Newsletter of the Charles River Radio Controllers, Inc.

CRRC Flight-Log

http://www.charlesriverrc.org

AMA CHARTER 339 JUNE 2009 VOLUME 46 NUMBER 06

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GENERAL MEETING

Wednesday
June 10th
7:30 PM

The June Club Meeting will be held at the **Bill Martin Field** in **Medfield, MA.** Bring a friend or just come alone. See directions on the last page.

COME FLY WITH US

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Wings & Wheels 2009

Collings Foundation 2009 June Open House

June 20th and 21st
8:30 AM to 4:30 PM
Collings Foundation, Stow, MA

The Ultimate Father's Day Present!
Fly in a PT-17 or T-6 Texan.

T-6 Texan: $450, 45-min
PT-17 Stearman: $230, 30-min
For reservations call (978) 562-9182

While the big planes are in the enjoy the RC Model Aircraft Demonstration & Fun-Fly

If you have great looking RC plane (War-birds a great plus), want to show off your RC pilot skills, and would like to by invited by CRRC to participate in the demonstration, then please contact CDs. Advanced pilots preferred. AMA membership required.

RC Contest/Event Directors:
Tony Davids (978) 568-9598
Tom Stammberger (617) 501-7403

Pilots meeting: 8:00 a.m.

President's Letter

Time Management

In our last monthly meeting, we ran quite late. I want to apologize to all those in attendance. I especially want to apologize to our guest speaker (our own Richard Gammon) for having to cut him off short. Hopefully, we can have him back in the fall for the rest of his presentation.

At our last board meeting, we discussed some possible changes for our fall meetings. At a minimum, I will be keeping my eyes on the clock so that we can ensure that our speakers have sufficient time.

We also want to make sure that we close the meeting and get everyone home by a reasonable time. Based on the time requirements of the guest speaker's presentation, we may have to limit the show-and-tell time.

Another suggestion was to swap the order of the show-and-tell and the speaker, i.e. have the speaker first.

If anyone has any ideas or opinions on what changes, if any, you would like to see, please feel free to call me or send me email. You can also post to our Yahoo groups.

July 4th Model Airplane Demonstration

As part of the festivities for the July 4th celebration in Sudbury, our club will be having a model airplane demonstration that is open to the public.

We want to have a variety of planes at the event. This should be a fun event for the members as well as the public. The official demo event will be from 9am to 12pm on July 4th.

Donation to CRRC

Allan Salzman, who was last a member in 2003, has donated a very nice flight box (with battery, starter, fuel pump, and lots of goodies) to the club. He hoped that it would go to some "young member who needs it."

Allan also had two sets of wings. One was for a Graupner 3D airplane, and the other was from a Razzle. If you need either of these wings, contact me and I will give you Allan's contact information. Thanks Allan for thinking of the club.

Next Meeting is at Medfield!

Its summer (close enough)! That means that our next few meetings will be out at the fields. For June, we will be meeting at Medfield! So all you Davis Field guys can bring those old nitro/gas powered airplanes/helis out of the closet and fly them proudly!

Whether nitro, gas, or electric, … I'll see you at the field!

- John Eppling
CRRC President

CRRC 2009 - 4th of July

Electric/Glider Fun-Fly

Saturday, July 4th, 2009 - 9:00 AM to Noon
Davis Field, Sudbury, MA

As part of the 4th of July celebration, CRRC will host an electric/glider Fun-Fly & Demonstration at Davis Field (See flyer in the back)

Treasurers Report

Report Date 05/07/09

Starting Balance 05/01/09	
Checking	$7,496.18
Cash Box	$25.00
PayPal Acct	$0.00
CD Accounts	$6,705.54
Total Starting	**$14,226.72**
Income	
Interest - CDs	$13.48
Membership dues	$330.00
Raffle	$64.00
Total Income	**$407.48**
Expenses	
Raffle prizes, Check #1595	$104.97
Total Expenses	**$104.97**
Ending Balances	
Checking	$7,785.21
Cash Box	$25.00
PayPal Acct	$0.00
CD Accounts	$6,719.02
Grand Total Ending 05/31/09	**$14,529.23**

- ***Istvan Sleder***
Treasure

Our thoughts and best wishes

Fellow MMAC member and club instructor, John Holcomb, is in intensive care at Newton-Wellesley Hospital being treated for serious complications following a rather routine procedure to eliminate kidney stones from his bladder. John is totally paralyzed...able to move only his eyes and head a bit. He has been diagnosed with Gillian Barre Syndrome, a serious condition affecting the nervous system. This condition is treatable, but may mean a long and tedious recovery.

Our thoughts and prayers for a quick recovery go out to John and his family.

SUMMER EVENTS

June 10, 2009
CRRC – GENERAL CLUB MEETING
7:00p Bill Martin Field - Medfield, MA

June 16, 2009
CRRC – BOARD MEETING
7:30p Goodnow Library - Sudbury, MA
June 20-21, 2009

June 20 - 21, 2009
COLLING FONDATION 2009 OPEN HOUSE – WINGS & WHEELS
8:30a – 4:30p Stow, MA

July 4, 2009
4th OF JULY ELECTRIC/GLIDER FUN-FLY & DEMONSTRATION
9:00a – Noon Davis Field - , MA

July 8, 2009
CRRC – GENERAL CLUB MEETING
7:00p Davis Field - Sudbury, MA

July 11 – 12, 2009
CRRC HAND-LAUNCH CLASSIC
9:00a – 4:00p Davis Field - , MA

July 14, 2009
CRRC – BOARD MEETING
7:30p Goodnow Library - Sudbury, MA

July 25 2009
CRRC RES CONTEST
9:00a – 4:00p Davis Field - , MA

July 26, 2009
CRRC ONE DESIGN CONTEST
9:00a – 4:00p Davis Field - , MA

August 8 - 9, 2009
CRRC SOAR-IN CONTEST
7:30p Davis Field - Sudbury, MA

August 12, 2009
CRRC – GENERAL CLUB MEETING
7:00p Davis Field - Sudbury, MA

General Meeting Minutes for May 13, 2009.

Business Meeting

President John Eppling opened the business meeting at 7:40 PM at the Sudbury Goodnow Library. The Secretary and Treasurer reports were approved as written and published in the May CRRC newsletter.

Field Reports

Sudbury's Davis Field is in fine condition. Lines have been added to the soccer field, and the grass has been cut recently.

Medfield's Bill Martin Field is in good condition, but a warning was issued to watch out for deer ticks.

Membership Report

Ray Harlan reported that the 2009 membership roster now stands at ninety-seven.

Board of Directors Volunteer

Ruane Crummett volunteered to attend the May board of directors meeting as a member-at-large.

Old Business

Richard Gammon has been in contact with Minuteman's Stowe Airport manager about the Airport's 40th anniversary celebration scheduled for July 11, however the manager's plans remain incomplete at this time.

New Business

Ken Antonellis reminded all about the Medfield Family Day, scheduled for May 30th. It will be a low-key event. Ken says some planes will be available with buddy boxes to give all a chance to fly.

Tony Davids reminded us about the Collings Foundation Fun Fly on Father's Day weekend, June 20 & 21.

Solos

Wayne MacKeil recently soloed with his Avastar Trainer and was awarded a set of wings.

Guests

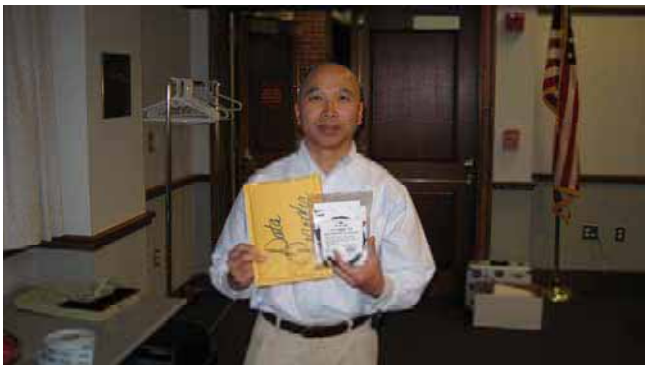
Peter Catinella and Brian Brackett, friends of Wayne MacKeil, were our guests for the evening.

Also joining us was Scott Coyne, a member of the Central Mass Modelers.

The business meeting closed at 8 PM.

Raffle Winners

1st prizewinner:
Eagle Tree Logger John Eppling



2nd prizewinner:
Dubro Electo Caddy Steve Young

Show And Tell

Josh Idjadi had some samples of carbon fiber coaxial sleeve for display that is used to fabricate discus launch glider wings using the lost foam method of construction. Josh found this material at http://solarcomposites.com/.

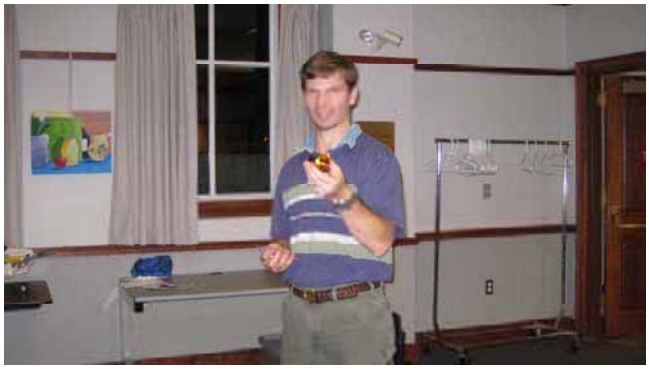
Steve Young showed his Predator DLG, a $200 kit from Taiwan that will be an easy build for new builders.

Wayne MacKeil had a "Headwind B" for display. This ARF is a high wing electric.

Eban Hadingham displayed his WWI biplane. This biplane has a machine gun mounted on the top wing to clear the propeller. The plane has a foam wing covered in Japanese tissue and water based polyurethane.

Dick Roy raved about his new Park Zone Radian. This E-glider ARF is RE and throttle and is very easy to fly. Dick also had a foamy from Multiplex called the Park Master 3D.

Tony Davids displayed his newly improved motor shaft for a brushless outrunner. The original motor shaft did not have a flat to secure the motor casing, and it quickly came loose. Tony enlisted help from his machinist brother.



Tony also had a new 2.4 Ghz receiver and ESC, both attractively priced deals he found on Ebay.

<u>Guest Speaker</u>

Our guest speaker for this evening was our own VP, Richard Gammon

About Richard:

Richard was born in Bristol, England and moved to the states in 1983

He started building rubber powered models at eight years old. His first model was a Spitfire.He then experimented with early RC models and built the first published circuit for digital eight channel transmitter and receiver and built servo kits. Motors included, ED Bee diesel, Frog 50, Frog 500, Cox020, Cox 049, KB20, Cox Conquest, OS19, OS40snrl etc.

In the 80s Richard started a manufacturing business for Electronic Speed Controllers, first for NiCad powered airplanes and then ESCs for 12th scale cars. He became the first chairman of the UK RC electric car association. Raced a successful 4-man works team that included his wife Wendy.

After moving to the US , Richard started Spectron Aviation Inc. in 94. His last model built was a Smith Miniplane 40 OS.

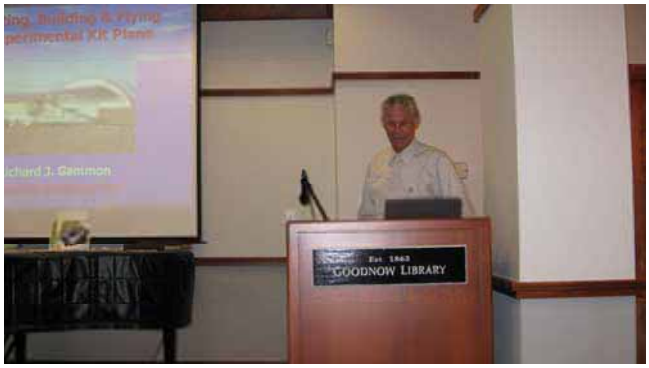
In 1996, he obtained a private pilot's license in , including his IFR certification. He owned a Cessna C150, then a C177 Cardinal which he sold to build a Merlin GT kit plane.

It took Richard 3 years to build the kit which he then flew for 2.5 years. He was able to take the Merlin on a trailer to Oshkosh two consecutive years and flew it in the Ultralight pattern each day.

After the Merlin he got a tail-dragger and high-power signoffs. This was the time when he began towing gliders in (180HP) C150, C182, L19 Birddog, Pawnees. He currently is a consultant and owns an aircraft composite repair and avionics business.

After seeing the videos of electric 3D foamies he once again became interested in RC models and purchased an electric brushless, LiPo powered plane. It was after 18 years when Richard got an RC model in the air again.

Selecting, Building, and flying an experimental kit plane.



Richard has been interested in aviation, both model and full scale for many years. His desire to own a plane, while keeping the costs manageable, culminated in the decision to purchase and build a kit plane. A plane of this type falls under the FAA's Experimental, Home Built, Amateur Built category, which requires that the owner show evidence of building at least 50% of his aircraft.

This category requires the plane to be FAA registered with an "N" number, and the pilot must have a pilot's license. This differs from Certified Production aircraft like Cessna or Piper, and is a step above the Special Light Sport category.

Richard chose a Merlin GT from Canadian manufacturer Merlin Aircraft Corp. The total kit cost was $22,595 in 2005. The kit comes in a large shipping crate with a completely assembled and welded fuselage. The wing, control surfaces, and all controls must be assembled by the kit builder.

The Merlin GT has a 32-foot wing span, is 20 feet long, and has a cruise speed between 80 and 95 mph.

Max. Gross Weight	1300 lbs. *(wheels)* 1400 lbs. *(floats)*
Typical Empty Weight	575 to 650 lb. *(wheels)*
Typical Useful Load	650 to 725 lb. *(wheels)*
Max. Cargo Capacity	100 lbs.
Max. Speed *(VNE)*	120 mph
Cruise Speed	80 to 95 mph
Best Rate of Climb	1000 to 1500 fpm
Stall Speed	35 to 40 mph
Takeoff Ground Roll	100 to 200 ft *(wheels)*
Landing Ground Roll	200 ft *(wheels)*

Richard cleared out a corner of his basement such that he could assemble the fuselage and one wing at a time. Shifting around the fuselage allowed attachment of the other wing. The power plant is a 2 stroke Rotax 618. Rotax is a well-known snowmobile engine manufacturer, but the Rotax 618 is specially designed for the home built aviation market. Richard took three years to complete his Merlin.

Meeting Adjourned

The meeting was adjourned shortly after 10 PM.

Meeting Adjourned

The meeting was adjourned at 9:30 PM.

- Larry Wetmore
Recording Secretary

CRRC 2009 Family Fun-Fly

Ken and I were very pleased with turnout of this year's Family Fun-Fly. Although we didn't have same number of pilots as previous years, it was great since there was no waiting.

The forecast had called for scattered clouds and 8 to 10 mph winds. Ken and I got there before 9:00 a.m. to setup the ez-up, and food court.

Several of the new CRRC members joined us. It was just a matter to introduce them to the field rules, and off they were.

The early morning was great, not too much wind. As the day moved on, the wind, thermals and low level turbulence picked up. But that didn't stop us and we continued to fly.

Raj stopped by with his heli and gave a great demo of his out-rotation stunts.

As noon came about, stomachs started to growl. Ken didn't hesitate to setup the sandwich station.

Tom Bauer flew his Cessna's and his rebuilt Hughes H-1 Racer.

I decided to only bring two of my planes, the Firebird and my WingDragon. The later was mainly flown by Kyle, a 5 year old on my buddy-box. Talk about being an aerobatic pilot. As soon as I gave him control, he was doing barrel-rolls, inverted flight, regular and inverted loops, rolls, dives, and some maneuvers I hadn't seen.

I glad that the plane is re-enforced and can support that type of beating. It turns out that Kyle kept looking at the wrong planes while flying. It was fun, and in the end I fulfilled my promise that was to let him fly my plane.

John Eppling was in the hovering, harrier and high alpha mood with his 3-D planes. In terms of casualties for the day, 2 planes were lost.

We also want to thank Josh Idjadi for some great pictures. He also has a WingDragon with a camera. Our Hell's WingDragons movie may be released at the end of the Fall.

- ***Ken Antonellis***
- ***Tom Stammberger***

Locating downed RC planes

Email to our Yahoo Group from Istvan Sleder on 4/26/09

Those who were at the Davis field saw that my Bubble Dancer went down over the tree line. I had a huge lift which carried my plane quite far. On the way back I must have hit a sink and it was a struggle to go against the strong wind.

My initial search did not turn up anything, I was only able to go up to the swampy area behind the agricultural fields and I knew it was beyond that.

The two plane spotter Tom and Welcome had a very good sight on it and gave me a precise direction where it went down.

I drove home, cleaned myself up, printed out the area satellite map, headed back to the field, draw the line of sight on the map and walked from the direction of Concord road / Sudbury road (from the direction of the golf course) up north in the woods.

It was a struggle to walk and keep the direction in the swampy brush. When I reached the northern part of the woods I followed the line of sight east, south east with a compass. And there it was in the wet swamp right next to the wooded area.

I was not able get to it, I sank up to waist in the water before giving up. It wasn't a good idea.

Alan Marshal and his brother who helped all throughout the search and offered their canoe to get to the place. It took at least a half an hour rowing and navigation through brushes.

The plane must have hit the water with one of its tip which suffered most of the damage. Other than some parts getting wet it is still in a good shape. The location was right on the line of sight and the distance was 1 mile. Alan got the exact gps locations, and he said that it was 100 feet away from the line.

Thanks everyone who helped in the search and spotting the plane. Special thanks to Alan Marshal and his brother who helped all throughout the day.

Istvan Sleder

Next you will find Alan's attempt to put together the information he has developed on locating planes with the aid of spotters and a good TRAIL GPS.

There are several elements needed to do the location. As I see it the elements are the following:

1. GOOD spotters.

2. A trail following GPS.

3. GOOD spotters.

For any quick location of a downed aircraft we need GOOD spotters at the field. The exact position of the spotter is key along with a very good horizon point to make an accurate Line-of-Position (LOP). I recommend the spotter drop an object that is highly visible at the exact point of the spotter at the last view of the plane on the

horizon. I will explain why it is so important later. I use a pocket handkerchief opened up so it will be very visible when getting the needed help.

The second element needed to get a good fix is the exact horizon point where you last saw the plane. Be very sure you can duplicate that point! It is very important. If you don't have it you will be just wandering in the woods to try to find the plane.

We will begin with the two points carefully remembered by whatever method works for you.

The next item needed is a good trail GPS. That is one that is specifically designed to work with hiking. There are lots of these available at reasonable prices. REI and all sporting goods outlets carry good ones. The one I use is a Garmin GPS III as shown in the pictures. I have had it for many years and have used it successfully for many retrievals.

For you scientists among us there are two positions needed to form the LOP. The GPS positions will be very accurate when taken properly. If taken within a few minutes the GPS will be using the same set of satellites to locate the position and the relative locations of the two points will be VERY accurate. For example if we have two points that are separated by 200 feet a 1 foot error when projected to one mile away will make the LOP will be within 25 feet of the actual location of the plane's last viewed position.

Now to figure out how far away the plane is located. If we have TWO LOP's and each is as accurate, the actual range error can be calculated. Thus if two LOP's each have an accuracy of 25 feet and the two LOP's were taken 500 feet apart about half the length of the field, The range error would be +/- 250 feet! Now that is a pretty small search area in the woods or in a swamp. Of course you will not always have this accuracy on range so a good estimate from the viewers is important too. One way to estimate the range is to sight the wing length as a portion of the transmitter antenna top disk. We have used this trick to figure the altitude of gliders for many years and it can be very good if done right.

USING THE GPS:

Take two positions for each line. Separate the two positions by as much distance as is easily and quickly possible. 200 feet should be a minimum. Have the spotter position the GPS operator exactly on the line-of-sight at the extreme of the line. Again remember you want to be within a foot. The other point is the spotter's location. These two positions can be read off the GPS and plotted on the Google Map or Google Earth Satellite picture. But we will use the Route function of the GPS for the LOP.

Add a NEW ROUTE in the GPS with the two locations of the sight line. ACTIVATE the route and find the screen that gives OFF COURSE Distance. This distance is projected anywhere on the map. It extends as far as you wish. With that activation the GPS will also give range to the first of the points in the LOP. Thus you have a very good measure of your location as you walk your search area.

My experience with the GPS says all trail GPS's have this function and will take you to within feet of downed planes. I keep my GPS in my van at all times and it is ready to help anyone with a problem. You need not follow the line the entire distance as it may be picked up from any point or direction such as around obstacles or on roads where it crosses them.

When in the woods it is a good idea that each search party have a cell phone and be sure to have the numbers of the others so everyone can keep track of the progress in locating the plane. It saves hours and hours of frustration! Especially when the plane has been found and the others are still slogging in the swamps!

Happy hunting or better yet happy landings

- ***Alan Marshall***

CRRC BUILDING AND FLIGHT INSTRUCTORS

To start your flight instruction; please call our chief instructor:

Brian Rickman
774-249-2494

Brian will match you with one club instructors. Our instructors are qualified and willing AMA pilots and fellow club members.

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 Brian or any of the building instructors.

Name	Town	Phone	Building	Glider	Electric	Fuel	Helicopter
Dick Williamson	Sudbury	978 618-5475	Yes	Yes	Yes		
Fritz Bien	Concord	978 369-1720	Yes	Yes	Yes		
Tom Bauer	Wellesley	781 235-7344	Yes	Yes	Yes		
Brian Rickman	Marlborough	774 249-2494	Yes		Yes		
Derick Veliz	Acton	978 337-7867	Yes		Yes		
John Weigel	Natick	508 655-2138	Yes				
Richard Gammon	West Boylston	508 835-2049	Yes	Yes	Yes	Yes	
Ken Antonellis	Natick	508 653-8369		Yes	Yes	Yes	
Bruce Schneider	Hudson	978 562-9900		Yes	Yes		
Lincoln Ross	Littleton	978 800-0608		Yes	Yes		
John Nilsson	Clinton	978 368-7136		Yes			
Dave Walter	Hudson	978 562-5400		Yes			
Tom Stammberger	Winchester	617 501-7403			Yes		
Jon Leehey	Wayland	508 358-5721				Yes	
Tony Davids	Stow	978 568-9598					Yes

TREE CLIMBERS, KEYS, MEMBERSHIP & BOARD MEETING

TREE CLIMBERS

Paul Harrington *[Medfield]*
508-376-2573

Monkey Man *[Marlboro]*
508-215-4290

Scott: *508-203-3845 [Sudbury]*

Loyd Keyes: *508-358-9197 [Wayland]*

Tony Morais
A1 Tree Services [Framingham]
508-626-0088 or 800-657-7788

Editors Note: If you know of any tree climbers or tree services, please send contact information to the Newsletter Editor

Keys to the Bill Martin Field

To get a Key for Bill Martin Field in Medfield please email Ken Antonellis at kxa(at)verizon.net.. Ken is the key-master. He will send out instructions as soon as he hears from you. A $5 deposit is required the first time you receive a key.

Alex of Alex's RC in Belmont also has keys. Show him a club badge to get the key.

MEMBERSHIP

Here are the updated CRRC membership figures. The table summarizes the membership status from 2000 through current month, 2009.

Year	Renewals	New Members	Peak Totals
2000	112	62	174
2001	124	50	174
2002	138	58	196
2003	156	40	196
2004	153	42	195
2005	144	20	164
2006	124	26	150
2007	132	32	164
2008	100	23	123
2009	79	20	99

-Ray Harlan

THIS MONTH'S DIRECTOR'S MEETING

The next directors meeting will be, Tuesday, June 16th at 7:30 PM, at the Sudbury Goodnow Library. All club members are invited to attend. Please volunteer to attend at the next club meeting.

THE CHARLES RIVER RADIO CONTROLLERS, INC

2009 MEMBERSHIP APPLICATION

AMA Charter 339

Name_____AMA No._____

Street_____Birth Date (AMA req'd)_____

Town_____State___Zip _____Tel. ( )_____-_____

E-mail _____

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

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(at)charlesriverrc.org)

Please make check payable to:

Charles River RC

	MEMBERSHIP CATAGORY		After Mar 1, 2009
☐	OPEN Member		$45.00
☐	JUNIOR member, (Under 19 before Jul. 1)		$10.00
☐	SENIOR member, (If age 60 before Jul. 1)		$35.00
☐	SENIOR member, (If age 75 before Jul. 1)		Free if AMA member
☐	Full time STUDENT		$25.00
☐	Family member additional to OPEN membership		$25.00

Ray Harlan
Membership Secretary CRRC
15 Happy Hollow Road
Wayland, MA 01778
508-358-4013

E-mail: membership(at)charlesriverrc.org

Please chose from the options below:

☐ DO NOT include my personal contact information in the club phone book

☐ Send Newsletter via US Mail.

Help reduce operating costs by downloading the newsletter on line. CRRC pays roughly $20 per year for each mailed newsletter subscription

NOTICE: THIS MONTH CRRC CLUB MEETING
June 10, 2009 (Second Wednesday)
Guests are welcome!

When: ***2nd Wednesday of every month***
Note: Check for the meeting announcement in our monthly Newsletter.

Time: ***7:00 p.m.***

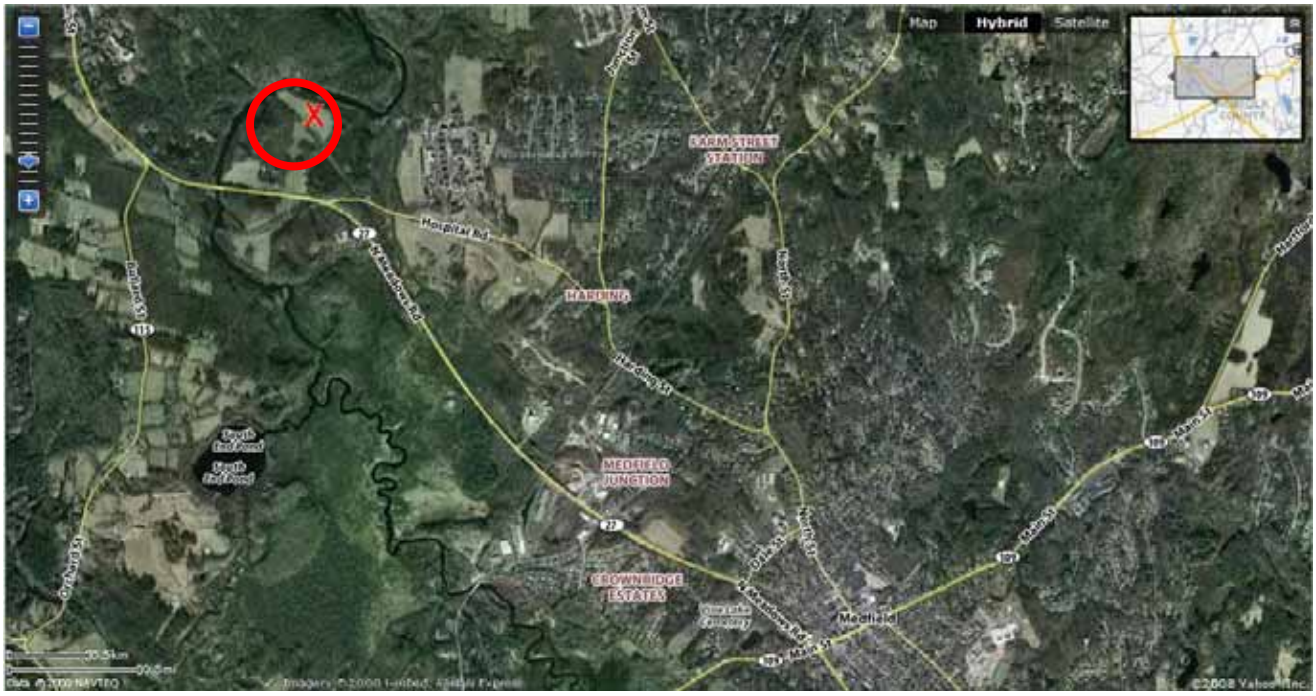
Where: ***Bill Martin Field, Medfield, MA – (June meeting only)***
Note: July and August meetings will be held at Davis Field

Directions: ***From Natick***

- From Natick, take Rt. 27 South through Sherborn.
- Take a left onto Hospital Road after you pass over the Charles River (Hospital Road is about 1/2 mile past the Entering Medfield sign, and about 1/4 mile past the Medfield Charles River Reservation sign - if you get to a stop light after passing the entering Medfield sign you've gone too far.)
- Take a left onto the dirt road just past the railroad tracks. Please DO NOT drive right along side the railroad tracks. That is private property and you will be subject to a fine!

From Westwood

- From Westwood take 109 West to Medfield.
- Turn right onto Rt 27 N (N. Meadows Rd)
- Turn right onto Hospital Rd



Thomas Stammberger
Newsletter Editor
Newsletter(at)charlesriverrc.org
(617) 501-7403

C RRC 4th of July Electric/Glider Fun-Fly

Davis Field – Sudbury, MA
Saturday July 4th, 2009
9:00 a.m. - Noon

Start your July 4th celebration with a mini RC Air-show
Learn all about this interesting hobby
See expert glider pilots perform precision landings
See hand-launch glider being tossed 100 ft in the air
See helicopters do rolls and fly inverted
See miniature jets perform high speed passes
See airplanes hover in the air and perform 3-D maneuvers
Learn how RC planes are used for aerial videos and pictures

• Pilots: CRRC Members and guests *For an invitation please contact CRRC* • Must have valid AMA membership • Electric powered and Gliders only • Pilots meeting at 8:30 a.m.	For more information please contact: John Eppling president(at)charlesriverrc.org Tom Stammberger newsletter(at)charlesriverrc.org Or visit us at www.charlesriverrc.org