MASSACHUSETTS
THE 495TH R/C SQUADRON

The Pinnacle

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AMA ACADEMY OF MODEL AERONAUTICS

The Official Journal of the 495th R/C Squadron
Tewksbury, MA
AMA Gold Leader Club, Charter #340

EAA 106 Field Trip

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 sales@advancednotebook.com

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495 R/C Squadron, Inc.

Next Meeting ..... Wednesday, June 5TH 7:30 P.M.
Next Events ..... Kids fun fly, June 8th
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From the Editor

Newsletter is for everyone. If you have great ideas, stories and photos to share, please do not hesitate to contact me @ (sales@advancednotebook.com)

I want to thank club member Mike Wall for supporting multiples articles in this month's newsletter. My family member from overseas is recently here so I have been missing from all club activities for almost a month. Luckily with his support, I can still get a good idea about what happens at the filed and be able to finish the newsletter (sorry for the late).

In EAA Chapter 106 field trip, we saw there are few home build RV-8 air plane. I happen to own one of the 46 size ARF by Hangar 9 from 10 years ago. It is certainly a good looking model with great flying character. Hope I can have time to fly it more this year.

Hope to see you all at the field !

Calvin Hsieh
495th R/C Squadron Newsletter Editor

Hanger 9 RV8 46 Size ARF (Phased out)

2024 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.

This column is a milestone of sorts for me as it is my 100th 'View From The Left Seat' column as President! The first column I wrote was published back in Nov. 2005, and now almost 20 years later we are still going strong! Some of you might be wondering where the name for this column, *View From The Left Seat™,* comes from? In full-scale, fixed-wing aviation, the pilot of the aircraft traditionally occupies the left-hand seat in the cockpit, so I thought that I would play on that idea as a theme for a President's monthly column. It's been a fun ride so far, and I've always said I'll keep going as long as it continues to be fun! Here is to the next 100 columns!

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 right on track for this time of the year! More members means more people flying & racing at the field, and more fun, but it also mean that the club has sufficient income to pay our expenses, while slightly growing our bank account, which is always the goal from year to year! Occasionally, the club will have some big expenses such as tractor and shed acquisitions that make this impossible, but for the most part we try to operate 'in the black'!

Continuing something that we've tried the past few years, the July and August meetings will be held at the Ogonowski flying field. Due to the July 4th holiday, the July meeting will be held one week late on July 10th at 7PM (note, this is ½ hour earlier!), and will feature a BBQ of hamburgers, hot dogs, chips, soda, and dessert! Come early, and fly and race before the food is served! The August meeting will also start at 7PM, and will feature the annual *Ice Cream Social.* Please plan to attend these meeting, and enjoy the camaraderie of your fellow members, some flying & racing, and some really good eats!

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! Trust me, the order is important as we'll all see! I know I seem like I'm constantly harping on the dangers of electric airplanes, but they really can bite! We recently had a member struck by an electric airplane propeller while setting up his model on the bench! Apparently, the throttle failsafe was mistakenly set for 'full throttle', and when the transmitter was reset, the model leaped forward at high RPM toward the member. Putting his forearm up instinctively to stop the model, the member suffered some severe lacerations to his arm. It was not good! So, what can we learn from this? First, ALWAYS remove the propeller from a model you are programming! Second, never put any part of your body inside the arc of the propeller for any reason! 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!

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!**

Prop Injury

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 it's 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 2024 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 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, 2024! Please don't wait, and get your renewal done as soon as possible!

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! The next regular BOD meeting will be held on Wednesday June 26th, 2024 at 7:30 PM.

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

John Morley June 8th, 2024
President, The 495th R/C Squadron, Inc.

It's Back …

Mike Wall

Members will vividly remember the scene from last season as the corn stalks grew to be about ten feet tall, intimating the RC pilots that had to navigate a continuously growing obstacle. Well guess what? It's back …

Young seedlings of corn had already emerged by the end of May.

What seemed like an innocuous seasonal crop morphed into a naturally grown foe for some of the radio controlled hobbyists last summer. The ever taller stalks of corn created both a physical and mental hurdle for our planes and pilots to overcome. The claustrophobic feeling of being boxed in, an unusual feeling at our usually spacious field, had taken some time to get used to last summer. Some people felt uneasy flying among the growing crops and there were good reasons for this, too. If a plane found its way into the vast rows of corn, it was no longer a simple task of retrieval. Unfortunately, I was one of those pilots who had to navigate through the dense rows of corn to find a plane that didn't quite make it to the runway on final approach.

While the corn was certainly a challenge for us to deal with last year, there may be some things we can do to facilitate a search and rescue mission, should it be necessary. One item that I purchased last summer and now add to my airplanes is an Apple Airtag. This small battery powered device can be easily attached to the inside of a plane with some hook and loop fasteners. The Airtag is like a mobile waypoint and can make it easier to find a plane when there is no longer any line of sight to help with finding it. The Airtag is only one and half inches in diameter and weighs just 0.39 ounces (or 11 grams for our international readers). You can customize the name of your Airtag, in case you have more than one, to make it easier to find the one that is attached inside your model airplane. In fact, why not bring two to the flying field. Name one of them "My Plane" and the other "This Way Out." Keep one of the Airtags in your plane, should you need it for model retrieval, and keep another one near your car to help you find your way out of the maze of corn once you have your plane. Upon entering the field of tall corn, it may not be so simple to find the way out and having that extra waypoint can lead you back out of the corn. Without seeing any reference points from the flying field, one can quickly become disoriented and lose positional awareness tucked inside the tightly planted crops. Having another Airtag to point you in the correct direction can make exiting the *Field of Dreams* less of a nightmare.

While Airtags are marketed for use with iPhones, there are other similar devices that should work for those using an Android device. At the time of this article, a 4-pack of Airtags is available on Amazon for about $80. A $20 investment might be the difference between finding your plane or

not. The Airtag is simple to use. It connects to your phone using a Bluetooth connection and utilizes Apple's Find My network. The Airtag will show up on the list of devices using the Find My app on your phone. Tapping on the Airtag will show its location on the map and even indicate what direction for you to move in order to find your Airtag. Having two customized Airtags, one on your plane and the other at your car, can make getting into and out of the maze a little easier. A great solution when navigating through the corn maze and may ease some folks' anxiety levels.

Apple's Airtags are only 1 ½ inches in diameter and weigh just 0.39 ounces. They can be purchased in a 4-pack or individually.

As challenging as it was dealing with our newly boxed in runway last season, the tall corn may also present an opportunity to improve our flying skills. When making the turn onto final from the base leg, it is now more important to have a touchdown point predetermined, especially for larger planes or models that have a higher landing speed. Our runway is long and on most approaches there is plenty of room to land just about anywhere on the grass under normal circumstances. With the corn creating a barrier at each end of the runway it is important to touch down early enough so that there is enough length of runway remaining for stopping your plane before it crashes into the corn stalks. Additionally, decisions for a go-around must be made sooner than in the past to ensure that your plane gains enough altitude to clear the tall stalks that box in the runway. Since the corn stalks will likely grow to be very tall again this summer, why not use the closed-in runway to practice some other skills, like steep approaches or slips. Most days when flying at Pinnacle Street, these maneuvers are not needed but they are great skills to acquire and will make us better pilots.

As much as the corn is not desirable for us at the field, it does have one attribute that cannot be overlooked. It is softer than the ground. When a plane crashes (or should we call it a corn landing) and impacts the tall stalks of corn, the force is usually softer than when making contact with terra firma. (As a physics teacher I should use this example to illustrate the concept of Impulse with my classes.) I can attest to this firsthand, as one of my planes stalled when turning onto final (it was my fault, of course) but the damage was almost nonexistent when I recovered my plane. The tall corn cushions the impact and minimizes the damage. Think of the corn as a natural airbag for hard landings…I mean corn landings.

Our "Field of Dreams" flying field last season. As the corn grew taller our runway felt smaller and smaller.

The corn is not going anywhere and since we all enjoy flying our model airplanes we might as well find something positive about it to keep enjoying the hobby we love. Perhaps we might find that the corn helps us become better RC pilots. Wouldn't that be *a-maizing*!

See you at the field!

Mike Wall

Lawn Care Crew, Lew

Mike Wall

Lew prepping his Sukhoi SU-29MM for flight.

Longtime club member, Lew Sanderson, has been, at times, a one-man lawn care crew for our flying field. Our members enjoy a long strip of short cut grass (and clover) from which to take off and land but the maintenance of the grass does not happen on its own. You will frequently find Lew at our field, flying his Sukhoi high in the sky performing his aerobatics. Rolling harriers, flat spins and other maneuvers are part of his skill set on the sticks, but when he is at the field not flying (or chatting away with members and visitors) he is always mindful of the condition of the runway and taxi areas for our planes. Oh sure, our prop planes can help to trim the long grass blades from time to time, but it takes the efforts of Lew to keep the field in tiptop shape for all of us to enjoy.

Mindful that many members do not have unlimited flying time at the field, Lew will mow around people's flights. As a retiree he can spend more time at Pinnacle Street, mostly flying his aerobatic routines or conversing with members and guests, but he realizes that time on the sticks is precious for some members. The chore of mowing the grass to keep the field ready for members to use is not an easy task. Mowing just the runway itself can take up to an hour of his time and cutting the rest of the grass between the benches easily eats up another hour.

Mowing our field is not as simple as just firing up the mower and setting the blade to a height of an inch and a half. There is a heavy roller that also needs to be attached to the mower to smooth out the bumps as the grass is mowed. The fabric runway also increases the time it takes to mow because one either needs to drive around it, or continually disengage the mower's blades when driving over it to prevent the fabric from being damaged by the mower. A few passes with the mower will make one appreciate just how long and wide our runway is. With so many starting benches, prep benches, pin pole, and other curved landscaping features at our field, mowing often requires frequent stopping and starting to move obstacles out of the way.

Here's Lew making our runway the envy of other clubs.

Lew willingly does this voluntary lawn maintenance week after week during our flying season. There are some weeks when Lew cuts the grass for our club twice, especially during the early flying season in the spring when the cool season grasses grow at their fastest. That's a lot of time driving the mower! Thank you, Lew, for all your efforts so that we can enjoy the best flying field in the area. The weather has been great for flying so far this season. Let's get out and enjoy all the efforts of Lew and maybe even have a conversation or two with him!

Mike Wall

2024 Aviation STEM Expo

Science, Technology, Engineering, and Math

On Thursday, May 23rd, the 495th R/C Squadron participated at the 2024 Aviation STEM (Science, Technology, Engineering, and Math) Expo at Logan International Airport. Hosted by the Massachusetts Port Authority and the Federal Aviation Administration (FAA), the expo was established to expose inner-city school children in Boston to aviation and other high technology persuit, and is held each year in May.

The club was represented by at the Expo by Bill and Rita Smeltzer, who brought a collection of R/C airplanes and cars to show to the kids! The Expo is setup in the Delta Airlines hangar adjacent to the cargo ramp at Logan, and was filled with a number of full-scale GA (General Aviation) planes for the kids to look at and ask questions about! Outside on the ramp, a number of larger aircraft were on display including a Mass. State Police Eurocopter helicopter, a FedEx B767-F freighter, and a Cape Air Cessna 402.

Thanks to Bill and Rita Smeltzer for taking the time to undertake this important event on behalf of the club! As a club, one of the most important things we can do is encourage kids to study and work hard, and to apply themselves in a STEM type field for the future!

Submitted by: John Morley
Date: June 6, 2024

Photos by Rita Smelter


FedEx
CAUTION
K-9 TEAMS
AT WORK


05 23 2024


DELTA
N109CP

Scratch Build Project

On Wednesday evening, May 1st, 2024, club meeting featuring long-time member Bob Merlino to talk about his current project; a build of a PT-19 aircraft based on plans from circa 1955. This is a 'must attend' event! Refreshments will be served!

Longtime member and friend, Bob Merlino, was the guest speaker at the May 2024 club meeting to present his latest scratch build project, the Fairchild PT-19. In retirement, Bob has become a prolific airplane builder, and following the build of several Sig Kadets, a scratch built Piper J3 Cub, his latest project is a plans built PT-19. This project is particularily unique in that the plans Bob used to build the model were originally published in the mid-1950's, long before the advent of modern R/C electronics. The original design detailed the use of rubber band powered 'escapements' - a fully 'On' or fully 'Off' mechanism - for all control surfaces except the elevator, which used a rudimentary 8 position (4 'Up' / 4 'down') servo, a tube receiver, and almost 1 lb of batteries!

Starting with raw, uncut Balsa wood, Bob cut all the necessary parts by hand, before assembling! And, everyone thought kits were hard! A number of changes to the original design were made

including removable outer wing panels, and adding a battery hatch for the conversion to electric power! As presented, the model was still in its uncovered state, but it sure to be a beauty once finished!

As part of the discussion, Bob described the typical preflight process of verifying the flight batteries were good, and 'winding' the escapements! Bob went on the describe the somewhat harrowing process of flying the model in as scale-like a manner as possible! We are surely spoiled by the high capacity batteries we now enjoy, as well as the sophisticated and reliable electronics we have come to count on! Although commercially available, most of the gear that was available was hand built, and very expensive, especially considering the performance. Radio systems of that era cost thousands of dollars (in the mid-1950's!), and only had a small fraction of the capability of our radios today!

Thanks Bob for a wonderful presentaiton.

Submitted by: John Morley
Date: June 6, 2024

Maiden Flight of the Nexa DH .82 Tiger Moth

Mike Wall

It was a splendid Sunday morning in late April for a maiden flight. The winds were light and the sky was partly cloudy, but there was just enough texture to the clouds making for easy visibility. A 4S 4000 mAH Admiral battery was shoved all the way forward to the firewall and strapped securely into place. A check of the control surfaces ensured all were moving in their correct directions and without any binding. Because this was a maiden flight I also opted for another range check. I had done one at home once the Tiger Moth was built, but taking a few more minutes to for a range check verifies that the transmitter and receivers are communicating well with each other.

Light winds and bright skies made for a great day for a maiden flight.

I am using a repurposed AR637TA from an earlier model and performed a factory reset before binding it to the Tiger Moth. This Spektrum receiver will provide AS3X and SAFE, if needed. I set up the AS3X gains with the factory recommendations to start but chose to use variable gains. The gains are assigned to a free channel on the receiver and set to the right slider so that I can adjust the gains while in flight. The AS3X gyro is assigned to a 3 position switch so that I can have the AS3X gyro working, switched completely off, or have SAFE engaged. It is always important to verify that the AS3X gyro is correctly adjusting the control surfaces before taking off. If they are not moving correctly, one can very quickly find their plane losing control when AS3X or SAFE is

selected for the flight. With the AS3X working properly it was almost time for the first flight of the Tiger Moth.

After reading some online forums I knew that balancing the Tiger Moth's center of gravity would be challenging. I purposely mounted the ESC ahead of the firewall onto the motor mount screws to push as much weight as far forward as possible. Even with the battery pushed to the firewall and the ESC mounted far forward I still needed to add an additional 4.5 ounces of weight to the front of the plane. The Tiger Moth is balanced very close to neutral with this added nose weight at about 130 mm back from the upper wing's leading edge.

Now it was finally time for the maiden flight. The Tiger Moth is easy to taxi and has plenty of through on the rudder and tail wheel. After navigating the bumps on the runway, I lined her up on the fabric runway and smoothly advanced the throttle. A touch of right rudder was needed to counter a bit of torque from the spinning prop and the Tiger Moth effortlessly took flight. The Admiral GP5 4220 motor had plenty of power when paired to the 12 x 6 prop. A little trim was needed on all three axes. Immediately apparent was that the Tiger Moth absolutely needs rudder to carve its turns. Without mixing in rudder the Tiger Moth will barely skid into its turns. I found the turns could be initiated using the rudder and the ailerons were best used as a compliment to the rudder to make each turn smooth and stable.

Range check is done. An Admiral 4S 4000mAh is loaded and ready to go.

The ailerons were anemic. I will need to change the location of the control linkage to an inner hole to get more aileron authority. The Tiger Moth would not complete an aileron roll with only throwing the right stick to the left or the right. When mixing in the rudder, the plane would perform a barrel roll, which looks cool, but I think it could be better with more aileron travel. There was plenty of rudder control on the ground and in the air. Stall turns were effortless with all the rudder authority. The elevator was very effective and it was easy to make pitch changes with the right stick. I started out using 10% expo for each axis and noticed that all were too sensitive to my liking. After the first and second batteries I incrementally increased the aileron and elevator expo to 35% and the rudder expo 30%. This seemed to smooth out the flight a bit for me, though I know that everyone has their own preferences when it comes to rates and expo.

Stalls are very gentle and uneventful. I did not really see a noticeable wing drop when I did some power off stall tests. Adding power and relaxing the controls effortlessly recovered the stalls. The Admiral GP5 motor provided plenty of power in flight. I found I was using just over half throttle for most of the flights. This amount of power delivered plenty of speed and throttling back settled

the plane into a nice scale pace in the sky. At about the time of the third battery I was getting a good feel for her flight characteristics and was carving out smooth, coordinated turns.

As with any maiden flight, the landing always causes the most anxiety. Afterall, the landing is the only maneuver that must be performed. The challenge is finding the proper landing speed to establish a stabilized approach. I turned from base onto final, reduced the throttle to about 10% and adjusted a slightly nose down pitch and aligned with the runway. The speed was a bit too fast for the first approach and the Tiger Moth floated about a foot off the ground for about a quarter of the runway. I will still need a few more flights to get more confident with finding the proper landing speed. Holding the plane parallel to the ground did bleed off the speed for a smooth touchdown on the mains. The landing gear have a little bounce to them, but not in a bad way. They should help to soak up any bumps on our grass landing strip.

I prefer to limit my flight times so that at the end of the flight the batteries are at storage voltage. I find that this helps increase the longevity of the batteries. I was flying the Tiger Moth for six minutes using a 4S 4000 mAh and seven minutes when powered with a 4S 5000 mAh battery to get each cell down to 3.8 volts. Using the Spektrum DSMX Remote Receiver paired to the AR637TA yielded four of the six flights with zero frame losses and zero holds. The other flights had less than ten frame losses.

Overall, this was a fun plane to fly. The flight characteristics were different from other planes that I have flown. The Tiger Moth needs rudder input to coordinate every turn. Moving the control linkages should help with gaining more aileron authority to liven up the roll rate. The AS3X worked flawlessly and I did not have to adjust the gains from the recommended factory settings. The plane seems to be well built and after six flights everything seemed to hold up just fine. It will be fun to get the Tiger Moth back to the field for some more scale flying!

The Tiger Moth is holding short of the runway, waiting to take flight to the southwest for the first time.

See you at the field!

Mike Wall

EAA 106 Field Trip

John Morley

On Saturday April 27th, the 495th R/C Squadron was hosted by EAA Chapter 106 at the Lawrence Municipal Airport in No. Andover, MA. The purpose of the field trip was to visit EAA106 to view their facilities and airplanes. EAA106 is a chapter organization of the Experimental Aircraft Association, a national organization of aviation enthusiasts primarily focused on 'Homebuilt' or experimental aviation. In addition to being an association of airplane builders, the EAA is also one of the premiere aviation advocacy organization in the US, similar to the AMA for model aviation. Our organizations share a lot in common, especially the fight to hold back onerous government regulations and overreach, so it's only natural that they have shared a close relationship in recent years!

Local chapters of the EAA, such as EAA106, sponsor free 'Young Eagle' flights to introduce young people to aviation, and 'Eagle' flights to older people who might want to learn to fly. The national EAA organization sponsors the annual 'Airventure' airshow in Oshkosh, WI each summer.

Sixteen members and friends of the 495th R/C Squadron were greeted by EAA106 President Ed Masterson, and introduced to the chapter. Everyone then received a tour of the facilities to include viewing and discussion of airplanes such as the all-composite Rutan Varieze, the all-aluminum Vans RV8, the tube-and-fabric Challenger II Ultralight, and the all-composite Pipistrel Motorglider. Each of these airplanes was unique in its own way, and the members enjoyed learning more about them!

Following the visit to EAA106, a BBQ lunch of hamburgers and hot dogs was served in John Morley's Piper Cub hangar at the airport.

Date: June 6, 2024

Photos by Mickey Shih


Experimental
Aircraft Association
Ch - 106
135


N18XD


NC 87

Bob Brodeur

I was recently saddened to learn that long-time RC modeling enthusiast, and friend to many in the 495th R/C Squadron, Mr. Bob Brodeur, of Nashua, NH, has passed away. Many club members will remember Bob as the owner of RC Buyers Warehouse in Nashua.

For many of us, RC Buyers was the 'go to' place for many years for kits, fuel, batteries, and other supplies to feed our common addiction of R/C modeling! It was also a great social gathering spot for like-mided hobbyists, and a place to learn new things from the knowlegeable and skilled staff! Bob proudly served in the US Army, followed by a 25 year career as a grocery buy for a major New Hampshire grocery chain. He retired in 1991 to pursue a lifelong dream of opening his own hobby store, RC Buyers Warehouse, which he ran alongside his daughter Sandy for the next 26 years until his retirement in 2017. Bob was a passionate R/C modeler, pilot, antique car collector, and traveler, and will be sorely missed by all who knew him and called him a friend! Bob was 87 years old.

Submitted by: John Morley
Date: June 6, 2024

Club Calendar

Club Events

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Oct. 14, 2023	Ogonowski Field Work Party!
Oct. 15, 2023	Andover Pack 76 - Rockets!
Oct. 21, 2023	Fall Classic Car Rally!
Nov. 1, 2023	Club Meeting - Annual Business Meeting and Elections
Dec. 6, 2023	Club Meeting

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.snhrcc.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