



AMA CHARTER 339

MAY 2009

VOLUME 46 NUMBER 05

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GENERAL MEETING

Wednesday

May 13th

7:30 PM

The Club Meeting will be held at the **Goodnow Library in Sudbury**. Bring a friend or just come alone. See directions on the last page.

GUEST SPEAKER:

Richard Gammon

Many of you know Richard; he is the VP of our club. Richard has not only built RC planes. He will share with us a slightly different experience; that is, building and flying the Merlin GT Kit Plane. Richard has many pictures and stories to share. It will be interesting to hear how different it is to build a full scale kit plane.

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RAFFLE

First Prize

**Eagle Tree
eLogger V3**



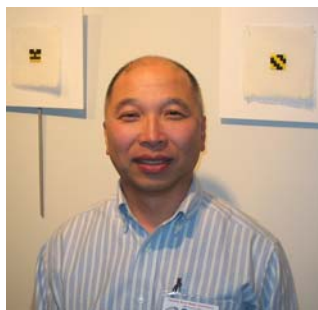
Second Prize

**Dubro Electro
Caddy**



WON
a
COOL TOOL
for
Show-n-Tell

President's Letter



Spring Projects?

The cold and snowy weather is behind us. Hopefully, your winter projects haven't turned into the spring projects. I hope all the projects have ended with

successful maidens. Please take some photos or videos and get them up on the web so that we can all enjoy results of everyone's hard work.

Davis Field Cleanup

The weather was a bit iffy, but the Davis Field cleanup went pretty well. We had a pretty good turnout. Thanks to the industrial strength gloves, we were able to cleanup most of the presents our canine friends left for us. As usual, picking up all the trash went fairly quickly as everyone spread out across the field. Everyone pitched in with the kiosk, but we had to put off installing the new cork until the following Monday. Thanks to Dick Williamson for staining the kiosk and the frequency board.

Bill Martin Field Cleanup

Only 4 CRRC members showed up at the Bill Martin Field cleanup. There were plenty of hands from the Millis club, but I hope we can make a stronger showing next year.

Contact Information on Transmitters?

I had never even considered putting my name and contact information on my transmitter. After all, I don't expect to be losing my transmitter up in a tree like I might with my planes. Well, since we don't have a radio impound at Davis, I wasn't used to the transmitter impound at the Bill Martin Field. So, on the day of the Bill Martin field cleanup, I had a few flights, then later I packed my plane and my toolbox and drove home, only to discover that I had left my DX7 in the radio impound. I drove back, but everyone had left. Since it was about to start raining, someone had picked up my transmitter so it wouldn't get wet.

I eventually got the radio back, but for a while I didn't know who had it, and the person who picked it up didn't know whose radio it was. So, if you haven't already done so, please consider putting your name and contact information on your transmitter.

Let's all get those birds up in the air!

**- John Epplin
CRRC President**

Treasurers Report

Report Date 05/07/09

Starting Balance 04/01/09

Checking	\$6,980.19
Cash Box	\$25.00
PayPal Acct	\$86.78
CD Accounts	\$6,691.64
Total Starting	\$13,783.61

Income

Interest - CDs	\$13.42
Membership dues	\$685.00
Raffle	\$92.00
Transfer from Paypal	\$86.84
Total Income	\$877.26

Expenses

Davis field sign lamination, Check #1588	\$50.79
AMA Model Aviation subscription, Check #1589	\$32.00
Raffle prizes, tickets, Check #1590	\$101.18
Davis field sign lamination cement, Check #1591	\$8.39
Bill Martin Field cleanup, Check #1592	\$102.50
AMA Sanction fees HLG & RES, Check #1593	\$40.00
Stamps envelopes, Check #1594	\$12.99
Total Expenses	\$347.85

Ending Balances

Checking	\$7,496.18
Cash Box	\$25.00
PayPal Acct	\$0.00
CD Accounts	\$6,705.06

Grand Total Ending 04/30/09

\$14,226.24

**- Istvan Sleder
Treasurer**



General Meeting Minutes for April 15, 2009.



Business Meeting

President John Eppling opened the business meeting at 7:36 PM at the Sudbury Goodnow Library.

The Secretary and Treasurer's reports were approved as written and published in the April CRRC newsletter with the following corrections. The dates that have been reserved for Davis Field are for eight Sundays beginning April 19. The amount listed in the treasurer's report for field expense shows \$415, which is the amount Dick Williamson was reimbursed after paying the \$480 field expense, minus \$65 that Dick paid for the RC transmitter as winner of the quickie auction at the March meeting.

Field Reports

There was no report for Bill Martin Field in Medfield other than the reminder that the spring field clean up is scheduled for 9 AM, Saturday, April 18.

Sudbury's Davis Field is spotless thanks to last weekend's spring cleanup crew. The bulletin board is sporting a new cork backing and a fresh coat of stain.

Membership Report

Ray Harlan reported that the 2009 membership roster now stands at eighty-seven and growing.

Board of Directors Volunteer

Fritz Bien volunteered to attend the April board of directors meeting as a member-at-large.

Old Business

John Eppling has been researching Ashland's Nyanza Superfund site as a potential flying venue. John has been unable to contact the owner, but reports are that the owner is considering the site as a solar energy farm, making it an unlikely candidate for a flying site.

New Business

VP Richard Gammon is coordinating CRRC's participation with Stowe's Minuteman Airport 40th anniversary celebration on July 11. Concern was expressed that frequency coordination may be needed with the nearby Crowe Island flyers, per the 3-mile AMA requirement.

Dick Williamson has proposed a July 4th afternoon flying demonstration at Davis Field, and inviting the Sudbury community.

Ray Harlan talked about a membership drive sponsored by the AMA to bolster our ranks. Credit is given for each new member to an existing member or to an affiliated club, but not both.

Tom Stammberger reminded us of the upcoming electric glider contest scheduled for Sunday, April 19, at Davis Field.



Solos

No solos were reported this month.

Guests

Three guests joined us this evening. Tim Smith is a member of the Middlesex RC club but is looking to join a club and fly closer to his Acton home. Tim has been flying both electric and glow models.



Dave Manegold has recently moved to Natick. Dave has experience with both trainers and aerobatic RC flying.



Dave Piazza, also new to our area is from Norwood. Dave has been busy building a new Sig Rascal and has had some training with Howard Hager at Bill Martin Field.



The business meeting closed at 7:57 PM.

Raffle Winners

1st prizewinner:

Eban Hadingham, Apex 3D Electric ARF



2nd prizewinner:

Joshua Idjadi, ScrewDriver tool set



Show And Tell

Dave Piazza had his new Rascal 40 on display. As a first time builder, Dave reports that he has enjoyed the project. Howard Hager has been assisting Dave with flight instruction at Bill Martin Field. Dave plans to get his new ship airborne soon, with Howard's help.



Tony Davids gave a project update on his ongoing Trex-600 heli project. Tony displayed a couple of monstrous Rhino 4900 Lipo batteries, purchased from Hobby City for \$110 each. Tony anticipates that his heli will draw 56 amps at full throttle.



Fritz Bien showed off his Gentle Lady Electric conversion as his entry for the upcoming Electric Glider contest.



Ruane Crummett has made good progress framing up the Dumas L19 Bird Dog. He reports it has been a lot of work, due to the poor quality balsa that came with the kit.



Howard Hager gave us a flying demo of his new Eflite MX. This coaxial heli is tiny, weighs in at 27 grams, and includes a 2.4 Ghz radio.





Dick Roy also had a new helicopter for display, an Eflite Blade 400 3D. This is Dick's first entry into the world of helicopters and has been a bit challenging. So far Dick has busted and replaced just about every replaceable part on his machine.



Tom Stammberger has stated his goal for this year is to transition from electric ducted fan planes to sailplanes. Tom's newest plane is a SoarJet from Hobby Lobby. The SoarJet has a 57" wingspan, and is a conventional looking foamy glider with a very large brushless ducted fan strapped on top.



Ken Antonellis displayed a brushless outrunner, a recent Hobby City purchase. This motor was putting out 200 watts, with a 20-amp draw while turning an 11 x 4.7 prop on his motor test fixture.



Guest Speaker

VP Richard Gammon introduced guest speaker Doug Jacobs. Doug is an accomplished full-scale glider pilot with over 6,000 hours in the cockpit, and an eight-time National Championship winner from Providence, RI.



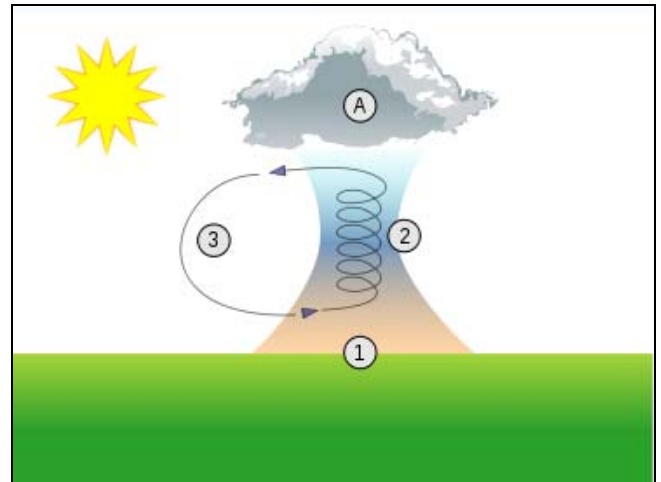


Doug has flown all over the world in a variety of soaring competitions. Under special permit from the FAA, he has soared to 27,000 feet above Mt. Washington.

Doug participated in the 100th Anniversary of Flight Celebration in 2003, joining 50 sailplane pilots representing eight countries, flying cross-country and finally landing at Kitty Hawk, NC.



Doug gave us a short tutorial on the formation of thermals, and tells us that thermal hunting techniques for full-scale and RC pilots are not all that different.



The full scale pilot has the advantage of being in the middle of the thermal and can feel the changes in the aircraft as a thermal is entered, but the behavior of the aircraft is pretty much the same for the RC pilot.

Thermals are cyclical in nature, and the key is to identify the trigger point that results in their formation.



Meeting Adjourned

The meeting was adjourned at 9:30 PM.

- **Larry Wetmore**
Recording Secretary

Field Clean-up Month

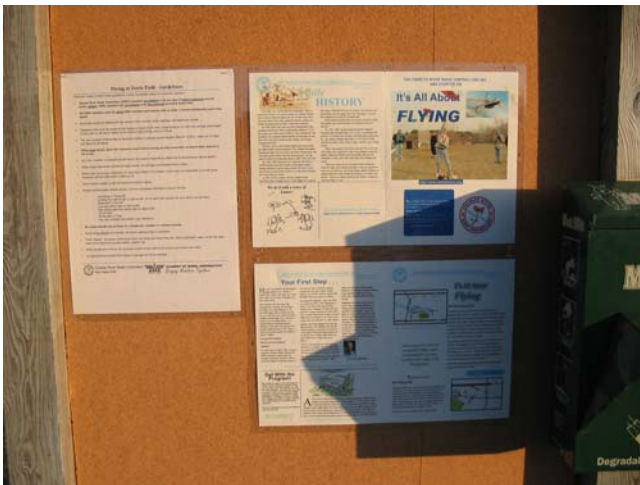
Field clean-up went as planned. At Davis, instead of broken airplane parts and trash, piles of Dog Pup prevailed on the field. The pictures speak for themselves.

Davis Field





A week later at Davis

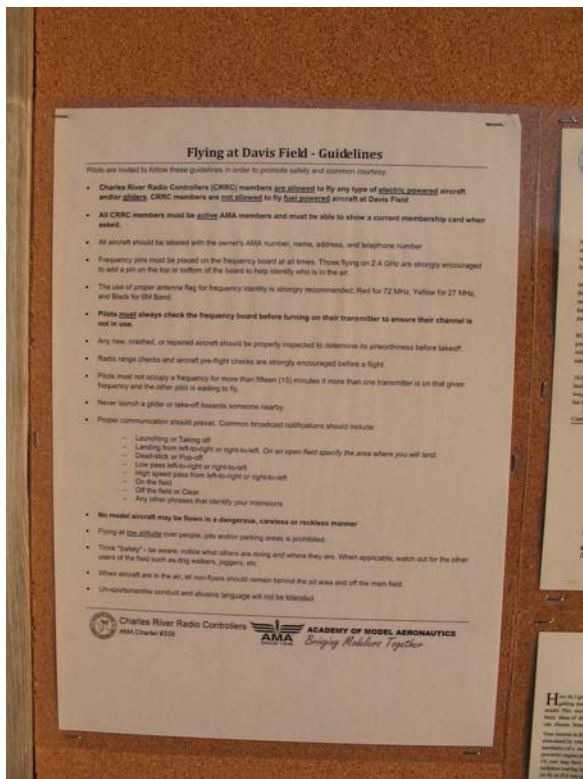


Davis Field Flying Guidelines



Did the dog or the owner have the right idea but didn't make it inside the out-house? The good news is that we have identified the dog. He comes around Sunday afternoons. We hope to catch him in the act to take a picture to post it on the bulletin board.

Bill Martin Field





Electric Glider Contest Results

16 pilots participated in the event, using a wide variety of planes and power systems. Perhaps most notable was Tom Stammberger's Wing Dragon 4, a small park flier, with which he came in 4th place.

There were four rounds. In each round, pilots were allowed to run their motors for up to two minutes at the start of the flight, after which they had to glide for a specified amount of time and then make a precision landing. The glide tasks were as follows: 6 minutes, 6 minutes, 6 minutes, 20 minutes. It appears that the 6 minute tasks presented a moderate challenge, while the 20 minute task was extremely difficult.

Here are the final results:

1st - Chris Ordzie, 2247 points (5:48, 5:48, 5:53, 17:54)
2nd - Ken Sharp, 1556 points (5:18, 6:10, 5:05, 6:43)
3rd - Lincoln Ross, 1520 points (4:48, 6:01, 1:24, 10:03)
4th - T. Stammberger, 1471 points (4:49, 5:55, 4:55, 8:04)
5th - Dick Williamson, 1308 points (5:58, 3:51, 6:05, 6:06)
6th - Tom Bauer, 1285 (2:28, 5:44, 3:05, 8:04)
7th - Ken Antonelis, 1212 (4:55, 3:14, 6:04, 4:07)
8th - Fritz Bien, 1187 (5:53, 6:06, x, 6:32)
9th - Stuart Strong, 1173 (6:07, 4:37, 5:47, 3:07)
10th - David Beach, 1140 (6:04, 6:02, 4:38, x)
11th - Bruce Schneider, 1137 (3:45, 5:54, 5:53, 2:45)
12th - Welcome Bender, 1054 (6:27, 5:49, 1:59, 4:05)
13th - David Spielman, 994 (4:40, 4:24, 7:31, 3:00)
14th - Richard Gammon, 777 (6:05, 4:35, 2:17, x)
15th - Richard Roy, 459 (4:24, 2:55, x, x)
16th - Alan Marshall, 355 (1:07, 1:31, 1:13, 2:04)

- ***Brian Rickman***
Contest Director

Achieving 4th place in an Electric Glider competition – with a ParkFlyer

That is right, as Brian mentioned I achieved 4th place with my brushless WingDragon 4 in our Electric Glider competition last Sunday.

Upon the announcement of the Electric glider competition, people in the club were well aware that I was going to enter the competition with my brushless WingDragon 4.

Many of them had seen me fly my WingDragon 4 at great heights, glide for more than 15 minutes, fly in winds greater than 18 mph, slope-soar, and perform some intense aerobatics. In summary, my WingDragon 4 was up for the challenge.



It was early Sunday morning when the contest director and other contestants arrived at the field. Ez-Ups and tables were setup, registration forms were laid out on the table, and several folks were enjoying a fresh bagel/donut and coffee.



It was still a little cold at that time. The wind also started to pick up. The forecast called for 9 – 13 mph winds and a sunny sky. The winds were not going to be an issue for my WingDragon. However, I knew that it was going to be a challenge for some of the other competing planes.

The competition consisted of four rounds or tasks. First each pilot had up to two minutes throttle measured from the moment the plane left the hand during the hand-launch. It was up to the pilot to use the full 2 minutes to climb to altitude. Then, each round had a timed gliding task. The first 3 rounds were 6 minute tasks, and the last round was the most challenging with a 20 minute task. The idea was to find a good thermal and stay in the air.

Then the challenge was to make sure that your plane came to a full stop at the end of the allowed time. Scores were calculated as 1 point per second of glide time up to a max of 360 points for the 6 minute tasks and 1200 points for the 20 minute task. Each second over or under resulted in a 1 point penalty.

Precision landing points were also awarded. This was based on a standard 4 points per foot system. There were 4 x 25 ft landing tapes rolled out on the field. A pilot could achieve up to 100 points for landing exactly on the designated target.

Then 4 points were deducted for each foot away, measured to the nose of the plane. Landing more than 25 ft away resulted in 0 points.



At the pilots meeting I looked around to see what and whom I was up against. From a pilots perspective, I was up against long-time and expert glider pilots. For the record, this was my first RC competition, let alone a glider competition.



In regards to planes, my WingDragon 4 was up against 1.5, 2, and 3 meter gliders. Some of the models included the Allegro E-Lite, ParkZone Radian, Gentle Lady, Hobby City EasyFly, Permax Cloud Hopper, Wind Dancer, Multiplex EasyGlider Pro, and several other.



My strategy

First I made sure that all my battery packs were fully charged. I had a total of 5 x 1320 mAh 3-

cell Lipo battery packs. One of the packs was a new. I reserved it for the 20 minute task. Second I had to minimize drag, so I removed the landing gear. Third, I closely inspected all the alignments and linkages on the plane.

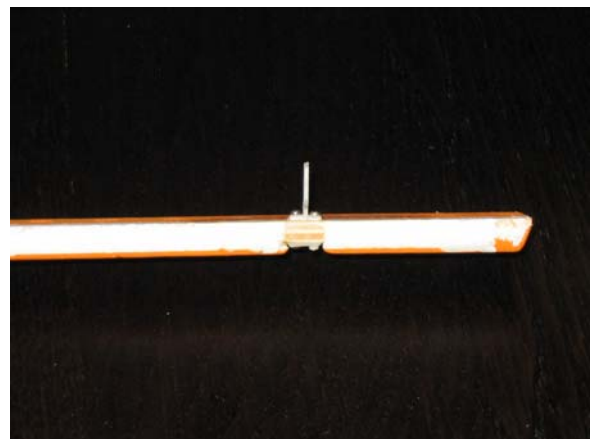
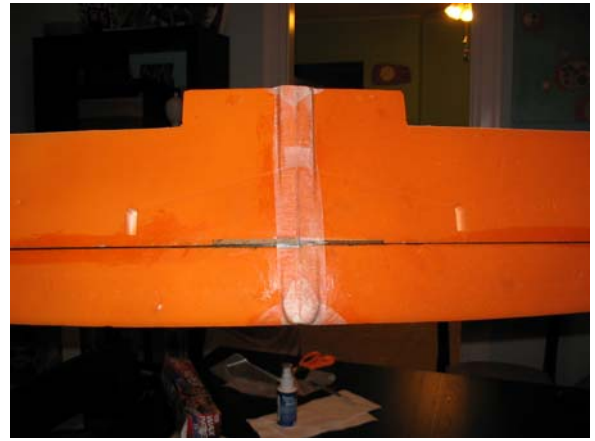


My main mistake that cost me several points was that I didn't do a practice run before the competition to become comfortable with the precision landings. I was overconfident and thought that all I needed to do was to replicate what the glider pilots did when coming in for landing.

The fact is that the WingDragon is not a glider. It cannot easily float and penetrate a head wind a couple feet of the ground. In my first flight, instead of being within 25 ft of the target, I was more in the 25 yards range.

With a head wind and no throttle, adding the slightest down-elevator motion brought the plane closer to the ground. I had to change my strategy. I had to ensure that I would come down right over the landing strips, pull out of the dive, circle and land.

On my second round, everything was going well. I had been up for over 5 minutes, so it was time to bring the plane in. I was in a thermal at more than 2000ft above the ground. I pushed the elevator stick forward and put my WingDragon in an almost vertical dive. I recall someone saying: "Tom your wings are going to come off". However, I was confident that my reinforced wing and tail surfaces could take the stress.



I pulled out of the dive at about 100 ft and did a loop to bleed of the energy. I turned left into the wind to setup my final approach. The bad news was that my plane was behind the tree line. I added a little up elevator to see if I could clear the trees, but no chance.

My choices were to land in the tree or to throttle up. So I invoked the emergency rule that allowed me to add power in the event of an emergency. The clock and round stopped the moment the the motor came on. I added full up-elevator and my WingDragon's nose came up and cleared the tree tops by mere inches.

Richard Gammon and another pilot who's name I cannot remember were not so lucky and got their planes stuck up in those trees.



It took them several hours after the competition to get their planes down. What mattered was that they were able to recover their planes.



My strategy finally paid off in round three, I had it down to a science. I throttled up, launched the plane and climbed as high as possible in the 2 minute allowance. I was way up and caught a great thermal. I must have been close to 3000 ft. At the 5 minute mark I decided to bring the plane closer over the landing area. At 5:30 I once again put the WingDragon in a vertical dive. This time the dive was more than 2000ft. I pulled out, looped the plane twice, lined up for my landing and gently sat it down. I missed the landing tape by 1 inch.



The morning went on. Dick Roy crashed his EasyGlider. It appears that a couple servos had locked up, and he had no control. The glider went down in some bushes to the side of the field.

Fritz Bien initiated the climb with his Gentle Lady, when suddenly the entire wing separated from the fuselage. The wing fluttered and was carried away by the wind for more than 60 yards. The fuselage came straight down into the ground like an arrow. Good thing the ground was still soft. The fuselage looked as if someone had put a land-marker into the ground.



For round 4 I got my newest battery, prepared the plane and took off; full throttle for 2 minutes. I once again reached a great altitude. I was hoping to catch a good thermal as in the previous round. I flew over to my area and began my search for the thermal. After a little while I was able to find a thermal. My task now was to remain in it for longest time possible.



For those of you not familiar with thermals, it is basically an inverted cone/column of hot or rising air. What is important to know is that generally around the edges of a thermal the air tends to sink. Also the diameter of the thermal varies and it will move with wind.



I was gliding fine until my luck ran out past the 6 minute mark. All I could find was sinking air. My WingDragon slowly descended and I had no other choice than to land. I clocked just over 8 minutes and 4 seconds. It is important to point out that after the competition, I flew again and found a great thermal where I was gliding for more than 30 minutes.

Conclusion

As I have been saying all along, my brushless reinforced WingDragon 4 is a great little plane.



In my opinion it is a great trainer. It allows for aerobatic flight, slope-soaring, and thermal-gliding. It is also a great platform for aerial video and photography. What more do you want out of one plane?

With respect to the competition, it was clear that my WingDragon 4 can compete against large electric gliders. But one should really ask: is it the plane, the pilot, or both? After the competition I can say that it depends more on the pilot's skills and the plane. Also knowing exactly what your plane can do and how it flies, can help you achieve a great score. The next electric glider competition is in the fall – I am going for first place.

- **Thomas Stammberger**
Newsletter Editor

UPCOMING EVENTS

May 13, 2009

CRRC – GENEAL CLUB MEETING

7:30p Goodnow Librbary, Sudbury, MA

May 19, 2009

CRRC – BOARD MEETING

7:30p Goodnow Librbary, Sudbury, MA

May 30, 2009

CRRC – FAMILY FUN-FLY

(Open to CRRC, Millis and Guests)

10:00a – 3:00p Bill Martin Field, Medfield, MA

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

Rusty's Tree Service [Sudbury]
978-443-9469

Scott: 508-203-3845 [Sudbury]

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](mailto: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	80	13	93

-Ray Harlan

THIS MONTH'S DIRECTOR'S MEETING

The next directors meeting will be, Tuesday, May 19th 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](mailto:membership(at)charlesriverrc.org))

Please make check payable to:

Charles River RC

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

E-mail: [membership\(at\)charlesriverrc.org](mailto:membership(at)charlesriverrc.org)

	MEMBERSHIP CATEGORY		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

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
May 13, 2009 (Third Wednesday)
Guests are welcome!

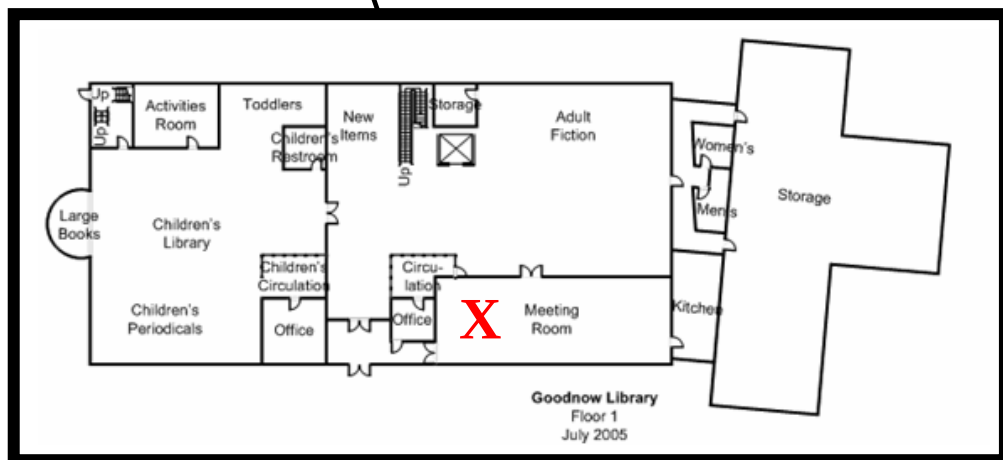
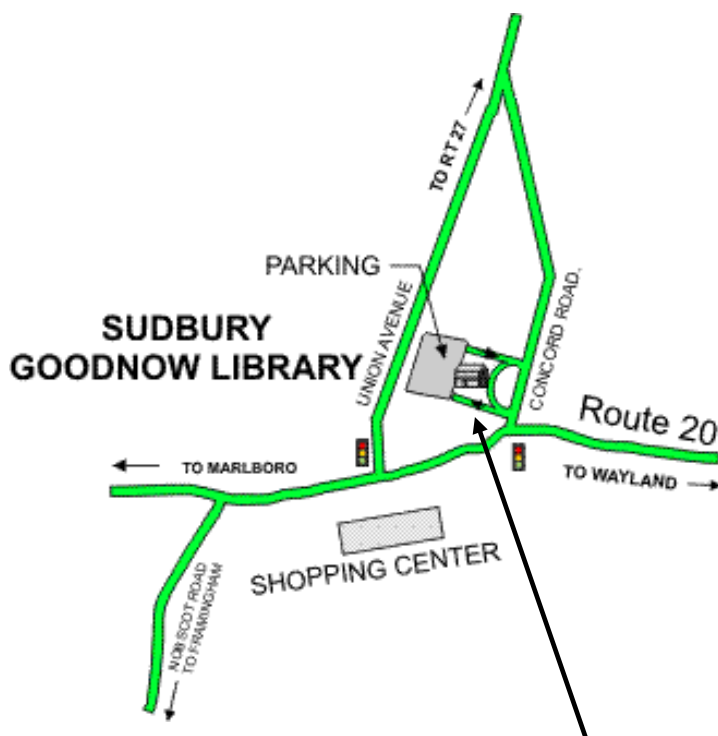
When: 2nd Wednesday of every month

Note: Check for the meeting announcement in our monthly Newsletter.

Time: 7:30 p.m.

Where: Goodnow Library in Sudbury, MA
21 Concord Road
Sudbury, MA 01776

Directions: 0.1 miles on Concord Rd off RT 20 in Sudbury.



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

CRRC 2009 Family Fun Fly

**Saturday May 30th, 2009
10:00 a.m. – 3:00 p.m.**

Bill Martin Field, Medfield, MA

**Open to:
CRRC and Millis members
Guests are welcome**

**Come and enjoy a day of fun at the field with your family.
Any type of RC aircrafts are welcome. Buddy-boxes will
be available. Field rules apply. Food and soft-drinks will
also be provided at a very modest price.**

**For directions and field information please visit
http://charlesriverrc.org/newsite/Fields_bill.html**

For more information please contact:

**Ken Antonelli "kxa @verizon.net"
Thomas Stammberger "tstammbe@yahoo.com"**

ERNIE HUBER MEMORIAL HELI FUN FLY

**June 27th & 28th
9:00am to 6:00pm**

**Crow Island Airfield
Stow, MA**

Come enjoy two days of relaxed flying at Crow Island airfield, a secluded pristine flying site.

No pressure just fun.

Open to all skill levels. Spacious flight stations.

On-site camping (no hook-ups) and swimming.

This year we will have on-site food service.

Landing fee - \$10 per day - \$15 for both days. Spectators free.

Directions: On the internet use Google Maps, MapQuest, or using a GPS navigator, search for 198 White Pond Rd. Stow, MA 01775. Once there cross over the river and turn right onto the dirt road. Follow for approximately one mile. The entrance to the field will be on the right.

**For more information contact:
Jim Peters - Contest Director
EHMHFF@Comcast.net
617-974-2115**

The 2009 New England R/C Fly-In

First Annual

FLYING TIGERS AIRFIELD / B-STREET / DERRY, NH

June 14, 2009

REGISTRATION AT 9:00 AM. FLYING STARTS
AT 10:00 AM AND GOES TILL DUSK.

650' ROLLED GRASS LANDING STRIP.

\$5 PILOT LANDING FEE AND
SPECTATORS ARE FREE!

GREAT FOOD ON-SITE WITH
PLENTY TO SEE AND DO SO
BRING A HAT, SUN BLOCK,
COMFORTABLE CHAIRS AND
ENJOY THE SHOW.



This AMA Sanctioned event is
sponsored by the following
AMA Clubs

New Hampshire Flying Tigers

Southern New Hampshire
Flying Eagles

Southern New Hampshire
Radio Control Club

FOR THOSE OF YOU THAT ARE INTERESTED IN LEARNING TO FLY, INTRO FLIGHTS WILL BE
OFFERED TO ANYONE WISHING TO GIVE R/C A TRY FOR A DONATION TO THE CLUB.

DIRECTIONS

FROM THE NORTH OR THE SOUTH TAKE EXIT 4 OFF OF I93 AND HEAD EAST ON RT.102 TOWARD DERRY,
AT THE THIRD TRAFFIC LIGHT TAKE A LEFT ONTO CRYSTAL AVE. (RT.28 NORTH). AFTER THE 3RD TRAFFIC LIGHT
TURN LEFT ONTO "A" St. (7 / 11 ON THE CORNER OF "A" STREET) INTO THE DERRY INDUSTRIAL PARK. PROCEED DOWN
"A" St. AND TAKE A LEFT ONTO B-STREET. AFTER YOU PASS THE PARKING LOT OF THE LARGE BLUE BUILDING
THERE WILL BE A DIRT ROAD ON THE RIGHT (IF YOU GO TO THE TOP OF THE HILL YOU WENT TOO FAR). FOLLOW
THE DIRT ROAD ALONG SIDE THE BUILDING TO OUR FLYING SITE.

FOR INFORMATION ABOUT OUR CLUBS AS WELL AS LINKS TO OTHER AREA CLUBS PLEASE VISIT OUR WEBSITE AT WWW.NHFLYINGTIGERS.ORG