



AMA CHARTER 339

NOVEMBER 2008

VOLUME 45 NUMBER 11

2008 CRRC OFFICERS

PRESIDENT

Tony Davids

978-568-9598

[president\(at\)charlesriverrc.org](mailto:president(at)charlesriverrc.org)

VICE –PRESIDENT

Howard Hager

787-587-0375

[Vicepresident\(at\)charlesriverrc.org](mailto:Vicepresident(at)charlesriverrc.org)

MEMBERSHIP SECRETARY

Ray Harlan

508-358-4013

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

RECORDING SECRETARY

Larry Wetmore

781-449-5358

[secretary\(at\)charlesriverrc.org](mailto:secretary(at)charlesriverrc.org)

TREASURER

Istvan Sleder

978-369-1976

[treasurer\(at\)charlesriverrc.org](mailto:treasurer(at)charlesriverrc.org)

NEWSLETTER EDITOR

Thomas Stammberger

617-501-7403

[newsletter\(at\)charlesriverrc.org](mailto:newsletter(at)charlesriverrc.org)

RAFFLE CHAIRMAN

Ken Antonellis

508-653-8369

[xofficio\(at\)charlesriverrc.org](mailto:xofficio(at)charlesriverrc.org)

WEBMASTER / SAFETY

OFFICER

Brian Rickman

774-249-2494

[webmaster\(at\)charlesriverrc.org](mailto:webmaster(at)charlesriverrc.org)

GENERAL MEETING

Wednesday
November 12nd
7:30 PM

The Club Meeting for this month will be held at the **Goodnow Library in Sudbury** (See back for directions). Bring a friend or just come alone.

Guest Speaker Anker Berg

We all have seen Anker's show-and-tells. Anker will talk about the challenges facing builders of CNC foam cutters. He is also planning on doing a demonstration for us. See you there.

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RAFFLE

First Prize

**MULTIPLEX
Easy Glider**



Second Prize

Ken's surprise

**WON
a
COOL TOOL
for
Show-n-Tell**

President's Letter



New addition to Tony Davids' hangar

Tony literally has his hands full, and no time to think about flying these days. His daughter was born this past Friday November 7. Baby Davids was born 5 lbs. 4 oz. and 19 in long. The Davids family is very happy and doing fine.

Congratulations from all of us at CRRC.

"Let's be careful out there."

– Editor's Note

CRRC Board Member Elections

The presidential elections may be over. We are just getting started. After his second year as president of the club, Tony's term has reached the end. There are several other positions that will be announced during our next club meeting. If you are interested in becoming a member of the board, or if you would like to nominate someone for a open position, let us know this Wednesday.



November 16, 2008

CRRC – R/C HOBBY AUCTION

(See last page for detailed info)

November 25, 2008

CRRC – BOARD MEETING

7:30 p.m. Goodnow Library, Sudbury, MA

Treasurers Report

Report Date 11/09/08

Starting Balance 10/01/08

Checking	\$6,274.58
Cash Box	\$25.00
PayPal Acct	\$43.39
CD Accounts	\$6,600.36
Total Starting	\$12,943.33

Income

Interest - CDs	\$16.40
Transfer from PayPal Acct	\$43.39
Total Income	\$59.79

Expenses

Booklet Expenses, Check #1578	\$302.93
Total Expenses	\$302.93

Ending Balances

Checking	\$6,015.04
Cash Box	\$25.00
PayPal Acct	\$0.00
CD Accounts	\$6,616.76

Grand Total Ending 10/31/08	\$12,656.80
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– Istvan Sleder, Treasurer

Anker Berg-Sonne

Anker joined CRRC in 1986. In 1997 Fritz Bien talked him into flying a glider; just in time to participate in the annual Soar-In. Anker quickly became part of CRRC group that attends ESL contests and since 1996 he is the official scorekeeper for the ESL.

More recently, Anker decided fill the vacuum left by Phil Barnes when he stopped making RC glider wings and tails. As part of the tooling for this business, Anker built a CNC foam cutter and wrote the software to drive it. In his presentation Anker will talk about the challenges facing builders of CNC foam cutters and will cut a Supra wing core with the CNC foam cutter as a demonstration.



OCTOBER GENERAL MEETING MINUTES



General Meeting Minutes for October 22, 2008.

Business Meeting

President Tony Davids called the meeting to order at 7:41 PM, at the Goodnow Library, Sudbury, MA.



The treasurer's report and secretary's meeting minutes were approved as written in the October newsletter.

Field Reports

News from Davis Field is that Saturday soccer practices are over for the season. The field is clear of all obstacles and is in fine form.

Tom Bauer reports that Medfield's Bill Martin Field is in fine shape as well.

Membership Report

Membership chair Ray Harlan reports that CRRC has 122 members on record.

Board Of Directors Volunteer

Alan Marshall volunteered to attend next week's BOD meeting as member at large.

Old Business

No old business.

New Business

Bob Rice, owner of Ashland's Hobbytown USA, and good friend to CRRC, is reported to be back working at his shop a few hours a day, and making a good recovery after his recent illness.

It was reported that Harvey Thomasian, founder of Airtronics, and CRRC member for many years, has had a recurrence of cancer.

Tom Bauer is the Contest Director for the upcoming Electric Fun Fly, Saturday, October 25, at Bill Martin Field. There will be a pilot's meeting at 9:45 AM, flying from 10 AM to noon, complete with Tom's brats on the grill.

Elections for 2009 CRRC officers will be held at the November business meeting. Let Tony know if you are interested in serving on the board.

Event Reports.

Tony reported on the Collings Foundation Battle For The Airfield, held on Columbus day weekend. Tony wrote about the event in the October newsletter.

Dick Williamson reported on the Green Mountain RC'ers Pumpkin Fun Fly, held on Sunday October 28th.

Ken Antonellis reports that the CRRC Auction will be held on Sunday November 16, at the Natick VFW on Rte 135. There is no Patriot's game that day so come out and join the fun. Dogs, chips, and soda will be available for sale. Lincoln will be our lead auctioneer, but will gladly accept all offers to assist.

Solos

Benjamin Nitkin was awarded his wings. Benjamin has been seen quite frequently at Davis Field, flying his Slow Stick. Benjamin was joined by his dad.

Guests

Bill Paynton, from Marlborough, was a guest this evening. Bill has been flying his super cub and wing dragon. Bill has earned his wings as well, but alas, Tony was all out of wings. Bill's status as a guest will be short lived, as he was seen passing papers to membership chair Ray.

Tom Edwards was also our guest this evening, and coincidentally was a raffle prizewinner.

The business meeting was adjourned at 8:12 PM.

Raffle Winners

Rafflemeister Ken had three prizes for the Raffle drawing.



First prizewinner Tom Edwards took home a MiniMag.



Second prizewinner Dave Spielman took home a foamie, and third prizewinner Tom Stammberger left with an indoor flight Butterfly.





John Eppling displayed his Andrew Jesky AJ Slick from 3D Hobby. The AJ Slick is a 51" electric with plenty of power. The Torque 28 motor develops 615 watts, with a 14-7 prop, and an all up weight of 62 ounces. "Davis Field is pretty large, but it doesn't take long to get to the other side," reports John.

Show And Tell

Tom Stammberger displayed the latest addition to his jet collection, an L-39 Albatross Ducted Fan from Great Planes. The brushless powerplant runs at 55K RPM, with 250 watts of power. The plane has an all up weight of 16 ounces. Tom reports that the model is very sensitive to the location of the center of gravity.



Dave Spielman had twin Multiplex Easy Stars on display, one of which was a raffle prize from a recent CRRC meeting. Dave did some mods to his first Easy Star, replacing the stock motor with a 650 watt in-runner which proved to be too

much power at full throttle. Dave installed a smaller motor in his second Easy Star, which delivered 190 watts with the same 3S Lipo battery.



Dan Murphy tried one too many flights with his HLG Side Winder II, and a dead battery brought the plane down damaging both the fuselage and wing. Dan estimates that the fuselage will be easy to repair, but he welcomes advice on how to fix the foam-bagged wing, that suffered damage in a number of places. "It will be a good winter project," says Dan.



Guest Speaker

Our guest speaker for this evening was model RC Helicopter enthusiast and entrepreneur Joel Rosenzweig. Joel was introduced by Tony Davids, who met Joel at the New England Heli Crew Phenomenon, held earlier this month at their home field in Mansfield, MA.



Joel developed a love of helicopters at an early age. His first helicopter was an electric, uncommon in the early days of heli models. Joel's heli was tethered to a deep cycle lead acid battery on the ground. The decision to go electric was driven in large part by Joel's mother who worried that a glow engine was too dangerous for a teenager. Joel's passion for helicopters has grown ever since, as he has had many models leading up to the one he had on display tonight, a beautiful electric powered Aluet II from German manufacturer Vario. With finely engineered mechanics and electronics galore, it was a far cry from that first machine.



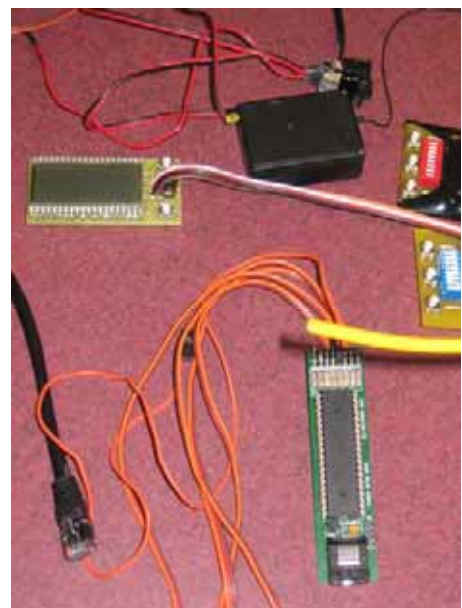
Full size helicopters are inherently unstable, requiring a pilot's constant attention. As a helicopter's size is reduced to that of a scale model, they can become increasingly difficult to control. The introduction of flybar paddles in the 80's added a degree of stability that was a boon to the RC community. And while two blades and a flybar works well, Joel's interests were more scale-like, where a three or five bladed rotor is the norm. But with an odd number of blades, the symmetry needed for the flybar is missing, and an active form of stabilization becomes necessary.

With Joel's background as an embedded hardware and software developer, he was able to electronically add gyroscopic stability to tame the beast. RC helicopter control systems historically used a system called CCPM, or cyclic/collective pitch mixing. CCPM takes the operators stick movements, and using software in the transmitter, mixes these commands to drive three discreet

outputs that are transmitted to the aircraft and applied directly to three servos controlling the swash plate.



The proper point to add the gyroscope corrections was after the stick, but before the mixing function, necessitating moving the mixing function from the ground to the air. Joel developed a hardware and software solution that sits in the aircraft, mixing the gyroscope corrections with the operator's commands from the ground to drive the swash plate servos.



After successfully tackling the stability problem for a single rotor, Joel decided to try his hand at solving the problem for a tandem rotor like Army's Chinook helicopter. Joel fabricated his

own test platform, and although it was a rather homely looking electric machine, it served the purpose well. Joel played a short video of the contraption hovering quite benignly. But just to show that the effort wasn't without its problems, Joel showed us a video of the very first flight. The machine barely left the ground, toppling over within seconds, destroying \$700 worth of blades in short order. It was an expensive detour along the path to innovation.

Joel has been marketing his mixer through his own Marlborough based company, Helitronix, LLC, and developing a loyal customer base along the way. In addition to the mixer, Joel developed an onboard tachometer, a wireless remote reading tach, and a programmable light controller. However, he is concentrating his efforts on his mixer design, and has a new design that uses the latest in multi-core processors to improve the system's reliability.

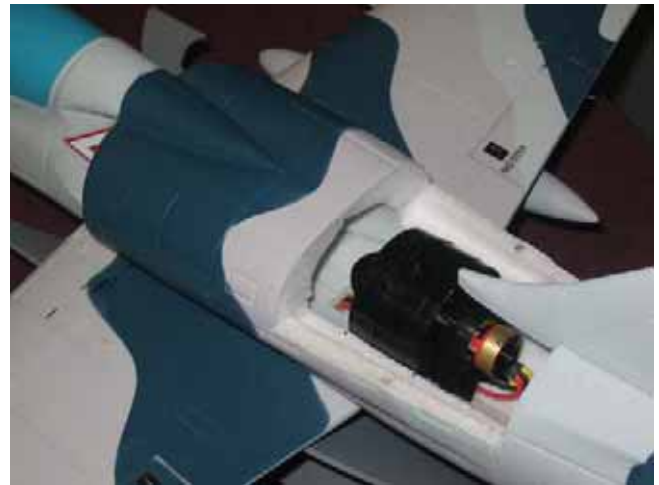
For more information look for Joel's website at <http://www.helitronix.com>.

Meeting Adjourned

The meeting was adjourned at 10:00 PM.



Great Planes L-39 EDF



Hyperflow Fan with Ammo 4850 brushless in-runner



AJ Slick 3D



Multiplex EasyStar

- **Larry Wetmore**
Recording Secretary



Brattleboro Area Flyers - The Great Pumpkin Fly-off



The B.A.F. Pumpkin Fly pilots, left to right: Dick Williamson, George Hill, Jim Tyrie, Dave Walter, Jose Bruzuel, Bob Rondeau, David Beach, John Marien, Lincoln Ross, Bob Buxton, Chris Ordzie, Warren Hopkins, John Hayes, Alex Haro, George Messier. Barbara Carey Photo

Editor's Note: Since several CRRC members participated in this contest, we thought it would be appropriate to re-print the contest report.

B.A.F Contest Report

It would be an understatement to say The 2008 Great Pumpkin Fly went well.. BAF hosted 16 glider pilots from 5 states to 6 rounds of Thermal Duration competition.

The forecast called for light rain last Monday but by Thursday it was the best weekend forecast we could remember. Arriving at the field, the sky was blue, the air was fresh and the light NW winds were right down the winch line, the day was a flyers dream. After a quick pilot's meeting, everybody was ready to go.

The first round was a 6 minute warm-up to test the air. Lift was still light but most flyers made their time and with the in/out landings, the scores were pretty tight - Dave Walter, David Beach, Jose Bruzuel, and Lincoln Ross were all tied for first, 1 point off prefect.



David Beach photo

Round 2 went to 7 minutes but kept the in/out landing. Most flyers made their time but the lack of a breeze and the slightly sloped landing circles

meant a few missed their landings. Scores were so tight that Lincoln fell to 7th place by missing his landing.

Round 3 was an 8 minute task and saw the first (and only) wave of bad air as 10 flyers failed to make their time. Dave Walter, Bob Buxton and Jim Tyrie were 1-2-3 and within 23 points of each other.

We got in three rounds by noon and broke for a quick lunch. There was little time for socializing as CD Bob Rondeau called round 4 by 12:45.

Rounds 4 and 5 were 8 and 9 minutes respectively and we changed to a graduated landing to kick it up a notch. The lift was rolling through and the breeze was building to a perfect 5-7 mph as launches were high and almost everybody was making their time. Late landings were as common as early ones and landings averaged 65points.

As the last round started Dave Walter still had a hold on first place but only by 22 points over Bob Buxton. Chris Ordzie had taken over 3rd place, 52 points back. David Beach and Jim Tyrie were also within 100 points.

The 6th and final round was a 10 minute task with a graduated landing and a little twist. A small pumpkin was placed in the center of each landing circle. The idea was to do the graduated landing but also hit the pumpkin. If you missed the pumpkin, you got the score on the tape. If you hit the gourd, you got the max landing score of 100 points (no matter where you came to a stop). This sped up the landing speeds a bit and opened

the possibility of a last minute upset - which always makes for an exciting finish.

Dave Walter turned in a 10:00 minute/85 landing to hold on to the lead that he held in every round except round 2. Bob Buxton missed the pumpkin and most of the landing points but managed to hang on to 2nd place. Lincoln fought his way back from a bad air stinker in the 3rd round, gaining a place or 2 with each round, to take 3rd place with a near perfect round.

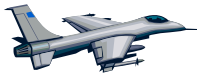
Thanks to everybody for coming the distance and helping out. Thanks to David Beach for bringing his fine winch/ retriever/ generator, as well as the scoring. Special thanks to Barry Levitt for running a great lunch. Thanks to BAF power flyers, Bruce Hill, Steve Kenney, and Marty Boucha for all their help with set-up and winches.

2008 Great Pumpkin Fly-off
Saturday
Combined Standings as of Round # 6
Sorted by Actual Score

Place	Contestant	Class	Score
1	DAVE WALTER		3189
2	ROBERT BUXTON		3092
3	LINCOLN ROSS		3031
4	JOSE E BRUZUAL		2977
5	BOB RONDEAU		2974
6	JIM TYRIE		2925
7	JOHN HAYES		2906
8	KEN SHARP		2905
9	GEORGE MESSIER		2860
10	CHRIS ORDZIE		2839
11	DAVID BEACH		2822
12	ALEX HARO		2624
13	GEORGE HILL		2540
14	DICK WILLIAMSON		2522
15	JOHN MARIEN		2460
16	WARREN HOPKINS		1205

See you next season!





CRRC – Annual Electric Fun-Fly



This year's annual electric fun fly took place on October 25 at the Bill Martin Field. Tom Bauer was the CD.

The gate opened at 9:00 a.m. and by the time I arrived our fellow pilots from Millis were getting a few flights in with their fuel powered airplanes.



Pilot's meeting for the Fun-Fly took place at 9:45 a.m. In all we had about 15 or so pilots flying electrics.

There was a great variety of electric planes: Park-Flyers, EDF Jets, Electric Gliders, Pylon Racers, and scale models



The forecast for that day called for partially clouded skies and winds around 10 mph before noon; then, clouds with high winds for the afternoon. This meant that we only had a two-hour window for our lighter planes.

The pilot's meeting didn't take long. There were a few new pilots that hadn't flown at the Bill Martin field. It was good to review the field rules and regulations again.

Tom Bauer was one of the first ones to fly. It didn't take long for him to complete the pre-flight check and off he went with his Cessna.



Other scale park-flyers joined him shortly after.



After about 20 minutes or so, I decided to get my Firebird into the air. My first hand-launch was a wash. I didn't give it a good enough toss. It felt kind of embarrassing since almost everybody's attention was on my plane. My second toss was good and off it went.



The Bill Martin field is fairly enclosed and the bordering trees have grown quite a bit. For this reason and because of the strong winds I decided to play it safe and keep my L-39 grounded.

Note: I did get to fly my L-39 on Davis Field that afternoon on my way home from the fun fly.

A few visitors stopped by to watch and inquire about the hobby. Good thing that I brought my buddy box to give a few some time on the sticks.



A gentleman came by with his two sons. I didn't hesitate to ask the boys if they would like to fly the plane. I setup my WingDragon, synchronized the trims on the buddy-box, completed the pre-flight check and took off.



It was funny to watch the aerobatic maneuver these kids were doing. Despite having told them to make subtle corrections on the controls it was as if they were playing a video game. As you can see below - full up elevator.



Forget about level flight. My WingDragon was really pushing the envelope doing constant loops, barrel rolls, dives, you name it.

The good news is that the plane took the abuse and came down in one piece.



In the mean time Fritz got his funny looking plane in the air; I like to call it the Mickey Mouse plane. Also I never realized that he has people looking out the windows.



The morning went on and the wind started to increase. That didn't stop my other fellow pilots from getting their planes in the air. Murphy (from Murphy's Law) was also lingering around for a few people. Some quick fixes had to be made.



John Eppling almost lost his brand new Aj Slick 3D plane. He was practicing 3D maneuvers. I was minding my business with my WingDragon when I suddenly saw a plane emerge behind the trees over the river. John was standing next to me and repeatedly saying “Oh no, oh no, ...”

Once the cleared the trees and the river, the “Oh no..” turned into “I have to land”. John had such an adrenalin rush that he was shaking once he safely landed his plane. The good news, thanks to the power from his motor, he was able to go vertical, get out of the river area and land his plane.





As noon approached it was getting quite windy so the bigger fuel powered planes made it out again



Then at noon somebody mentioned “Bratwurst”. Tom Bauer was setting up for lunch. He first boiled the Brats in beer to pre-cook them. Then Ken added the last touch by grilling them for a few minutes.



Sauerkraut, relish, chips, Tostitos, salsa and other goodies complemented those “Bratwürste” very well. There was food for everyone and this brought the Annual Electric Fun-Fly to an end.



I also would like to thank my friend Bruno and his wife Taty who stopped by and took most of these excellent pictures.

- *Thomas Stammberger*
Newsletter Editor

Tree cutting @ Bill Martin Field

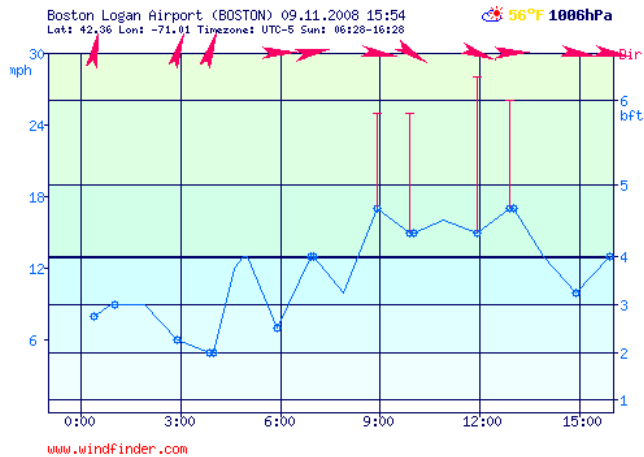
The Medfield Conservation Commission approved the request this past Thursday to prune and cut several trees at the Bill Martin Field to improve the landing approaches.



Slope Soaring @ Deer Island – Nov 9, 2008



It was a great day at Deer Island today. The wind was right at the Northerly limit until Dick Williamson arrived around 12:30 p.m.



Between 10:30 and 12:30 winds were averaging about 17 mph with gusts up to 28 mph. The temperature was right around the mid 50's.



Tom Stammberger flew his Wing Dragon. That's right. His WingDragon has proven to be a multi-role Park-Flyer that can glide at 2800ft, perform aerobatics, and now slope-soar in 20+ mph winds.

Ron Weissman flew his Redback and an Electric Zaggi. I (Tom Bauer) flew my Redback and the P-51 Mustang. We added about a 3/4 of a pound of lead on Dick's Easy Glider. I think it would have flown just fine in the 20+ mph winds if the direction hadn't changed and killed of the lift.



Tom's WingDragon Soaring at deer Island



Tom Bauer's P-51 Mustang



Dick Williamson and his easy glider

- Tom Bauer & Thomas Stammberger

CRRC BUILDING AND FLIGHT INSTRUCTORS

To start your flight instruction; call Brian Rickman, the chief instructor and he will match you with one club instructors. Our instructors are qualified and willing AMA pilots and fellow club members.

See <http://www.charlesriverc.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.

INSTRUCTOR CONTACTS

Chief Instructor:

Brian Rickman

[webmaster\(at\)charlesriverc.org](mailto:webmaster(at)charlesriverc.org)

774-249-2494

Power planes are flown only at the Bill Martin Flying Field in Medfield.

POWER:

Jeremy Harkin Waltham 781-894-6683
Jon Leehey Wayland 508 358 5721
Ruane Crummett Wayland 508-655-2234

ELECTRICS:

Bruce Schneider Hudson 978-562-9900
Fritz Bien Concord 978-369-1720
Lincoln Ross Waltham 781-891-0332
Dick Williamson Sudbury 978 443-8549
Tom Bauer Wellesley 781-235-7344

Sailplanes and Electrics can be flown at the Davis Farm Field on Rte. 117 in Sudbury.

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
Ken Antonellis Natick 508-653-8369
Tom Bauer Wellesley 781-235-7344

HELICOPTERS:

Tony Davids Stow 978-568-9598

BUILDING:

Fritz Bien Concord 978-369-1720
John Weigel Natick 508-653-3560
Derrick Veliz Acton 978-266-1739
Dick Williamson Sudbury 978-443-8549
Tom Bauer Wellesley 781-235-7344

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

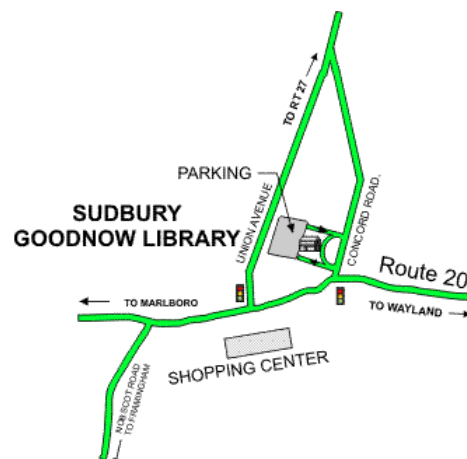
Here are the updated CRRC membership figures. The table summarizes the membership status from 2000 through current month, 2008.

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

-Ray Harlan

OCTOBER DIRECTORS MEETING

The next directors meeting will be, Tuesday, November 25th 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

2008 MEMBERSHIP APPLICATION

AMA Charter 339

Name _____ AMA No. _____

Street _____ Birth Date (AMA req'd) _____

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

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

Make Checks Payable to:
Charles River RC

MEMBERSHIP CATAGORY	Rates until March 1, 2008	Rates After March 1, 2008
<input type="checkbox"/> OPEN Member	\$40.00	\$45.00
<input type="checkbox"/> JUNIOR member, (under 19 before 7-1)	\$1.00	\$1.00
<input type="checkbox"/> SENIOR member, (if age 60 before 7-1)	\$30.00	\$35.00
<input type="checkbox"/> SENIOR member, (if age 75 before 7-1)	Free if AMA member	Free if AMA member
<input type="checkbox"/> Full time STUDENT	\$20.00	\$25.00
<input type="checkbox"/> Family member additional to OPEN membership	\$20.00	\$25.00

SAVE \$5 - EARLY BIRD DUES RATES ARE LISTED

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)

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

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

To receive your newsletter by US mail, please contact Ray Harlan, Membership Secretary at the next meeting. See the newsletter cover sheet for additional contact information.

Help reduce operating costs by receiving your newsletter on line. CRRC pays roughly \$10 per year for each mailed newsletter subscription

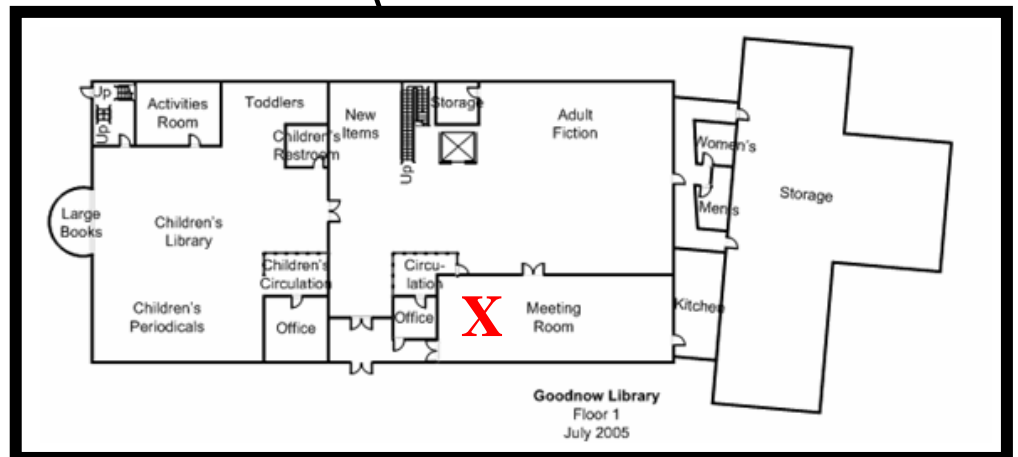
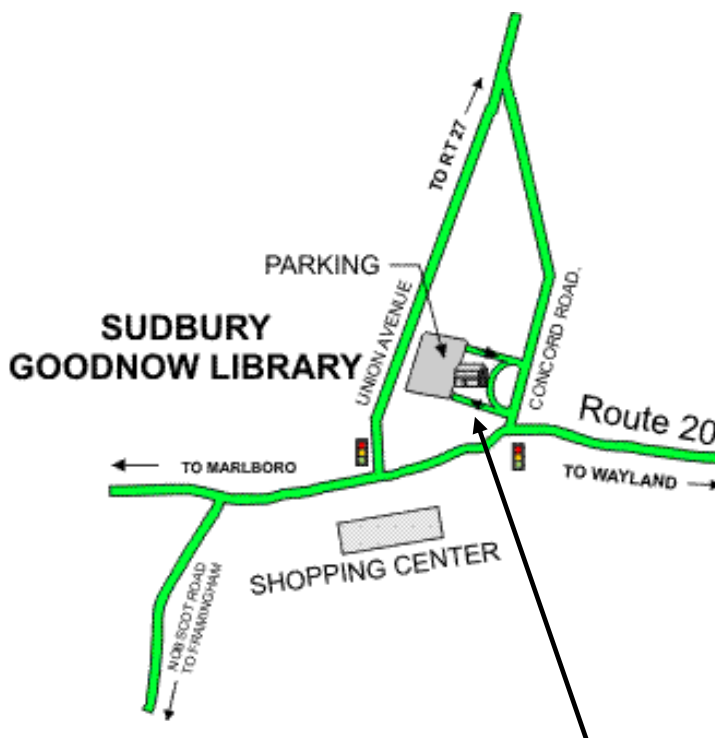
NOTICE: THIS MONTH CRRC CLUB MEETING
November 12, 2008 (Second Wednesday)
Guests are welcome!

When: Generally every 3rd Wednesday of the month
(Depends on availability of the facility)
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

Charles River Radio Controllers, Inc.

R/C HOBBY AUCTION

12:00 noon, Sunday

November 16, 2008

VFW, RTE 135, Natick, MA

Set up and viewing noon to 1:00PM.

Auction 1:00PM to 3:30PM.

The Natick VFW is on RTE 135 400 yards East of Speen Street intersection

All modeling items auctioned

come buy and sell:

engines, radios, models, kits, & tools.

**Tables available for small items which
can be sold without an auctioneer.**

\$2.00 entrance fee

Hot dogs, chips, and drinks for sale!

(additional raffle tickets \$1.00 or 3/\$2.00)

CRRRC receives 10% of proceeds from all sales.

Cash only PLEASE! No private sales.

Please see our website for further details:

<http://www.charlesriverrc.org>