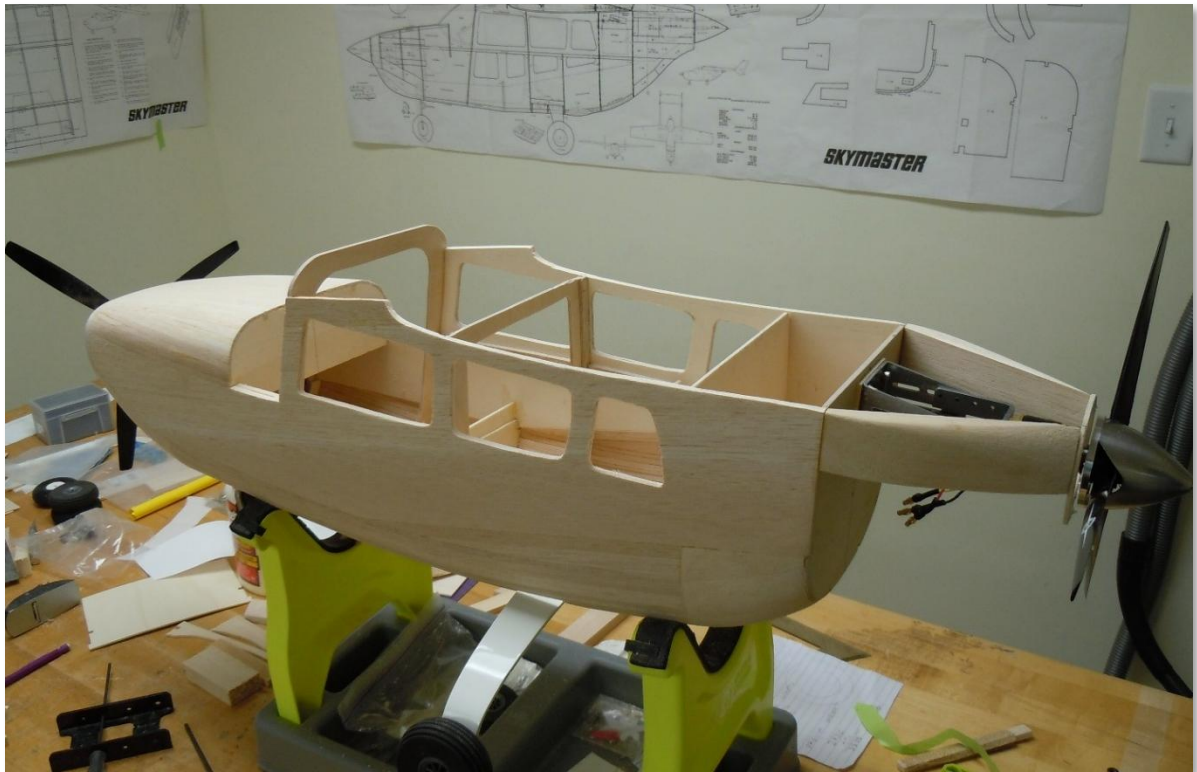


With the fuselage formers in place, then I was able to glue on lite-ply sides, which provided major structural elements to the fuse. At this point, the fuse was one solid piece and could be removed from the jig.



The top and the bottom of the fuse were then covered with 1/8" x 3/16" balsa strips (planks). Planking is the only way I know to cover compound surfaces. It is a slow and tedious process since each strip has to be customized and glued to the adjacent strip, but it works well. The resulting surface can then be sanded as one at the end, ready for paint or covering.

The front motor and nose wheel were mounted, along with the permanent front cowl section. A removable "section" in front of the nose wheel provides access to the motor, front ESC and the nose wheel mechanism.



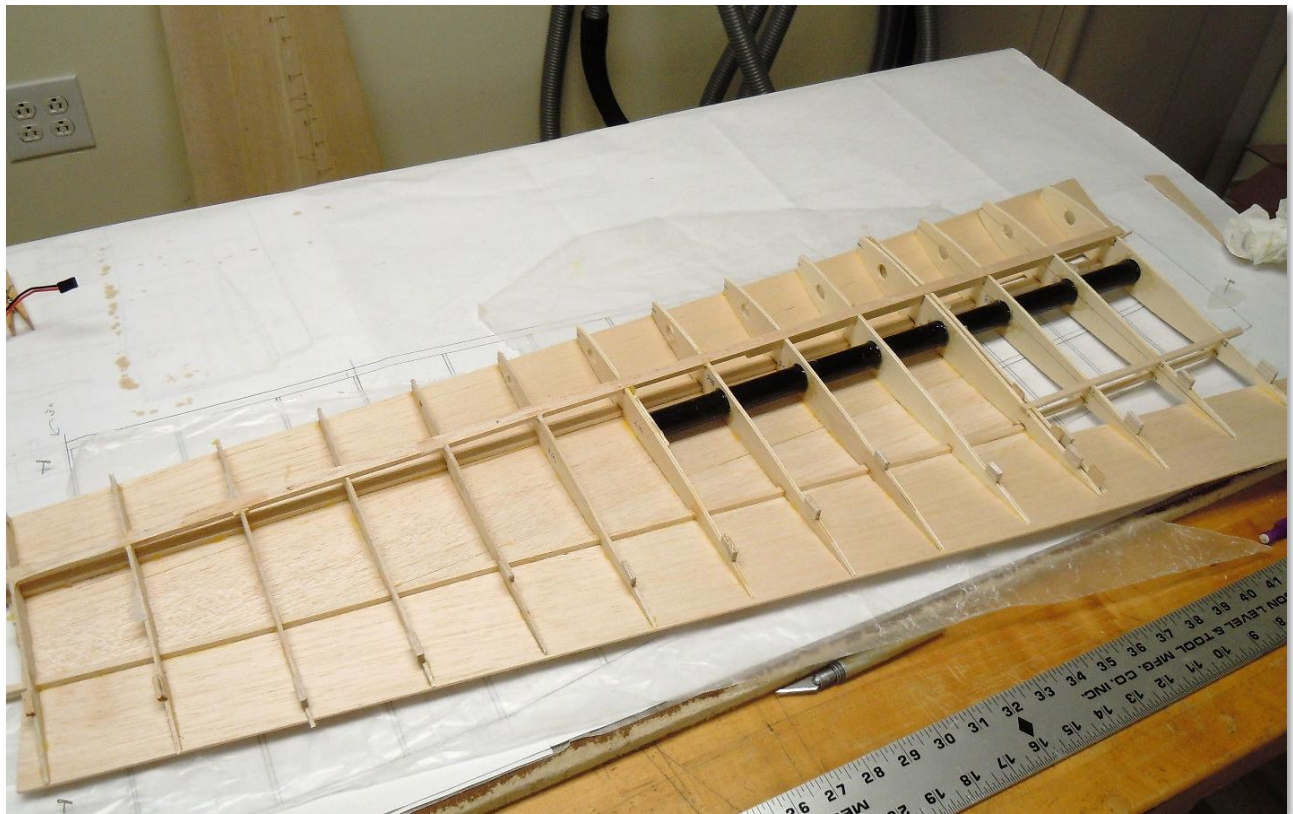
The rear motor is mounted. This will rotate a pusher propeller CCW and counter rotating with respect to the front motor. The rear section of the fuselage was formed with blocks of soft balsa, then shaped accordingly.

The main landing gear is supported with blocks of hardwood inside the fuse. A removable cover provides access to the landing gear mounting.

At this point, after much work, the unusual shape of the Skymaster fuselage is evident. By itself it looks more like a boat than a plane... but this is no ordinary boat... it will soon have wings.

The Wing

And speaking of wings, time to build the wing. The wing for the 337 is fairly conventional. The semi-symmetrical wing is built directly over the plans. A combination of lite ply and balsa ribs are supported by spars. The panels are then covered with 3/32" balsa sheets on both sides for finish and strength. Each half is built individually then joined to form a single 76" wing initially. Later, as we will see, the on-piece wing will be sectioned into three pieces: a center section, a left-wing panel and a right-wing panel. The center section will remain attached to the fuselage while the wing panels will be removable for transport. It has to fit in the car after all... kind of important!

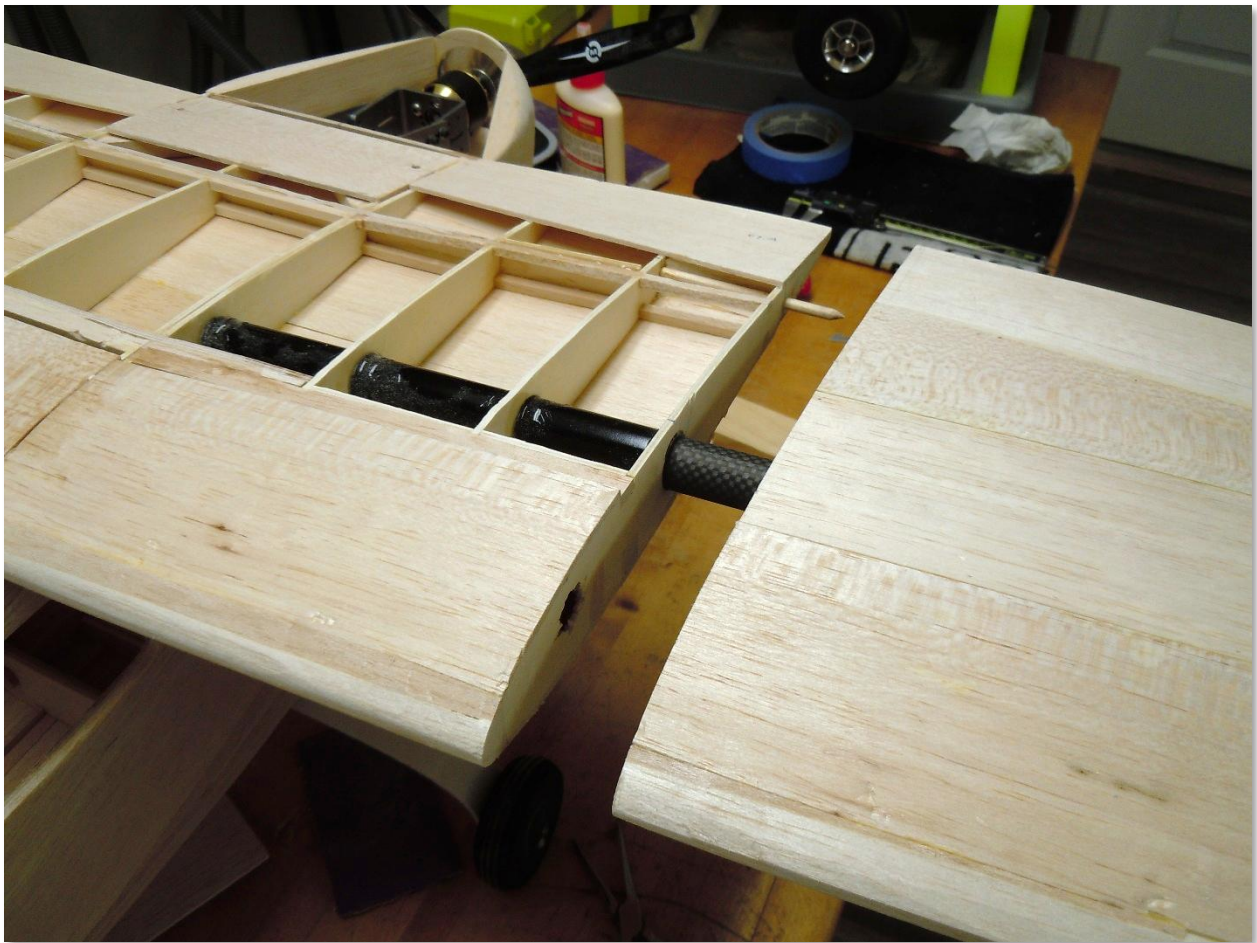




Although the wing may be conventional, it does not mean it's simple. A lot of planning goes into the wing: wing mounting, ailerons, flaps, servo installation for both, strut supports, wiring channels and wing tips just to name a few.

Most of all, as mentioned earlier, the left and right outer wing panels have to be removable for transport. Critical planning is required for this step. The key thing is carbon fiber wing tubes strategically embedded during the wing construction.

Later, when the wing is near completion, each wing panel is literally cut all the way through... yes... with a little hand saw... a delicate, nerve wrecking operation to be sure. The surgery went well. The beauty of this method is that the wing panels are guaranteed to align perfectly because the wing tubes were already installed before the cuts. Voila'.



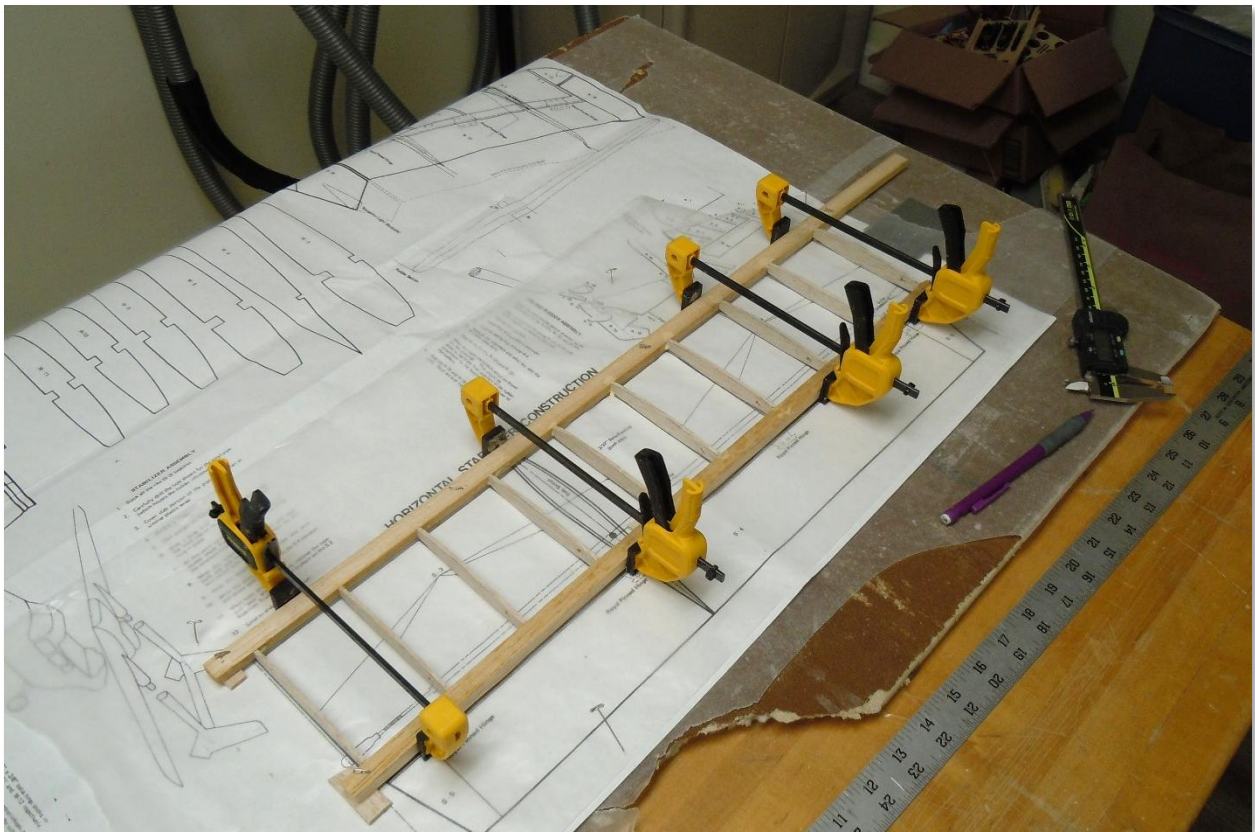
But we're not done yet... a latching mechanism is needed to keep the wing panels in place during flying... wouldn't want to lose those! I came up with my own clever latching device. The wing panel simply "clicks" in and locks into position. It is released with a button at the bottom of the wing.

After months of work I now had the fuselage mostly built and the wing pretty much all built. Ordinarily, with most other airplane projects the major part of the build would be over by now. But not with this

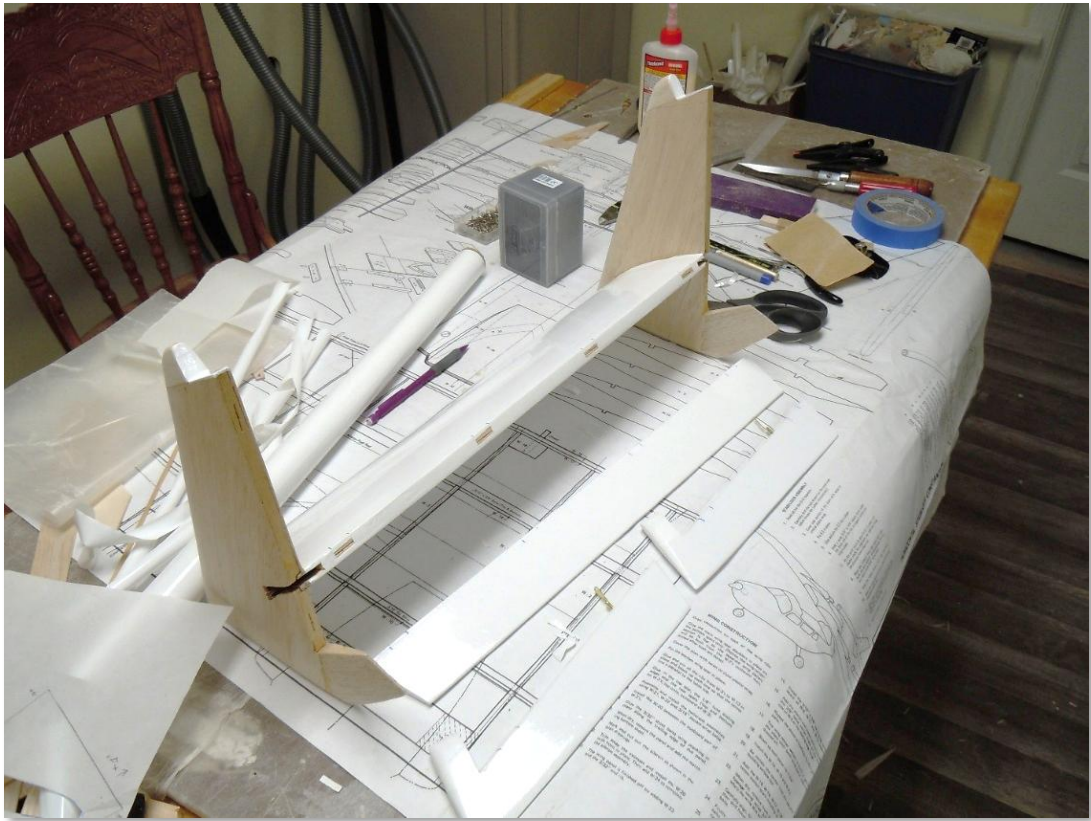
build. At this point, after all this work, I came to the realization that the hardest part of the build was still to be done... the booms and the tail. On this plane, the built-up tail structure consisting of two vertical stabilizers/rudders and the horizontal stab/elevator sitting on two booms... out on a limb. Pretty intimidating for scratch building. Exhausting! I must admit I had a few "what did I get myself into" moments.

Lucky for me all the help and motivation from Eddy got me through. After a while I started figuring out what to do with the tail.

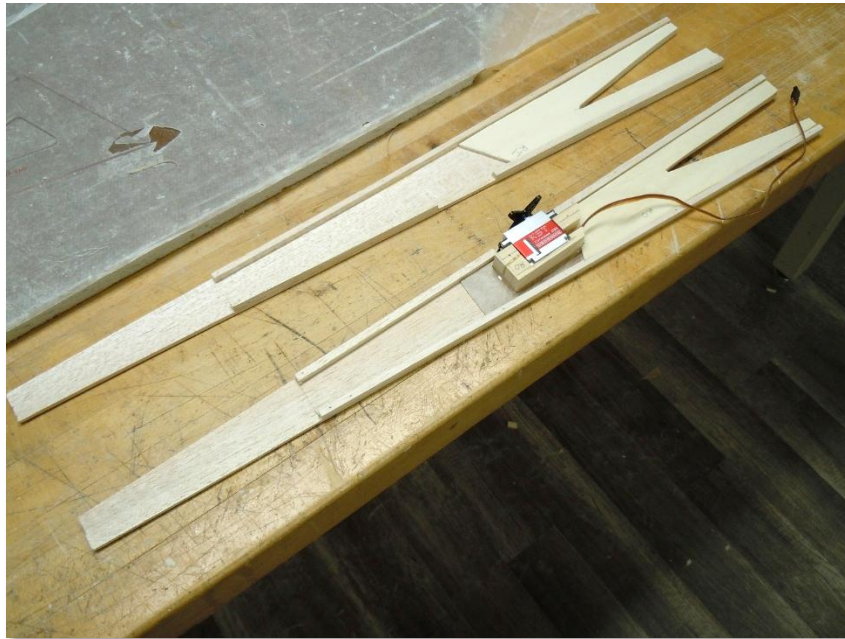
The Tail



I started by framing the horizontal stabilizer. Then I carried the same approach to the vertical stabs and ended up with three separate little structures. A lot of thought went into deciding how to hold the three structures in place... and then a bright idea... why not glue the three structures together, forming a complete "tail subassembly", to be mounted later. Brilliant! This made the whole tail construction so much easier!



The three components were aligned and glued, then the rudders and elevator were added. A special pushrod was built into the horizontal stab to connect the two rudders. To make things easier I covered the entire tail structure before mounting.



With the tail now in good shape, it was finally time to tackle the construction of the booms. Following the plans, these were built with balsa sides, reinforced with lite ply up front and capped with soft balsa for shaping. Each boom contained a tail servo, one for rudders and one for elevator.



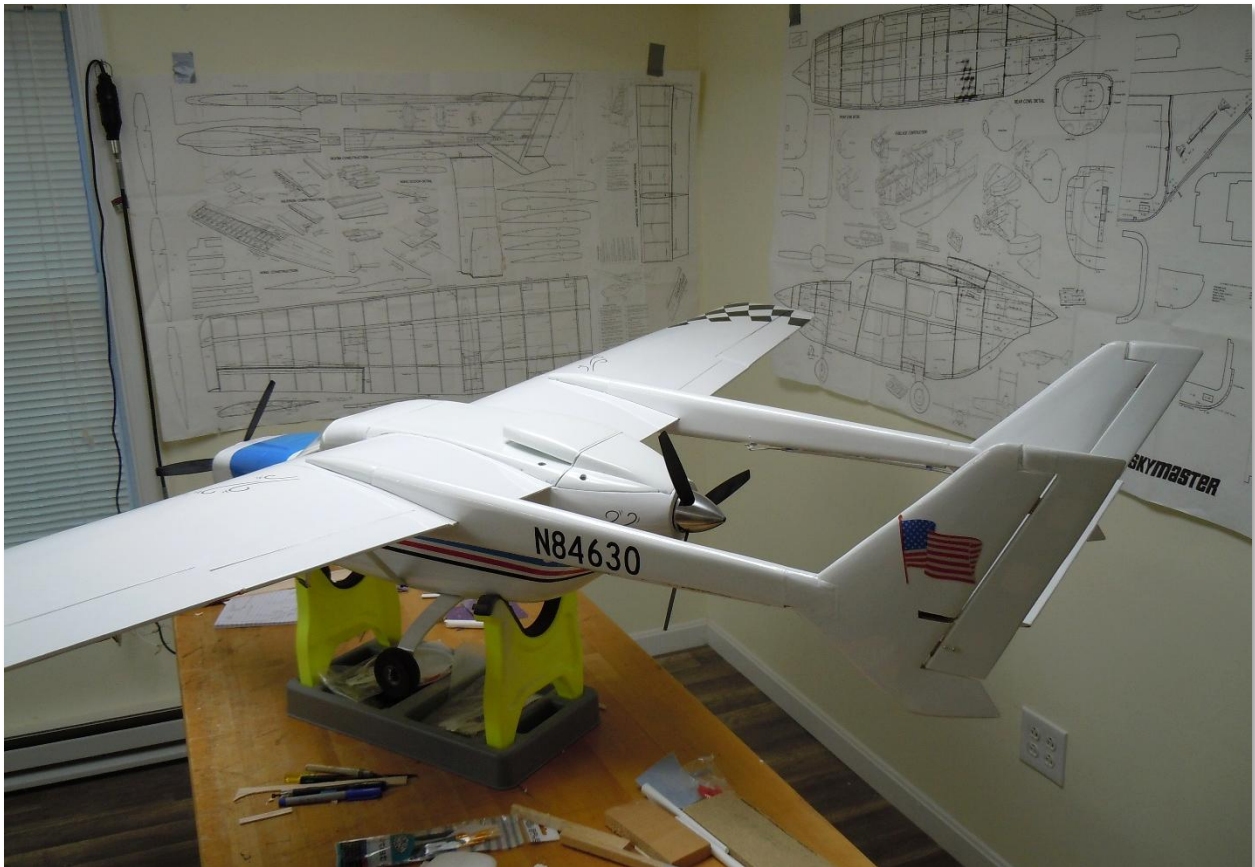
The booms were installed on the wing with screws in case they need to be removed. Proper alignment of the booms on the wing was a challenge. Finally the tail assembly was glued onto the booms, a difficult step for alignment, but it went fairly well. I was satisfied with the results.



But construction was not over. The top midwing section, the rear fuse section and the air scoop had to be built. One of the problems with the original Skymaster was the rear engine tendency to overheat. To help this, an air scoop on the wing pushed fresh air on the rear engine.

My model replicates a functional air scoop to cool the rear motor. A combination of the air scoop and additional airflow through the fuselage will hopefully be enough to keep the rear motor cool. We will verify this after the maiden voyage.

The rear ESC is also installed near the rear motor, in the path of the air stream. A small fan blows air directly over the ESC. Though it is important for the motor to be sufficiently cooled, it is even more important the ESC stays within its operational temperature range. If the ESC overheats, it will go into protection mode, reducing power to the motor. We don't want that.



Finally it was time to finish the covering. Lucky for me I had the assistance of Eddy again. This made a difficult covering job a lot easier and manageable. Kept things simple: all white base with UltraCote, red stripes on the bottom, some color striping on the sides and N numbers and decals supplied by Eddy and his connections. The fuselage was the toughest part given the unusual compound shape and curvatures. We were able to get it done with strips the long way, but it looked fine when we finished.

The Gear

The Skymaster was fitted with a very good avionics package:

- 3017 Scorpion motors, one in front and one in rear
- MA 12x6x3 prop up front, MA 12x6x3 Pusher prop out back
- Avian 100 ESC up front, this powers the plane
- Avian 70 Light ESC out back
- KST mini servos for control
- KST micro servos for flaps
- 8-chan Rx, (7 channels used)
- uniLight Pro Medium light set, powered by its own small Lipo battery
- Main power from one 6S4000 Lipo battery

Motor Setup

Fairly straightforward. The tractor motor up front turns CCW as normal. The pusher motor in the back also turns CCW but because they are mounted back to back to each other, the two props counter rotate with respect to each other, thus cancelling out the generated torque. Each motor has its own ESC, both ESCs receive the same throttle signal.

Eddy and I did some bench testing of the propulsion system. It generated 8-9 lbs of static thrust at full throttle and 4-5 lbs at half throttle, should be plenty. We timed over 10 minutes running on the bench at half throttle.

It's Done

Maiden voyage will be soon. I will let Andrew handle this maiden. The wing loading on this bird is quite a bit higher than I'm used to for this size plane, so I will seek the services of a more skilled test pilot... just in case. Let's see how it goes... fingers crossed.



Bob Merlino

Listen to Your Plane

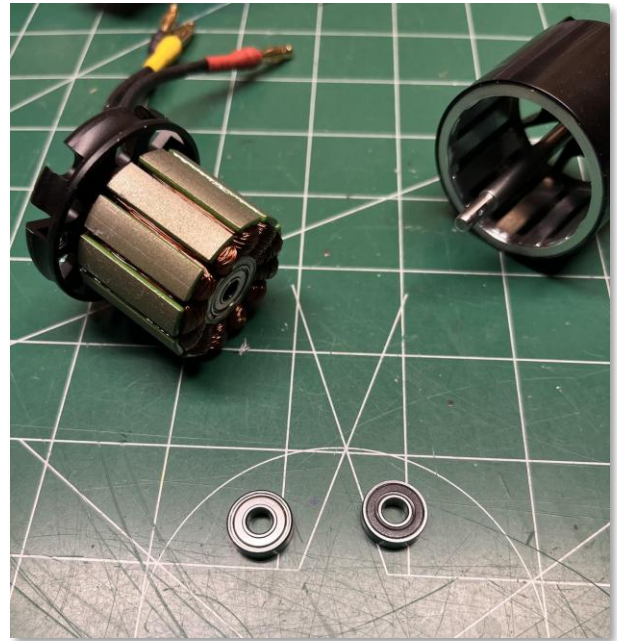
Mike Wall

Listen to your plane because it may be telling you that it needs your help. Last fall I was flying my T-28 and noticed that the motor did not sound quite right after take off. The plane was flying just as smoothly as always but the motor was louder than I had normally noticed on previous flights. The day was perfect for flying and I really didn't want to pack up the T-28 for the day, but my plane was letting me know it was time to land. After taxiing to the bench I began to troubleshoot for the cause of the louder-than-normal motor. I removed the prop, spinning and cowl, gave some throttle using the left stick, and again could hear that the motor was not making its usual sounds. There did not appear to be a loss of power but the plane was clearly telling me something was not right and whatever the cause of the sound would not be revealed quickly at the field.

Days later on the bench at home, I removed the motor from the T-28. Nothing seemed out of the ordinary and I knew I had to dig a little deeper into the motor. I suspected that one of the bearings was worn and focused on removing them from the motor. I pulled the can off the motor to reveal the magnets and to gain access to the motor's bearings. Visual inspection revealed a normal looking motor so I removed the bearings for closer examination. Sure enough, one of the bearings was not spinning as smoothly as the others. Finally the source of the anomalous motor sounds had been revealed. The only problem now was how to fix the problem.

The FMS manual gave no specifications for the components of the motor so I could not simply look up the size of a replacement bearing. Thankfully, having a digital caliper was just the tool needed to find the replacement size. The bearing measured 5x13x4mm and replacements were ordered. After receiving the new bearings a few days later the motor was reassembled with the new bearing. With the newly refurbished motor installed the prop spins freely with no loud noises anymore. The T-28 will make its new maiden this spring once the weather improves and we are all back flying at the field.

Take the time to listen to your plane. It may be telling you it needs a little assistance, and by doing so could prevent disaster for your model. Had I not listened to my plane, I could have very well tested my deadstick landing skills and may not have a chance to fly one of my favorite all time planes.



With the motor disassembled the old bearings could be removed. The old, worn bearing is on the left and the new sealed bearing is on the right.



New sealed bearing installed on the T-28's motor.



The repaired motor, prop and spinning all reinstalled that the loud sounds are gone. All ready for the re-maiden flight.

Happy Spring! See you at the field!



Mike Wall

Club Calendar

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Aug. 8, 2026	National Model Aviation Day Fun Fly
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Sept. 12, 2026	Annual Member Picnic!
Oct. 7, 2026	Club Meeting
Oct. 10, 2026	Field Work Party!
Oct. 17, 2026	Fall Classic Car Rally
Nov. 4, 2026	Club Meeting- Annual Business meeting and election
Dec. 2, 2026	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.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