



Have you any new projects to bring to show and tell?

President's Message

Wow! Another month has flown by. Its almost time to 'spring ahead' and be able to fly after work again (for those of us who have to work). Then again, we've almost had more snow this spring than we did this winter. We have several new members that will be joining us this year from new students up through experienced pilots. I am sure we will all make them feel welcome, as you did with me last year.

A reminder to all that there is **NO meeting on April 10**. The school is closed for Spring Break. Our next meeting will be on the 24th.

Randy MacInnes has been busy lining up programs for our meetings. For our April 24 meeting, *Miles Scanland*, owner of R/C Hobbies, will be coming in to talk about air brushing. It promises to be an interesting presentation.

Randy is looking for ideas for future programs. Please let him know what you would like to see.

Last month I wrote about preparing planes for spring, including cycling batteries. Well, it generated some interest, as I have gotten questions and requests for help from several members. Hopefully we can find more of our problems on the ground, instead of in the air.

The Toledo R/C Expo is just around the corner. This will be my first trip to this show. I have been to the WRAM show in White Plains, NY, many times when I lived in NY. I am looking forward to a great show. I have heard a number of club members making plans to go. If you have never been to a show like this, it is an experience not to be missed. Just don't park in a tow away zone.....

Several events are happening in the next two months. On April 16, *Harold Reuter*, *Carl Long* and I will be at the Orion Township Public Library to host a program for kids. Thanks to Harold for coordinating this activity.

Bald Mountain Involvement Day is April 20. *Steve Fredericks* and *Kevin Phillips* are coordinating this event. There's something for everyone to do. *Bill Stark* (DNR) has plenty of work to be done. Past volunteer days have included everything from chopping wood and building a fishing pier, to painting signs and running the kitchen. This year, Steve and Kevin will be soliciting a few volunteers to go to the park before April 20 to scout out the work for the day. These people will then each take a group of people on Involvement Day to complete the work. This should help eliminate the waiting at the beginning of the day while we see what needs to be done. This event helps both the park and the club, so please give a little of your time, and come out to the park

We have three flying events coming in May to get a start on the season, including two float fly events. So get those planes ready, and let's go flying!

Happy Landings,
Greg Cardillo

Remember - April 20 is Bald Mt Involvement day. 9AM at the ranger station on Greenshield road.

1996 Club Officers

President : Greg Cardillo 2086 Cedar Key Court, Lake Orion 810-391-6803

Vice-President : Carl Long 47278 Jeffery, Utica 810-254-0048

Secretary : Paul Shurtliff 1915 North Lake Drive, Troy 810-689-3489

Treasurer : Jack Fleming 322 Jeffery, Royal Oak 810-435-4487

Editor : Gary Walling 3403 Nichols Drive, Auburn Hills 810-299-4654

Articles must be received by the 20th for the next issue. Articles may be reproduced from Skywriter

An interesting Home Page that I found when recently surfing the Internet...

Welcome to Larry's 'LABCO' home page where you can learn how to make water slide decals on your home computer!

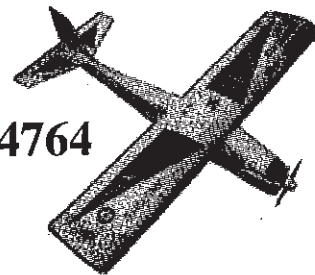
The LABCO decal method is a proven and convenient way to make your own custom waterslide decals for use on your hobby projects, for labeling instruments or anywhere that a custom decal is needed. Designs or text which are created on a personal computer can be printed on LABCO's special waterslide paper, laminated with clear vinyl or clearcoated with lacquer, epoxy, polyurathane or the topcoat of your choice. This topcoat is essential because it acts to bind and support the ink image so it can be transferred. LABCO paper can withstand the heat applied by the fuser element of *copy machines* or *laser printers*. Color decals can be made using *heat fusion* or *thermal wax transfer printers* which are rapidly gaining acceptance because of their sharp vivid color, low cost and waterproof ink. In fact about the only restriction when using LABCO paper is that the ink must be waterproof. Excellent decals have even been printed with dot matrix type printers. Color printers that use waterproof thermal wax ink can be used to make beautiful three or four color decals. One such moderately priced printer that is made in the US is the 'PRIMERA' manufactured by FARGO Electronics Inc. Ink jet printers cannot be used except to make a master color copy to use with a color copy machine. This increased cost of each printed page is offset by the excellent quality that can be obtained. Small decals can be printed at double size and reduced 50% when printed on the color copier. This effectively doubles the resolution of the image.

Using the LABCO decal method opens up the capability of your computer system so that you can print on almost anything. This easy decal method is the solution that hobbyists everywhere have been searching for. Scale modelers can quickly and accurately make decorative decals for their projects. The great number and variety of clip art images that is currently available is a nearly endless source of material for making decals. The decal thickness is controlled by you so it can be as thin as you can handle. Many car, boat, train and airplane modeling enthusiasts are currently using this product and their creations are winning top prizes. The fun involved in creating your own custom made decals is like opening a door to a whole new hobby in itself.

A decal starter kit is available. This kit contains three sheets of LABCO paper 8 1/2 X 11 inches that will fit in any standard printer. Also in the kit is an instruction booklet which contains not only essential information but lots of hints for other uses of LABCO paper and other ways of doing image transfers. For your starter kit send \$10.00 US cash, check or money order. No charge cards. All orders must be prepaid.

(SnailMail)

LABCO Dept NET, 27563 Dover, Warren, MI 48093-4764



Decal covered 'Flying Billboard'!

Remember - April 20 is Bald Mountain Involvement Day

Skymasters - 1996 Flight Instructors Roster

	Trainer or Advanced	On Call	Present at the field	Wed	Sat	Sun	Location	Phone
BELFI Dave	T		x					
BRADY Chet	A		x					
CARDILLO Greg	A	x	x	x			Lake Orion	810-391-6803
COTE Rob	T		x					
EPLETT Dale	T		x					
FERGUSON Jack	T	x		x			Shelby	810-731-3948
FINKELSTEIN Joe	T		x					
FOSS Pete	T	x		x			Shelby	810-652-8756
FREDERICKS Rob	A	x	x	x			Oxford	810-969-2020
FREDERICKS Steve	A	x		x			Oakland	810-693-6686
GARRET Roger	T		x		x	x		
GLAZA Al	A	x					Royal Oak	810-585-4065
HASS Joe	A	x		x			Troy	810-879-5817
HUDIK Ken	A		x					
KASILLY Mike	T			x				
KOLOMYJEC Harry	A		x					
KOSCIELSKI Frank	T		x					
KRAUER John	T			x				
LEPPARD Bill	A		x					
McGEE Al	T	x		x				810-589-0283
MORGAN Roy	A		x					
MROCK Al	T		x					
NYKANEN Berni	T		x	x				
O'BRIEN Tim	A		x					
OVERTON Graham	A (mode 1)		x					
OVERTON Terry	A (mode 1)		x					
PETTKE Vince	T			x				
PHILLIPS Kevin	A			x			Oxford	810-969-0245
SMITH Sterling	A			x				
SMEYERS Gene	T		x					
SOKACZ Ron	T		x					810-693-6767
VAN HEVEL Gary	T		x					
WATTS Darrell	T		x					

Wednesday night is instruction night at the field. There are Instructors available for any students that would like to come out and fly. All of our Instructors are excellent pilots. Check to be sure that you are flying with a registered Instructor to ensure the safety of your airplane. Please, if you are not an Instructor - *do not fly* students airplanes. If an accident were to happen, AMA insurance would not cover it unless you are a registered club Instructor.

Chief Flight Instructor: Rob Fredericks 810-969-2020

Assistant Chief Flight Instructor: Pete Foss 810-652-8756

1996 Mid-West Regional Float Fly

September 14-15, Island Lake St. Park, Brighton Mi.

Dear Float-flying Friends,

I just wanted to keep you posted as to the fun and changes that are planned for our '96 float fly.

First, based on input from last year's participants, we are scaling back a little on the "judged events" prizes. The prizes are still very nice -- an 83" span Balsa USA Taube kit and "antique" style floats for the winner of the "sport" class and a 1/3 scale Balsa USA Fly Baby and 1/3 scale floats for the "scale" class. As you noticed the two categories starting this year will be "sport models" and "scale models" instead of standard and giant size. The judging criteria remains the same - 33% on craftsmanship and finish and 67% on flight demonstration.

Next, some of the money saved on contest prizes will be diverted to help pay for the Saturday evening cookout. This "cookout" will replace the reception at the hotel and will be held at the flying site starting at 5:00pm Saturday evening. As a guarantee of a nice place for the cookout we have arranged for a lighted tent that will seat about 200 people. The tentative plan for the menu is: grilled chicken sandwich (breasts or boneless thighs), coleslaw, baked beans or a vegetable, fresh vegetables, dessert, iced tea or coffee. The price for the cookout will be \$9 per adult and \$4 for children under 12. Advance reservations and payment for the cookout will be required -- preferably at the time you enter but at least one week ahead of the event.

The "Super Prize" raffle this year will consist of a 72" Cessna Skylane (*Global Hobbies*), a Hitec radio, an ASP 80-4 stroke (*ISC Int'l*) and floats (*ACE*). The package will be assembled, ready to fuel up and fly. As usual every pilot will get one entry in the raffle but of course you can buy more if you like.

We will also have our usual array of pilot door prizes. I anticipate that we will have at least one radio set, some airplane kits, some float kits and more. For example G&P Sales has already donated one of their Republic Seabee kits (a \$275 kit which was reviewed in the Mr. '96 R/C Modeler).

Again this year the entry fees will be \$10 per pilot and an additional \$5 per airplane if you choose to enter either of the judged events. For the last two years about 1/3 of the pilots have entered the judged portion. By separating the sport and scale entries, hopefully a lot more of you will choose to enter the judged events this year. (I've printed an entry form at the bottom of this page in case you wanted to go ahead and send it in now.)

Darrell Watts, CD
810-373-8777

PS: As a **SKYMASTER** even if you do not plan to fly -- **do plan on coming out to the cookout**. Not only will it be good food and fun it also demonstrates the leadership position of the Skymasters Club!

cut here and send with a check payable to SKYMASTERS R/C CLUB

OFFICIAL ENTRY FORM

Name: _____ AMA# _____ CLUB _____

STREET _____ CITY _____ STATE _____ ZIP _____

PHONE: (Day) _____ (Evening) _____

PRIMARY AIRCRAFT: Model _____ Mfg. _____ Freq/Ch# _____

us plan: Will you enter in the "Judged" contests? Sport _____; Scale _____. Send \$5 ea. _____

ENTRY FEE(non-refundable unless event is canceled)\$10 if postmarked by 8/31/96: \$20 after 8/31/96

Cookout Reservation: _____ adults @\$9; _____ children @\$4. Include with entry fee _____

Mail to: Skymasters, % Darrell Watts, 124 Rose Brier, Rochester Hills, Mi. 48309

Exerpts from Don Lowe's Column (RCM-4/96) -- Some interesting comments on noise reduction. Ed.

Sound And Noise:

Now I don't claim to be an expert on noise (or anything else for that matter), but I have had some experience with the problem of noise reduction and thought that I would share it with you.

We know the sounds that we hear are not pure tones, but a combination of all kinds of frequencies. This fact makes it difficult for us to apply results of noise reaction testing on humans when pure tones are used. We have learned that human perception of noise irritation does vary with frequency, i.e., higher frequencies are perceived to have higher "loudness" than lower frequencies. Higher frequencies attenuate (lessen in force) more rapidly at distance; so, when we consider their impact on the public some distance from the source, we take that into consideration. As an example: Jets spinning at approximately 25K rpm are really irritating when standing close to them, but they are better tolerated at a distance.

Generally, the production .40 and .60 size engines with their production mufflers meet the requirement, but still sound harsh and irritating to me; it must be harmonic content of the noise due to "ringing" mufflers, inefficient props, and airframe radiated noise.

The higher energy systems generate more noise, so we must work more diligently to make them socially acceptable. To date, I would rank the problems in noise reduction, in terms of difficulty ("1" is the least difficult, etc.) in finding an acceptable solution, as follows:

(1) It is a straightforward solution to design an adequate muffler. The problem is that it needs to have large volume, but can use classical design concepts.

(2) Soft engine mounts can help to lower airframe noise.

(3) The prop is the hardest to deal with, since it produces substantial noise at higher rpm and blade tip velocities.

Most production mufflers are unacceptable for large models, with some exceptions, such as the Davis Line of mufflers and those produced by Erich Dern. We have found it necessary to use only high efficiency true pitch props, such as the APC line, the Menz props, and the Seyer carbon fiber props. To my knowledge, all other large props are not "true pitch." By true pitch I mean that the stated pitch is carried much farther toward the hub than conventional props. Most props "wash out" the pitch to lower values from about the center of the blade to the hub. The quietest prop is always the APC variety, a truly remarkable design!

We also find it necessary to limit rpm to the 7K to 7.5K range, using more pitch than normal. I almost never run less than

12" pitch on anything! We can thank the Pattern fliers for pioneering the effort in lower rpms and higher pitch — truly a remarkable achievement, with much higher prop efficiency and much lower sound! Most F3A Pattern fliers now measure under 90 db and have gobs of power — a far cry from the 15K rpm and 110 db days! Incentive brings out really remarkable results!

We have found that the Menz props are a close competitor for the APC in noise reduction, especially the new "ultra" series — a noise solution is often found using this prop.

Three-blade varieties of props have been found to be quieter than the two-bladed props, but they never perform as well. Sometimes we must give up performance to meet the noise requirement — a truly difficult pill to swallow!

I have found it necessary, at times, to also reduce the throttle to meet the noise limit. Interestingly, when I have done this, the vertical performance does not suffer! I can only explain it thus: The engine fuel demand is directly propor-

tional to rpm; in a climb, the load keeps rpm down, so a partial throttle opening is sufficient! So, maybe what we need is a feedback loop to control a constant rpm. The plane seems to get noisy when the nose is dropped and the aircraft accelerates.

I have experimented some with engine inlet treatment. I know that Europeans have worked a lot with this noise source. I tried a special inlet muffler made in Germany and noticed a 1-2 db noise drop. Some have made a duct to run the engine inlet inside the fuse, behind the fire wall. Years ago we found that a 1-3 db reduction was possible with Pattern engines when substituting new bearings for noisy shaft bearings.

Noise reduction is a worthwhile objective. How low must it be? It depends on your flying site circumstances, and whether or not you want to save your hearing, but it is increasingly required in an effort to preserve flying sites. When I first became President of AMA nine years ago, I wrote letters to every engine manufacturer asking them to produce quieter mufflers. The response was nil, except by O.S. and K&B. Manufacturers produce what is demanded by the buyer. Refuse to buy engines with poor noise-reduction mufflers! **Industry:** How about moving to meet the need for noise reduction? If flying sites are lost because of noise, there will be no need for buying your engines! We will all thank you for helping to support this need.

(Editor's Note: Another engine manufacturer, Irvine Engines Ltd., London, England, is making great strides in quiet engines. They started with the Q40 and now the Q72 as reviewed in Nov. '95 issue. Imported by Alech Marketing.)



Join the Skymasters Radio Control Club for an R/C Aircraft event

11-May-96	Chet Brady Memorial Mammoth Fly In - Scripps Road field. Dust off the plane and recharge the batteries - flying time is here! 80" span mono-planes and 60" span biplanes. Come and see the big planes. They are a great sight both on the ground and in the air. Bill Leppard 810-693-2415
18-May-96	Seven Lakes Spring Float Fly - Seven Lakes State Park, Holly. This is the first float event of the year. It adds a whole new dimension when flying from water - its also great to watch. Chet Brady 810-469-3079
19-May-96	Bald Mountain Float Fly - Bald Mountain Recreation Lake. The beach will be closed and R/C float planes will take the place of bathers. Another fun day on a great float plane site. Carl Long 810-254-0048. The Scripps Road Field will be closed for this event.
9-Jun-96	Kids Day - Scripps Road field. Come and try R/C flying, trainer aircraft and instructors will be available to guide the kids through a short flight of a real R/C aircraft. Carl Long 810-254-0048
23-Jun-96	Harold "Big H" Mesales 4 Stoke and Majestic Flyers - Scripps Road field. Anything with a four stroke or a majestic flyer - old timers, slow biplanes. Come and hear the fantastic sound of these miniature four stroke engines. Jerry Schoenbeck 810-739-1398
14-Jul-96	Fun Fly - Scripps Road field. Lots of wild flying events, lots of fun and even some prizes. There are pilot categories from mild (beginners on buddy cords) to wild (experts on totally outrageous fun-fly hot-rods). Darrell Walts 810-373-8777
21-Jul-96	Warbirds and Scale - Scripps Road field. From P51's to Tiger Moths. There should be lots of variety both in the air and on the ground. Pete Foss 810-652-8756
11-Aug-96	Multi Wing/Multi Engine - Scripps Road field. Both multi wing and multi engine planes from biplanes to P38 Lightnings. The sound of a twin engine model aircraft is superb, coupled with some daring flying makes for a very entertaining combination. Gary Walling 810-299-4654
26-Aug-96	Corn Roast and Top Gun - Scripps Road field. This is the club event of the year with our annual "Top Gun" pilot competition. A field full of aircraft and some great flying - a great day out for all club members and their families. Greg Cardillo 810-391-6803
14/15-Sep-96	Midwest Regional Float Fly - Island Lake State Park, Brighton. This is the big one. Float flyers from all over the Midwest bring all sizes, shapes and all colour of aircraft imaginable and fly them for two days solid. A blast! Darrell Walts 810-373-8777
29-Dec-96	Krazy Snow Fly - Scripps Road field. Come and give your planes and winter clothes an outing. Theres plenty of hot food and drinks, a fire and some Krazy flying. The more snow the better! Steve Fredericks 810-693-6686

Event flying starts at 10AM. Noise limit - 96Db at ten feet - no exceptions.

March 13, 96 Meeting at Larson School

OLD BUSINESS

- Carl Long sat in for Greg Cardillo, who was unable to attend the meeting.
- Meeting minutes from Feb. 18, 96 were read and accepted.
- Treasurers report gave a balance of \$6,495.73 (\$55.00 in cash, \$80.00 in gift certificates, \$6,360.73 in the bank).

NEW MEMBERS - Jim Anderson (building an Eagle II with dad Bill), Bill Anderson, Randy Fietsam. (Welcome guys!)

SHOW and TELL

Joe Haas - Joe displayed a Berkeley Models Astro Hog model which was assembled by his father. Joe guessed that the model was built in the mid 60's. It was powered by an Enya 45. Joe also displayed an "in-box" Astro Hog kit.

Gary VanHevel - Gary displayed a Dodger Quickie 500 that he was building. It will be powered by a MVVS 40.

Al Post - Al displayed a Thunder Bug by Balsa USA.

Gary Weaks - Gary displayed a British WWII Torpedo Bomber which he was building from plans that he drew up from photographs. It was a 1:6 scale and will be powered by a Saito 150. The weight is 11.5 lbs. w/o covering. The wings are hinged and fold rearward.

March 27, 96 Meeting at Larson School

OLD BUSINESS

- Meeting minutes from March 13, 96 were read and accepted.
 - Treasurers report gave a balance of \$8,441.75 (\$165.00 in cash and checks, \$70.00 in gift certificates, \$8,206.75 in the bank).
- SHOW and TELL**
- Randy MacInnes** - Randy displayed an Ace Ultimate Bi-Plane, which was still under construction. It has foam wings and will be powered by an OS 26 four stroke. Randy stated that the quality of the balsa wood could have been better.

GUEST SPEAKER - Bill Stark - Bald Mountain Park Manager

Mr. Stark spoke about the history our the relationship with Bald Mountain State Park. He spoke about the first flying field on Greenshield and the new groups like ours are needed throughout the state to support the parks. Bill mentioned that the Skymaster involvement day at Bald Mountain, is known state wide as a fine example group participation. One of our tasks this year will be to build a new trail.

Bald Mountain was purchased by the State of Michigan in 1946 with additional land purchases in 1981 from Chrysler Corporation. There are roughly 5,000 annual park permits and 20,000 daily permits purchased.

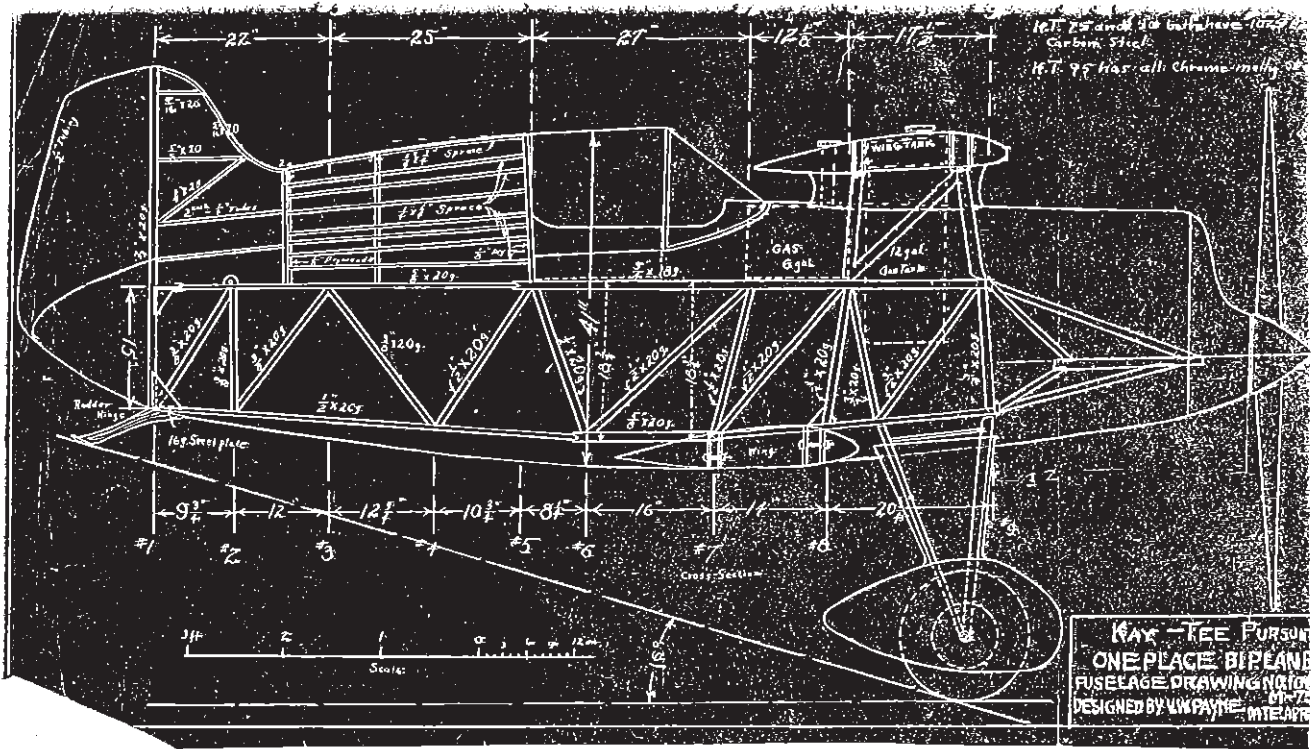
NEW BUSINESS

- Randy MacInnes, our Program Director, has planned an air brushing presentation for our April 24, 1996 meeting.
- There will not be a meeting on April 10, 1996 since the school is closed.
- Jack Fleming stated that there are 119 members.

Dates for Skymasters events are as follows (LMS=Larson Middle School) :

- 10-Apr-96 No meeting - School closed.
- 20-Apr-96 Bald Mountain Involvement day.
- 24-Apr-96 LMS Meeting 7:30 (St. Georges Day).
- 11-May-96 Chet Brady Memorial Mammoth fly in. Scripps road.
- 18-May-96 Seven Lakes float fly. Seven lakes state park Holly.
- 19-May-96 Bald Mt float fly. Bald Mt recreation lake.

Have you any new projects to bring to show and tell ?



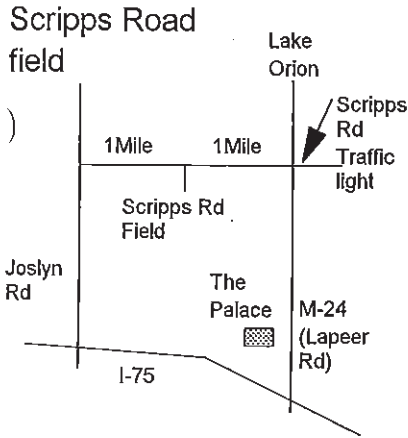
This information was given by Harold Reuter. He is building a model of a 'Knight Twister' which is a very small biplane. A side view is shown - check the scale on the lower left side of the drawing.

Also check out these prices (for a full size plane) ...

- Wings, covered with plywood, less cloth and dope..... 129.00
- Wings, covered with plywood, less cloth and dope, KT.95..... 169.00
- Wings, covered with plywood, cloth and doped..... 161.50
- Wings, covered with plywood, cloth and doped, 95 h.p..... 211.50
- Fuselage with fairing made, flooring, seat and back, instruments and panel, upholstery, safety belt, & throttle. 245.75
- Sheet metal formed over cock-pit, back of fire wall, around tank under center section, under lower wing at center part, lower wing metal fillets..... 44.00
- Engine mount, in-line type, detachable, Franklyn 80 18.00
- Engine mount, in-line type, detachable, Lambert 95..... 24.00
- Wheels, without brakes, SEE GROUP #9 price (with tires)
- Wheels, with brakes, pedals, and all controls welded in and adjusted on ship..... 75.00
(This price includes tires)

Harold will be bringing the framed-up aeroplane in for show-n-tell.

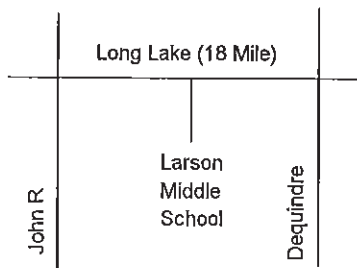
Skymasters information



Skymasters (AMA club # 970) field is located within the Bald Mountain State park (see the map). State park stickers are required and can be obtained from the Park Station located on Greenshield road which is couple of miles south of Scripps road on M-24. Flying is permitted from 10AM to 8PM. The noise limit for 1996 is 96Db at 10'. This noise rule is strictly enforced.

Students are encouraged at any time and co-ordination with a flight instructor may be advisable during week days. During the summer months Wednesday evenings is student night and there are usually instructors around all afternoon. Student night is also 'pot-luck' buffet night so that you can fly-n-feed (though not usually at the same time). Chief Flight Instructor : Rob Fredericks 810-969-2020, Assistant Chief Flight Instructor : Pete Foss 810-652-8756.

Winter meetings



From June to August Club meetings are held at the field on the first Saturday of the month at 12 noon - a great chance to fly and gossip too ! Winter meetings are held at Larson Middle School (on Long Lake just east of John R - see map) on the second and fourth Wednesday of the month and they start at 7:30PM. Show and tell, coffee and donuts, and model-speak are the order of the evening. Come along - they are fun.

The Skywriter newsletter is sent to all members, local hobby shops and other local R/C clubs. Any and all contributions are welcomed, please pass any articles to the Editor. If you know of anyone who may be interested in our hobby (friend, relative, neighbour, colleague or acquaintance) - why not give them a copy of this newsletter or a copy of an AMA magazine.



Skymasters

Radio Control Club of Michigan

G Walling
3403 Nichols Drive
Auburn Hills
MI 48326

Remember - April 20 is Bald Mt Involvement day. 9AM at the ranger station on Greenshield road.