



AMA CHARTER 339

July 2005

VOLUME 42 NUMBER 7

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GENERAL MEETING

Wednesday July
20th
7: 30 PM

JULY SPEAKER



Web Photo

Ware Fuller will show off his BD5 jet. This is the same plane as the Coors Lite Silver Bullet. The meeting will start in the Upper South parking lot at 7:30 and continue inside as usual.

See back page for directions.

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JULY RAFFLE

1st Prize Your Choice



Blitz Foamy Biplane

or



Hobby People Yak 18

Second prize

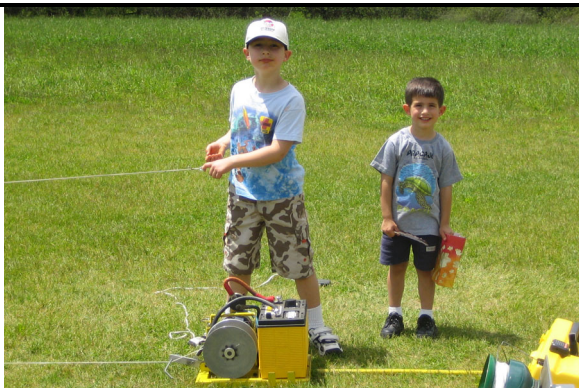
*A neat free flight glider for
the kids!*

and

WON
a
COOL TOOL
for

Show-n-Tell

President's Letter



Welcome to summer in New England! The heat makes for some great lift and some nice relaxing days at the field. Check out my own winch and retriever operators enjoying the sunshine.

I think we made a great contribution to the Open House at the Collings Foundation. A special thanks to Tony Davids for his work as the CD and to Dick Williamson for his CD contribution too. The weather was great and the flying was even better. Mitch Buckley put on a grand performance – he flew his Hangar 9 Sukoi. Mitch had placed 6th the week before at the XFC Extreme Flight Championships in Dayton, OH and showed off his routine for the local crowd. Ron Civomen (hope I spelled that right), I believe he is one of the folks from, Crow Island flew his beautiful P-51 and F-4U Corsair. There were many other fliers including gas, glow, electric and sailplanes – we will be doing some “off-season” work to assure that next year is a two day event.

We have a couple of contests coming up this month. If you get this before the weekend (for you on-line people) then we have the Hand Launch Contest. On July 30th we will have our RES contest – and many thanks to Mark Drela and to Tracy Clark for CD'ing these events.

We are always looking for new and interesting speakers at our meetings any suggestions or ideas are always welcome. As you know these is great effort in putting our newsletter, events and meetings together Jean-Pierre Riu and David Spielman have been doing a great job and I just want to thank them again.

I hope you all take the time to look at the new CRRC Media Center <http://mediacenter.charlesriverrrc.org/> it looks great! Any additions will be well received. Joel Foner has done the CRRC site proud finding a great service and setting everything up.

One last thing – lets find some Show and Tells... this month I want to be picking names out of a hat (I'll bring one so at least it will be a coin flip).

Fly safe and many happy landings,
Andrew

Treasurer's Report

TREASURER'S REPORT Report Date 6/30/2005

Starting Balance 05/31/05	
Checking	\$6,143.21
Savings (mistakenly reported last month as \$948.83)	\$939.33
Cash Box	\$25.00
PayPal Acct	\$293.75
CD Accounts	\$4,500.00
Total Starting	\$11,901.29
Income	
Interest: Savings	\$0.46
Total Income	\$0.46
Expenses	
Jack Buckley, 2005 Scale Masters Qualifier, #1433	\$600.00
Ken Antonellis, gravel for BMFF road. #1434	\$491.00
Ken Antonellis, food for 2005 Family Day, #1435	\$73.07
Tomer Jackman, food for 2005 Family Day, #1436	\$67.10
Account Activity Fees, savings	\$5.00
Ending Balances	
Checking	\$4,912.04
Savings	\$934.79
Cash Box	\$25.00
PayPal Acct	\$293.75
CD Accounts	\$4,528.94
Grand Total Ending 06/30/05	\$10,694.52

-Scott Anderson



MAY GENERAL MEETING NOTES

Secretary's Report:

June 2005 General Meeting

Andrew Johnsen opened the meeting at 7:42 p.m.

The Secretary's Report and the Treasurer's Report were both approved as written in the May 2005.

Field Reports

Davis Field – is in great shape. Lawn was recently mowed.

Medfield – The road leading to the field is in nice shape, thanks to Bob Scott for donating his time and labor.

Old Business

Membership:

John Nilsson Reports:

- We have 140 renew members
- New members 14
- Total 154

Dave Walter volunteered to attend the next BOD meeting at the Sudbury Library.

The Family day on June 11 went well. Warm weather prevailed. Our thanks goes to, Ken Antonellis and Tomer Jackman.

New Business

- ESL HLG contest is July 16 & 17 at Davis Field. Flyers are encouraged to sign up early.
- RES contest is Saturday, July 30 also at Davis Field.

- Joel Foner created a web page for loading digital photos on the website for members.

Raffle

- First prize went to Warren Chaffe – a Super Tiger 45 with muffler.



Warren Selects the second prize winner

- Second prize DigiAlarm Lost Model Alarm went to Anker Berg-Sonne (I think). As soon as he plugs it in, we'll know for sure (AKA "Lost Modeler Alarm")



www.californiasailplanes.com

Donated By



Guests

Ian Bullock, from Newton, MA. He's learning to fly. Ian has a Multiplex Easy Star.

Show and Tell

Tracy Clark – The lone Show and Teller of the night! Simple 400 Coursair by Ace. Used a brushless electric motor, which was won in a previous meeting. Flies well.



Tracy Shows his Coursair

Entertainment of the Night

George Rice put together a video of the history of the CRRC, including shots from Callahan Park in Framingham (1984) and the Drop Zone in Sudbury. A young looking Lincoln Ross was spotted in the video.

Meeting ended at 8:08 p.m.

-Sally Tamburro and Jim Otis

BOD Meeting

Plans for the next few meetings were reviewed including the BD5 showing for July and a Paper airplane contest for August. Raffle prizes were selected. Upcoming contests and events were discussed. Woodsom Festival will be Sept 17th, run by George Denault of NH.

FATHERS DAY AT COLLINGS FOUNDATION

Because of a graduation party, I couldn't make it to the Saturday open house at Collings but when I found out that they would be giving rides in the PT-17 Stearman, I called during the week and made reservations for my daughter and I to take turns for 15 minute flights on Sunday.



Jean-Pierre in the passenger seat..

Fathers day was overcast, but calm with moderate temperatures. We arrived at 11:00 and spent an hour poking around the planes and cars and at noon we moved to the flight line for a quick briefing and waited for the Stearman to land. It takes him less than 5 minutes to load a new passenger from the time he lands. Jaki went first. I was more nervous about her flight than mine. They took off, made a right hand turn and came by for a low cross-field pass. I had all I could do to keep my hands steady while I took pictures, the roar of the engine adding to the excitement. They went off and flew around for 10 minutes, made one more low pass down the runway into a steep climb and around they came to a soft landing. The huge grin on her face said it all.

My flight followed a similar route. I have flown in small planes before, but somehow the Stearman felt much more precise. There is nothing mushy. It's rock solid. The open cockpit adds to the feeling of moving through space, but at the same time you feel like you are moving smoothly and slowly. Being bracketed by the 2 wings is reassuring adding to the feeling of safety. The experience made me envious of my

pilot. Imagine doing this for a living. As he said, it sure beats working for a living.



Photo by Jaki

Ready for take off.

After I landed, Jaki and I compared notes and determined to come back next year this time for the 1/2 hour flights where you get some stick time and get to experience some aerobatics. We had lunch on the grass and watched some more flights before leaving.

That night I was taken out to dinner by my wife and two daughters, a perfect fathers day.

-Jean-Pierre Riu

TRANSPORTING LIPO BATTERIES

I researched this particular question for a friend late last year. Some of the details may have changed, but here are the particulars I recall.

- The airlines, FAA and CAB have very precise rules about carry-on of Li-Po and other lithium based batteries. In general, there's no problem with batteries installed in laptop computers, gameboys, PDAs, Blackberrys, etc, nor with a spare battery.

- The situation gets a little murky on the matter of lithium batteries being carried that are clearly not part of an installed system. I also note that a rectangular lithium battery in shrink wrap, and with wiring, looks very similar to plastique explosive where all that's needed to cause detonation is a detonator and power source that could be carried onboard by another collaborator.

- As with many occurrences in life, policy changes are driven by accidents. Several years ago, a pallet of LiPos being unloaded from a 747 at San Francisco

was dropped several meters to the pavement. The battery plates shorted and a stubborn fire ensued that was resistant to water, foam, and other usual fire prevention measures. With the ValuJet onboard fire and crash in Florida as another data point, this Li-Po fire was a disturbing data point.

- I believe that my last reading on the question of transporting Li-Po batteries was this. While you may be technically on legal grounds with a particular airline's interpretation of what's allowable and what's not, ultimately the first and final arbiter will be the TSA person who finds the batteries in your luggage or at the x-ray machine. That would not be a good place to debate the more sophisticated points of the regulations or of lithium battery chemistry. It'd be safer in the long run to have the batteries mailed and besides, would you want your name put on a "watch" list?

-Pete Young

FAMILY FUN FLY

It was Hot, hot, hot and humid! This year's family day was thoroughly enjoyable. All the families that attended had lots of fun, great flying and awesome food.



Anker with his PT19, last seen at flying somewhere over the swamp.

We saw trainers, electric planes, giant scale and even park fliers, and all kids (young and old) took part in the flying.

To keep the kids safe, most parents made sure to keep them out of the sun and drinking lots of water.

All together, it was a blast!



Jerry Kennedy and son on the field

Great thanks go to Kenny and his wife for the food, Jean for co-CD'ing, Jan, Scott and Ian for coming especially upon our request, John for helping with the parking and all the others who flew, explained and helped train newcomers.



The Spielmans get to do some loops with Ken.



Web Photo

Gentlemen start your engines

Let's start planning Family Day 2006!!

-Tomer Jackman



Now that the wet spring is over, kids are off to camp and summer has rolled in, we are flying like crazy at Davis field. This month has had awesome weather for flying. Low winds, bright skies and soft grass made the long wait rewarding.

Several new Mantises' have shown up, flown by Scott Anderson, John Nilsson and Bruce Schneider. Larry Wetmore has a brand new Oly II that has been up for a few trim flights. The covering job looks super.



Tracy Clark Launches his Art Hobby

Mark Bridger has soloed, thanks to Dick Williamson and a few of the club instructors. Yeah Mark!



Mark Bridger with his Gentle Lady

DAVIS FLYING



Larry's Oly II look great

The parking lot was packed during the Golf tournament at the local golf course. We did get some flying in while all the winch owners were at the LISF contest. Warren's High start had the best launch capability due to large diameter tubing.



Warren Hopkins feigns flying the blimp over Nashawtuc Country Club. Nice try Warren.



David with his Southwind



Pete Young with his gas to electric conversion.

Come join us at the field for flying and the upcoming contests. All members and guests are welcome.

-David Spielman

UPCOMING CONTESTS

Keep your calendars open. We have some exciting contests at Davis Field this summer.

ESL HLG Contest. Saturday and Sunday, July 16th and 17th at Davis Field. See Mark's flyer for details.

RES Contest. Saturday, July 30th at Davis Field. Tracy Clark is the CD. Sign up soon.

ESL Soar-In. Saturday and Sunday, August 13th and 14th at Davis Field. Anker Berg-Sonne and Dave Walter are CDs for this sanctioned event. Sign up at www.flyesl.com

You can help make these contests successful by signing up early. Novices through expert pilots compete side by side. It's all great fun.

Charles River Radio Controllers Hand Launch Classic

July 16 – 17 , 2005

Sportsman, Expert flier categories

Awards: * Trophies 1st–3rd place each day
* Weekend champion

**Davis Field, Rte. 117
Sudbury, MA**

Entry fee: \$15 one day, \$27 both days.
Lunch provided on field.

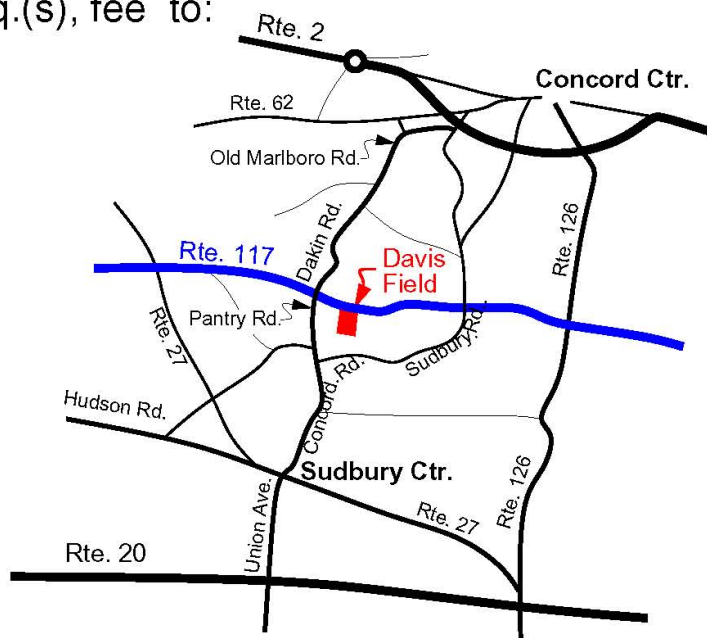
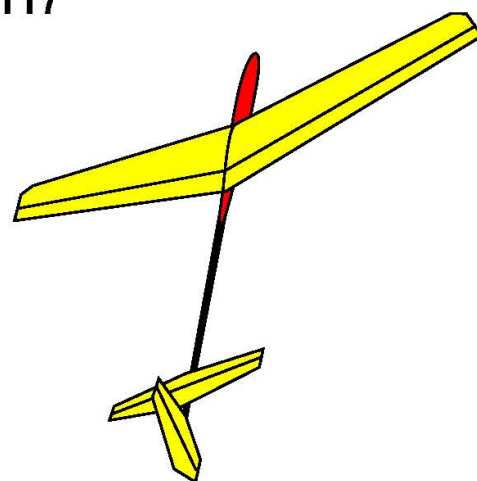
NO registration at the field.
Check-In: 8:00–8:45 AM
Pilot's meeting: 9:00 AM
First round start: 9:15 AM

No more than 2 fliers per frequency.
Register at www.flyesl.com , or by mail...

Send name, AMA#, date(s), freq.(s), fee to:

Mark Drela
218 Thorndike St. #205
Cambridge, MA 02141
drela@mit.edu
617 253 0067

Visit www.charlesriverrc.org
for info on local lodging.





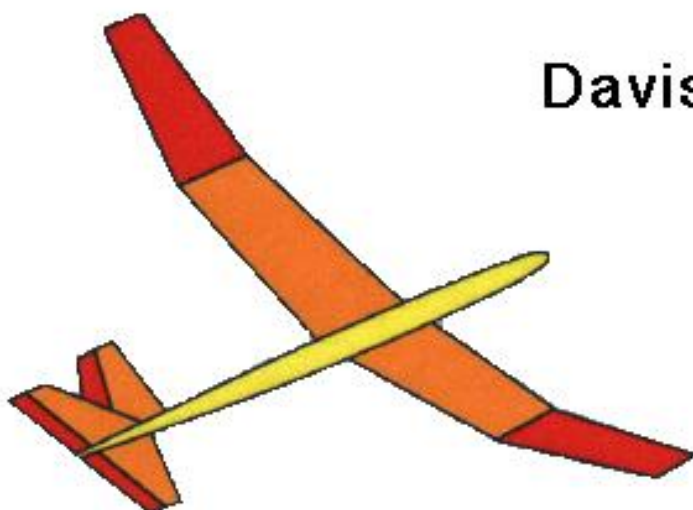
RES Soaring Contest

2-meter and Unlimited classes

Saturday, July 30

Davis Field, Rte. 117

Sudbury, MA

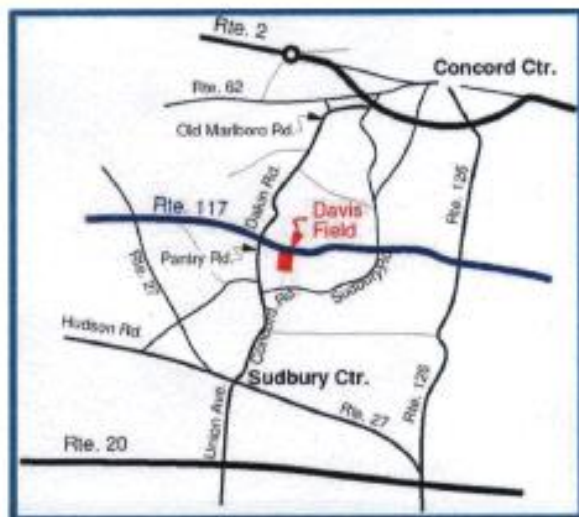


Entry Fee: \$10
(includes lunch)
or \$15 for both classes

12V winches/retrievers

Registration at the field: 8-9AM;
Pilot meeting: 9:05 AM

Questions contact:
Tracy Clark
tclark@magnemotion.com
(978) 461-5090 x228





32nd ANNUAL CRRC SOAR-IN SUDBURY MA



AUGUST 13th and 14th 2005

SITE: DAVIS FARM SUDBURY ROUTE **117** (¼ mi. East of DAKIN RD.)
SANCTIONS: AMA and ESL Sanctioned Contest
CDs: Dave Walter (Sat), and Anker Berg-Sonne(SUN)
AWARDS: EXPERT AND SPORTSMAN THROUGH 3rd .
FIRST TWO-DAY OVERALL
TASKS: T-1 DURATION with L-4 LANDING BOTH DAYS.
EQUIPMENT: 6-V FORD 3110 on 12 Volts with Electro-Mechanical RETRIEVERS
FOOD: Lunch at the Field. Free to contestants and helpers, \$5.00 for spectators
MAX ENTRY: 2 flyers per Frequency
SCHEDULE: **Check-In** 8:00 AM; **Pilot's Meeting** 9:02 AM; **First Flight** 9:18 AM
FEES: PRE-PAID REGISTRATION: \$15 per day, Checks or [PayPal](#) to
anker@ankersoft.com received before August 10th
ON FIELD REGISTRATION: \$20.00 per day.

REGISTER ON-LINE: http://www.flyesl.com/contest_registration/c_detail.asp?cid=13

SEND REGISTRATION TO:

ANKER BERG-SONNE
8 Middlemost Way
Stow MA 01775
978 8971750
anker@ankersoft.com

MAP AND HOTEL
INFORMATION WILL BE SENT WITH REGISTRATION

Latest information will be made available on internet at: <http://www.charlesrivercrrc.org> .

=====✂=====✂=====✂=====✂=====✂=====✂=====✂=====

CLASS: EXPERT ☐ SPORT FLYER ☐ JUNIOR ☐

NAME_____

ADDRESS_____

CITY/STATE/ZIP _____

PHONE#_____

E-Mail_____

CHANNEL 1st Choice _____ 2nd Choice _____

AMA# _____

SAT: ☐ SUN: ☐

☐ ESL MEMBER

Make checks payable to CRRC

SPRING LISF CONTEST

The CRRC team at the spring LISF contest consisted of Fritz Bien, Dave Walter, John Nilsson, Mark Drela, Jose Bruzual, Miner Crary, Bruce Schneider and yours truly. Most of us caravanned to the Econo Lodge in Hicksville in the afternoon and were punished with heavy traffic in the usual spots. The backup on the Hutch just after 287 was brutal, and our feeble jokes about the fake cell tower pine tree didn't do much to relieve the boredom, especially for Dave and Fritz in Fritz's Volvo with a dying AC.

It has been a long, cold winter, but last weekend tried to make up for it with muggy, hazy temperatures in the 90's. Well, we made in 4 1/2 hours, which wasn't too bad, and after hooking up with Jose, who drove in from Upstate, we went to the Outback for a 1 hour wait and a steak, and then time to crash.

Saturday morning was pretty steamy and there was a fresh breeze blowing from the start. After breakfast at the "New Shiny Diner", we stocked up for lunch at Stop and Shop and then off to the LISF field. The first thing we noticed was how small the mown area was, and then how short the winch lines were. My guess is that they weren't over 500' long. Almost all of the CRRC members showed up in Red Sox T-shirts and baseball caps, which the New Yorkers took well. The briefing was the usual John Hauff briefing with a couple of exceptions. For one, he didn't say "don't break my winch lines", instead it was "no one is going to break these winch lines", and he was right. I don't know how heavy the lines were, but there was basically no stretch. Format was seeded MOM (Man-on-Man), with short-short landing tapes and no field boundaries except being thrown out of the contest if we landed in the adjacent soccer fields. The ground was so hard skegs didn't help with the landings. The short, heavy winch lines, plus the fact that there were no retrievers, and the 12-15 mph breeze combined to really stress the planes, not helped by the fact that all flyers tried to make the most of the launches. In the first round the carnage started. Phil Barnes ship (a moldie) had violent aileron flutter on the zoom, he got it down in one piece, but it looked like an ornicopter with violently fluttering ailerons when he came in for the landing. Next to suffer problems was Mike Lachowski, who broke a wing joiner on his moldie and did some spectacular flying with one wing panel missing. Chris Schuch creased the center panel of his Mantis, but by letting off on the winch on subsequent launches he was able to fly it the rest of the weekend.

Bruce creased the center panel of his Aegea and had to make a rapid switch to his backup plane. I wimped out and decided to fly after popping off on the first launch. All of this in the first round! Dave's and John's repaired Aegea center sections didn't have a problem at all. In the next round Josh Glaab broke his fuselage in three pieces on the launch. My flying was miserable and I managed to pop off twice, twist the wing once and launch into the sun on the final round.

I was rewarded with a position at the bottom of the heap. Being in contention required some gutsy flying downwind, and it was amazing that we only had two off-field (or rather in the woods) landings. In the third or fourth round I was timing for Jose and he didn't make it back and landed in the woods deep enough that it was non-trivial to locate the plane. Just that morning we had talked about the value of having Walston retrievers, and Jose commented that he really needed to get one. So we had a line to his plane, but a heavy thicket of brush and thorns that forced us to take a major detour. A quick walk through the woods during the lunch break didn't locate the plane, and it was obvious we needed something more sophisticated than random wandering. Our solution was to put my Walston transmitter in Jose's pocket and leave Fritz on the field with the receiver. Communicating with walkie-talkie's he was able to tell us where we were relative to the line. I also took my PDA GPS and used two waypoints to define the line to the plane. I was delighted to see that the new GPS worked in the woods.

Anyway, once we heard from Fritz that we were on the line, Chris was able to walk right up to the plane. It was stuck about 30' up in a tree, but Bill Anderson from LISF had two poles that could be taped together and were long enough to reach the plane. A Y-shaped stick taped to the end was perfect for hooking the tail, and after a little maneuvering we had it on the ground with minimal damage. All scratched up from the plane retrieval, and sweaty from the heat we returned back to the motel for a refreshing shower. Dinner was at our new traditional place, the St. James.

Conversation at dinner and at Starbuck's afterwards centered on how to deal with creasing wings. Mark's suggestion is to use riblets, something I had never heard of before. Basically, a riblet is a thin piece of carbon that is stuck through a slit in the wing skin into the foam, and then glued to the foam and skin. It stiffens the skin and bonds it to the foam, both of

which increase the resistance to buckling by about 50%. Several of us are going to add riblets to the top skins of our wings, either as repairs, or preemptively to hopefully prevent future buckling. The final results for Saturday were Tom Kiesling in first place in expert, followed by Jeff Steifel, John Hauff, Terry Luckenbach and Hans Wiederkehr. In Sportsman Leszek Zyga was in first place, CRRC's only sportsman at the contest, Miner Crary in second, followed by Chuck Robinette, Frank Strommer and Pete Nicholson. The best placing CRRC expert was Mark Drela in 6th. Dave Walter was right behind in 7th.

Sunday morning was just as hot, but less breezy. I would say that the wind only gusted to 15 MPH. Interestingly, there were lots of line breaks in the first round, but after replacing some line sections, the rest of the day was almost free of line breaks. It was also free of the carnage from the day before. My flying was marginally better and I started and ended up in the middle of the pack of experts. Gordon Stratton who is in the process of emptying his house of model airplanes, showed up with a pile of free flight and

rubber planes, plus a large ARF that Fritz wants to convert into an electric aerotow plane. It will be fun if we can start doing a bit of aerotowing. After only 5 rounds of flying the contest was ended giving us an early start home, hopefully beating the traffic.

In expert Tom Kiesling was in 1st place again, followed by Josh Glaab, Jeff Steifel, Mark Drela and Luis Bustamante. In sportsman Leszek Zyga was in first place again, followed by George Hill,, Bill Vida, Chuck Robinette, and Pete Nicholson.

The trip home was a breeze in light traffic, but I was so tired I was sound asleep on the sofa at 8:30.

It doesn't read like fun, but it was. I really enjoy the company of the CRRC gang and meeting old friends at the contests. Flying is great, and doing well every now and then is more than enough to keep me coming.

Overall it was a smooth contest, as always well run by LISF. Good job John Hauff, Paul Bell, Cathy and Richard.

-Anker Berg-Sonne



Photo by Fritz Bien

Front row is Chris Schuch, Dave Walter. Middle row is Bruce, Miner, and Jose. Rear is Terry Luchenback and Lou Glaab.

CRRC BUILDING AND FLIGHT INSTRUCTORS

This is our list of qualified and willing instructors. Power planes are flown only at the Bill Martin Flying Field in Medfield. Sailplanes and Electrics can be flown at the Davis Farm Field on Rte. 117 in Sudbury. See <http://www.charlesriverrc.org> for directions to the flying fields. If you have any questions about the construction of your airplane, or want to have an experienced pilot pre-flight check your airplane before heading to the flying field, then call any of the building instructors.

INSTRUCTOR TOWN TELEPHONE

POWER:

Chief Instructor:
Ruane Crummett
(Wayland 508-655-2234)

Bob Scott	Norwell	781-982-0268
Pete Young	Watertown	617 923-4184
Ken Antonellis	Natick	508-653-4513
Jon Leehey	Wayland	508 358 5721
Dave Walter	Hudson	508-562-5400
Fritz Bien	Concord	978-369-1720
Neil Kaufman	Sudbury	508-443-9647

SOARING:

Dick Williamson	Sudbury	978 443-8549
Dave Walter	Hudson	978-562-5400
Bruce Schneider	Hudson	978-562-9900
Fritz Bien	Concord	978-369-1720
John Nilsson	Clinton	508-368-7136
Pete Young	Watertown	617 923-4184
Lincoln Ross	Waltham	781-891-0332

ELECTRICS:

Bruce Schneider	Hudson	978-562-9900
Fritz Bien	Concord	978-369-1720
Dave Walter	Hudson	978-562-5400
Derrick Veliz	Acton	978-266-1739
Pete Young	Watertown	617 923-4184
Lincoln Ross	Waltham	781-891-0332

HELICOPTERS:

– None Available at present –

BUILDING:

Ruane Crummett	Wayland	508-655-2234
Fritz Bien	Concord	978-369-1720
Joel Foner	Natick	508-653-3560
John Weigel	Natick	508-653-3560
Pete Young	Watertown	617 923-4184
Derrick Veliz	Acton	978-266-1739

TREE CLIMBERS & MEMBERSHIP STATISTICS

TREE CLIMBERS

Tony Morais

A1 Tree Services-Framingham, MA
508-626-0088 800-657-7788

Kenny Greeno

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

Paul Harrington

(508) 376-2573 [Medfield Area]

KEY INSTRUCTIONS

The best way to get a Key to Bill Martin Field in Medfield is to email Jean-Pierre Riu or Ken Antonellis. They will send out instructions as soon as they hear from you. Ken Antonellis is the keymaster. Try kxa@verizon.net. Alex of Alex's RC

in Belmont also has keys (have to show him a club badge to get the key). If neither of these pan out then they should be available at the club meeting on May 18th (Ken is usually there with keys).

MEMBERSHIP

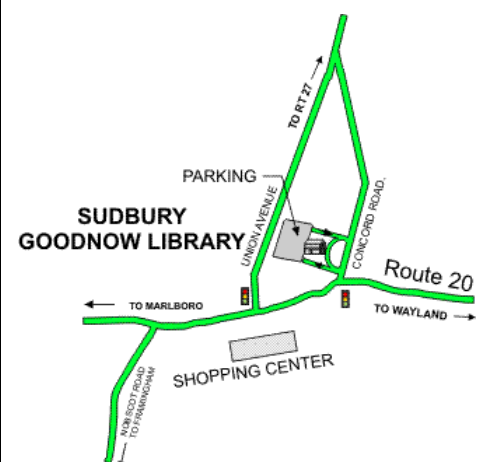
Here are the updated CRRC membership figures as of July 7th. The table summarizes the membership status, and compares recent years.

Year	Renewals	New Members	Peak Totals
1999			135
2000	112	62	174
2001	124	50	174
2002	138	58	196
2003	156	40	196
2004	153	42	195
2005	140	16	156

–John Nilsson

JULY DIRECTORS MEETING

The next directors meeting will be, Tuesday, July 26th at 7:30 PM, at the Sudbury Goodnow Library. All club members are invited to attend.





THE CHARLES RIVER RADIO CONTROLLERS, INC

2005 MEMBERSHIP APPLICATION

AMA Charter 339

THIS FORM EXPIRES ON MARCH 1ST 2006!

Name _____ AMA No. _____

Street _____ Birth Date (AMA req'd) _____

Town _____ State _____ Zip _____ Tel. () _____ - _____

E-mail _____

I PREFER TO RECEIVE MY NEWSLETTER



ELECTRONICALLY



Via the US Mail

To receive membership card and field pass, bring this application to a club meeting, or mail to the membership secretary (address below). You can pay by check or use PayPal. (PayPal to membership@charlesriverrc.org)

This completed form may be emailed to membership@charlesriverrc.org following your paypal payment.

John Nilsson /Secretary CRRC
511B Ridgefield Circle
Clinton, MA 01510
Telephone 978 368-7136
E-mail: photoguy205@comcast.net

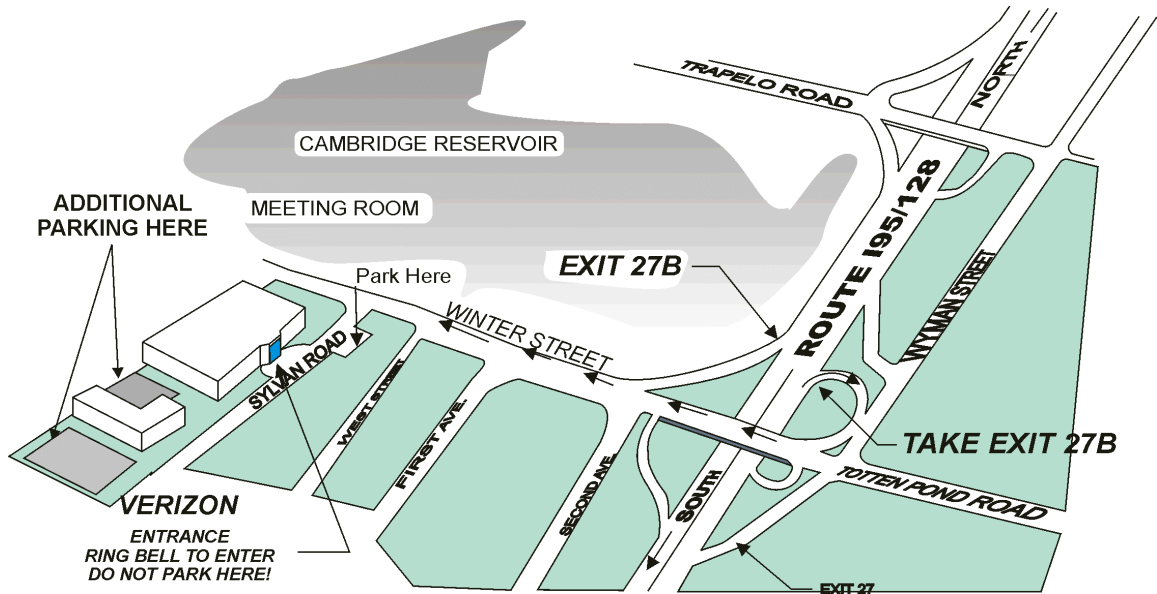
☐ I DO NOT want my address to appear in the club phone book

MEMBERSHIP CATAGORY	Rates starting March 1st
☐ OPEN Member	\$40.00
☐ JUNIOR member, (under 19 before 7-1)	\$25.00
☐ SENIOR member, (if age 60 before 7-1)	\$30.00
☐ SENIOR member, (if age 75 before 7-1)	Free if AMA member
☐ Full time STUDENT	\$25.00
☐ Family member additional to OPEN membership	\$25.00

You must be an AMA member in order to receive your CRRC membership card.

LOCATION OF MONTHLY MEETING
FOR THE CHARLES RIVER RADIO CONTROLLERS
at VERIZON LABS

**JET DEMO
STARTS in
the Upper
Parking lot
at 7:30**



The meeting will start at the Upper Parking lot at the far south end of the property. Everyone will go there first for the BD5 viewing and then move back to the regular location for the meeting, raffle, discussion and show and tell.

Proceed past the flagpole entrance, buildings and the large parking lot. Continue up a small curved road onto the final raised parking lot, at the end of which is a basketball pole and hoop. The BD5 will be there.

