



Academy of Model Aeronautics

Skywriter

Skymasters R/C Club Newsletter - September 1996



President's Message

Can you believe summer is almost over?? We have had our last summer meeting at the field. Beginning in September, we return to Larson Middle School for our meetings the second and fourth Wednesday of the month at 7:30 pm. *Randy MacInnes* is busy arranging programs for us. As always, Randy welcomes suggestions on what you would like to see at our meetings. Have you done any summer building? Bring your planes to the meeting for Show and Tell!

To accommodate our fall meeting schedule, beginning the week of September 11, student night / pot luck will move to Thursday night!! We will see how long the weather and daylight holds out for us. Thank you to *Bob and Donna Burns* for again coordinating the pot luck dinners all year, and to all the *instructors* and *helpers* that gave their time to help others get started in R/C!!! And of course thank you to the *students*; for your patience when things were busy, your desire to learn to fly, and for joining Skymasters!

We had two events in August. Our Multi Engine / Multi Wing event was run by *Gary Walling* on August 11. This is the first year we added Multi Wing to this event, and the turnout was great! We had 5 or 6 multi engine planes, and many biplanes (one triplane). By the time you read this, our annual Corn Roast / Top Gun Competition will be over as well. Hopefully we ended up with a nice day for flying and eating!

Coming in September is the Midwest Regional Float Fly, our largest event of the year. *Darryl Watts* is coordinating this event. *Please come out and participate in this event.* Whether flying, helping, or just watching, we would like a great turn out from the Skymasters. If you are planning on flying, please complete your registration form and return it to Darryl.

This year we are having a dinner at the flying site Saturday night. Advance reservations are required. Again we are looking for a strong showing from Skymasters. This event requires at least 20 people per day to run! There is setup on Friday; flying on Saturday and Sunday; and tear down on Sunday. If you can help, give Darryl a call...

The American Heart Association is sponsoring a Walk around Trout Lake in Bald Mountain State Park. Bill Stark contacted us to see if we would like to participate as an organization. A team of at least 10 is required. A poll at a recent student night had at least 7 volunteers, so we agreed to participate. The Walk will be on Saturday, October 5. My wife has offered to coordinate the team for Skymasters. More info to follow. Give Denise a call if you are interested.

Is there interest in a Team Fun Fly?? Darryl received some feedback following the team event at our Fun Fly. If there is interest, an October date could be scheduled. We would like at least 10 two person teams to proceed. Let us know the interest level.

As many of you know, we are going to be the recipient of a permanent outhouse at our field. One of required tasks was a 4 by 8 foot hole, 28 inches deep for the vault. Well, *Marv Middleton* got the dimensions from Bill Stark, and with the help of some of our club members, took the initiative, and dug the hole over the last week. I know I will miss many of the people that helped, so I will just say Thank You to all of you! We are coordinating the remaining installation with Bill Stark.

Happy Landings,
Greg Cardillo

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 Jerrffery, 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.

Any new projects to share with the club? Bring it to Show-n-tell!

August 3, 1996 Meeting at the field

Meeting minutes from July 6, 1996 were read and accepted.

Treasurers report gave a balance of \$7,790.16 plus \$81.45 in cash/checks and \$120.00 in gift certificates for a total of \$7,991.61.

OLD BUSINESS

The Fun Fly and Warbirds and Scale went well per Jack Fleming.

NEW BUSINESS

The Multi Wing/Multi Engine event takes place August 11, 1996 with the Corn Roast and Top Gun event following on August 25, 1996.

Bald Mountain is scheduling an American Heart Association Walk-A-Thon on October 5, 1996 and will take place around the shore of Trout Lake.

There have been some noise complaints from neighbors. Please insure that you do not insure the 96 dB at 10 feet noise limit.

Mr. Bill Stark had proposed extended flight hours for silent flight planes.

Two transmitters in the impound were found turned on last week.

New signs are being made so we can better advertise our events.

The club purchased a JR buddy box.

The next club meeting will take place on September 11, 1996 at Larson Middle School.

Multi Engine Multi Wing Event 11 August 1996

What a lovely day for our event. OK so there were lots of clouds about but the temperature was optimum and there was only a slight breeze. The nice weather really did bring out the hordes and we had a great turn-out of pilots and spectators - a total of 18 pilots who brought out four twins, 18 biplanes and one triplane. At one point I counted about 50 people just watching the planes !

Al Mrock's scratch built 80" Curtiss Hawk F6C looked great in the air as did Gus Kaser's (UFO) 80" Fokker D-7. We saw a couple of the new Sig Hog Bipes, Don Campbell's (Holly Cloud Hoppers) powered by an OS 90 surpass and Ken Kliever's (Holly Cloud Hoppers) powered by a K&B 61. Both flew great and I wonder how many Hog Bipes are now being acquired or are now under construction in Skymasters ? Ken Kliever showed us how fast his Pico Duallist (with twin OS 50 FSR's) could go while Terry Overton's Elder bipe (Saito 80) showed how slow it could fly. We also enjoyed Kevin Phillips Nieuport 17 which flies much better now with a different engine, modified aerofoil and modified wing incidences.

With all those planes we only had one minor problem - a small radar antenna broke free from Bill Leppards 110" PBY 5A. Hopefully the \$10 gift certificate that Bill won will pay for the repairs !

We had six prizes to give to pilots and Darrel Watts (and it wasn't fixed !) won a Sig Mini Biplane kit as the main prize.

Special thanks to Doug Riley, Greg and Denice Cardillo, Carl Long, Jerry Blumenthal and Pete Foss for their help towing and setting up the kitchen, serving the food and for Db checking the engines. Thanks to Randy Mccinnes for donating a battery as a prize and thanks to everyone who came out and made the event so popular.

GARY WALLING

Fill in those float-fly forms and call Darrell Watts.

See article on the '95 event in Aug. '96 R/C Modeler

Over 100 models every year since 1991!

6th Annual

Skymasters Mid-west Regional Float Fly

September 14-15, Island Lake State Park, Brighton, Michigan

"The best float flying site I've ever seen!"

----Dave Brown, President, AMA

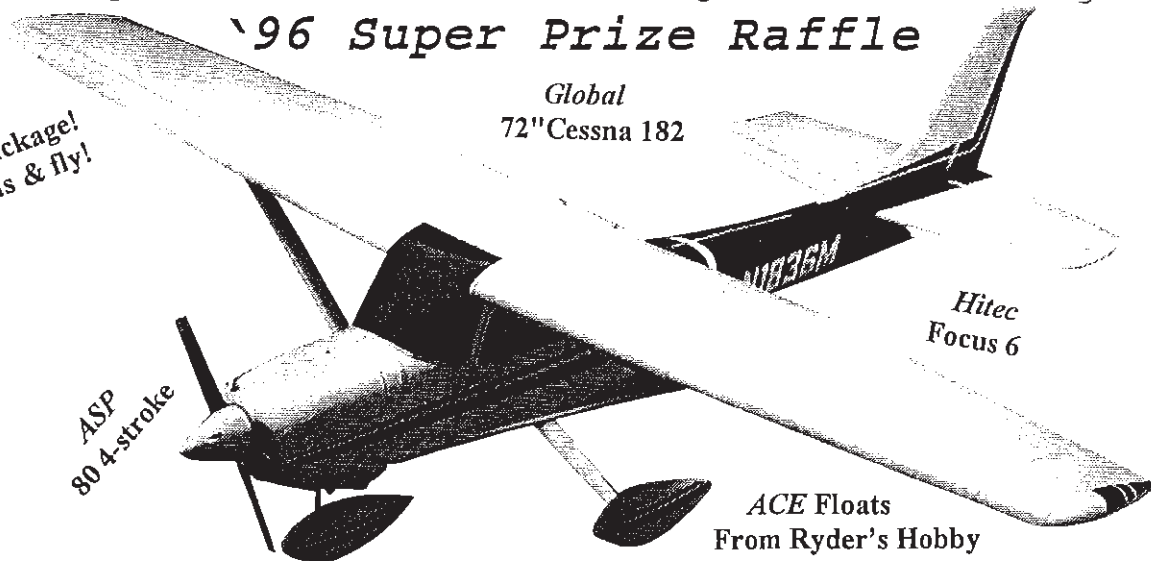
*40 acre clear lake *1,000' gently sand beach *6 acre lawn with picnic tables

>>> Always a great Float Fly and now an even bigger "Social Event!"<<<
New for 1996 -- Saturday's flying will be topped off with a great western style cookout right at the flying site. A delicious grilled chicken dinner with all of the fixin's, including dessert! We'll even have a big tent just in case it decides to sprinkle on us.

This is a "fly for fun" event with all kinds of airplanes, from stick trainers, to electric Cubs, to performance models, to 12 foot span, twin engine scale jobs. Running concurrent with the fun flying are two "judged" events, one for sport planes and one for scale planes. (See the rules on the reverse side of this flyer.)

Along with the fun flying there are great pilot prizes! Already we have a Futaba and an Airtronics radio, a G&P Republic Seabee kit, an ACE Sea Dancer kit, a Dynaflite 83" span PT19, some float kits, some engines and more arriving every day!

'96 Super Prize Raffle



Complete Package!
Ready to gas & fly!

ASP
80 4-stroke

Global
72" Cessna 182

Hitec
Focus 6

ACE Floats
From Ryder's Hobby

Balsa USA kits for the judged events:

- ** 1/3 scale Fly Baby w/floats for the scale winner!
- ** 83" span Taube w/floats for the sport winner!

OFFICIAL ENTRY FORM

Name: _____ AMA# _____ CLUB _____

STREET _____ CITY _____ STATE _____ ZIP _____

PHONE: (Day) _____ (Evening) _____

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

Help 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. Incl. with entry fee _____

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

VIA SOUTH BEND R/C NEWSLETTER

Hey!! Cool Looking Engine!!

How about your very own engine cleaning facility? When you take the time to overhaul one of your engines, or even just replace the bearings, you want the finished product to look like new. However, after hours and hours of use, those engines get a baked on crust of oil and grime that is almost impossible to get off. Not so if you try this trick. Lay your hands on an old crock pot (be on the look out at flea markets or garage sales). Fill the crock pot with FRESH automotive glycol antifreeze. With the heat set at medium, put your disassembled aluminum pieces in the pot overnight. Just like magic, your parts will come out sparkling clean and ready for reassembly.

Some notes of caution:

1. First of all, don't try to sneak out your good crock pot and use it with the idea of washing it out and sneaking it back into the cupboard. Antifreeze is toxic. Cheapo crockpots can be found on sale for less than \$15 brand new.
2. Next, don't put rubber pieces into the hot mix.
3. Use only clean new antifreeze. The water and junk in used antifreeze makes a bigger mess than what you started with.

From The Flightline, Tom Minger, Editor 1715 Ponca Court, Fremont, CA 94539

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

11-Sep-96	LMS Meeting 7:30
25-Sept-96	LMS Meeting 7:30
9-Oct-96	LMS Meeting 7:30
23-Oct-96	LMS Meeting 7:30

Other events:

8-Sep-96 Midland R/C Air Show. 11AM.
Rick Laudeman 517-631-0585

Skymasters Club Dinner

Date: September 14th **Time:** 5:00pm

Location: Island Lk. State Park

Yes, this is the dinner that follows the big Fall float-fly -- but we are really looking for a big turn out from Skymasters members whether or not you are planning on flying or helping with the float-fly itself. Not only is it going to be a super dinner at a super price, but it is our club's chance to shine in front of a lot of out of town pilots and distinguished guests such as Dave Brown the President of AMA.

This is going to be a great dinner, chicken cooked on the grille with all the fixin's -- salad vegetable, dessert and drink! And all of this for only \$9 per adult (\$4 for children under 12)! We also have arranged for a big (200 person) tent so the dinner goes on rain or shine.

Please help us plan for the quantity of food we are going to need by sending in your reservation early. Fill out the reservation form below and mail it with your check today!

Detach here and mail with your check

Yes, I plan on attending the Skymasters Club Dinner.

Mail by Aug. 31st

Please reserve _____ space(s) for adult(s) @\$9 and _____ space(s) for children @\$4.

TOTAL \$ _____

*****Make check out to Skymasters and mail to: Darrell Watts, 124 Rose Brier, Rochester Hills, Mi.48309.*****

No refunds available after Aug 31.

FUN FLY JULY 14, 1996

Thank you contestants for making my fledgling entry into the realm of C.D. a pleasure. Early on ribbing by the Music Maestro was soon quashed by the threat of disqualification. (What good is power if you can't use it?) Just kidding Kevin!! Beautiful weather and acceptable wind conditions allowed the event to run smoothly. I was a little surprised there were not more entrants, particularly by the total lack of student pilots.

We were honored to have two Japanese guests who forsook attending the Seniors Golf Tournament to attend our function in the company of Hank & Pat Villerot. One of these gentlemen is an extraordinary designer and builder of R/C aircraft which was evidenced by several pictures and an album which we were allowed to view. A Skymasters hat and Club Logo were presented to each man as a memento of their visit.

With four entries in the Advanced & Stunt Wagon Class, Graham Overton took 1st place by a healthy margin while Roger Garrett and K.C. Satchell tied for 2nd.

In the Sport Category, ten fliers competed as John Robertson of PMAC came off with top honors. Greg Cardillo took second and Marv Middleton was third.

A surprising turn of events !! Al Glaza could not get his "X" engine to quit in an event requiring engine kill. (A complete reversal of form.)

In the team events three pairs participated with the Father-Son combination of Terry and Graham Overton taking First, Roger Garrett-Rick Merryman in Second and Greg Cardillo-Matt Rowan in Third spot.

Gift Certificates were awarded to the winners and runner-ups and a Special Prize of an Armadillo Fun Fly Kit donated by J & D Hobby of Oxford, MI was won by John Robertson in a drawing, with Rider's Hobby Tee shirts going to the holders of 2nd & 3rd tickets.

Special thanks to Carl Long for hauling and running the kitchen and to Ron Greening, K.C. Satchell and Hank Villerot for acting as timers for the events.

Fair Winds & Smooth Flying

Jack Fleming

We need your help!

The biggest event of our year is the Fall Float Fly. It takes a lot of people to make it go smoothly. **Will you help?**

Don't wait for someone to call you.

Carl and Cindy Long are handling set up on Friday the 13th, tear down on Sunday the 15th and retrieval boats. **Call Carl at 254-0048** if you can help on these items.

Jerry and Lorraine Schoenbeck are handling flight line control, transmitter impound and registration on Saturday and Sunday. **Call Jerry at 739-1398** if you can help either of these two days.

Vince and Shirley Pettke are handling the kitchen. **Call Vince at 852-1625** with the hours on which days you can help with this.

Speak up to help your club with this important event...**CALL NOW!!!**

11-Sep-96 - the first winter meeting at Larson Middle School (where did summer go?)

Alain Adam	810-952-1532	John Lesnoff	810-391-2973
Scott Aldrich	810-338-6072	Carl Long	810-254-0048
Bert Alexander	810-852-3915	Randy MacInnes	810-394-0414
Brian Baldwin	810-524-2959	George Maiorana	810-731-7286
Sherwin McWilliams & Matt Battle	810-979-2397	Steve Mandalari	810-391-7252
Larry Baum	810-651-9397	Harry 'Mike' Maxwell	810-814-9697
Albert Beasinger	313-886-8222	Mike & Tim McCarty	810-528-1273
Dave Belfi	810-549-6047	Alan McGee	810-589-0283
Robert Bellehumeur	810-334-2567	Jason & Robert Mendelson	810-641-7258
Glenn Bianchini	810-628-3335	Richard Merryman	810-620-0808
Bob & Stan Bloecker	810-627-4463	Roberto Mesnik	810-816-0598
Gerald Blumenthal	810-353-7529	Marvin Middleton	810-693-2973
Herb Boehm	810-773-9363	Roy Morgan	810-879-0624
Thomas Boguslaski	810-391-1859	Tom Morris	810-268-3344
Ron Boucke	810-739-6384	Allen Mrock	810-628-4008
Chester Brady	810-469-3079	Mark Mueller	810-673-1196
Carl "Greg" Brausa	810-373-8949	Mark & Betsy Murphy	810-391-2519
Michael Bressie	810-254-3149	Ferenc Nagy	810-781-5832
Doug Brill	810-652-6722	Al Nelson	810-628-5625
Roger & Steven Buck	810-642-1422	Tim O'Brien	810-879-6373
Bob Burns	810-628-4666	Terry & Graham Overton	810-628-1651
Greg Cardillo	810-391-6803	John Patrick	810-739-1540
Richard Chapman	810-828-1933	Eugene Payson	810-391-2331
Matthew Cognata	810-398-7572	Tom Peterson	810-280-0103
Thomas Collins	810-879-7636	Vince & Shirley Pettke	810-852-1625
Robert Cote	810-299-7495	George Peychich	810-751-1862
Russ Cummings	810-852-3586	Kevin & Terri Phillips	810-969-0245
Tom Day	810-651-3198	Adam Pokowski (Tom)	810-853-3156
Robert Dean	810-541-3057	Albert Post	810-693-6916
Santo Demaggio	810-652-0365	Henry Post	810-628-5246
William Dezur	810-739-7124	Ben & Matt Pourcho	810-335-1155
Kirby Elliot	810-693-7368	Fred Preston	810-689-9447
Jim Elliott	810-332-5843	Jim Probst	810-588-7022
David England	810-689-7662	Harold Reuter	810-391-2669
Dale Eplett	810-781-3814	Douglas Riley Jr.	810-542-1743
Jack & John Ferguson	810-731-3948	Scott Robinson	810-693-1980
Jandy Fietsam	810-969-5910	Dale Rockwell	810-542-9013
Joe Finkelstine	810-375-0530	Edward Rogers	810-731-8280
Jack Fleming	810-435-4487	Francis Rogers	810-353-9676
Pete & Carolyn Foss	810-652-8756	Jack Rogers	810-693-4998
Robert Fredericks	810-969-2020	Matt Rowan	810-740-8519
Steve Fredericks	810-693-6686	Joseph Rubinstein	810-693-4625
Dick Freiwald	810-969-2931	Michael & Elise Russell	810-852-7413
Tom Fritchek	810-626-0164	K. C. Satchell	810-693-8213
James Fritcher	810-852-4870	Jerome Satkiewicz	810-264-4925
Roger Garrett	810-879-2835	Joseph Savine	810-977-8092
Robert Gillespie	810-332-9178	Dick Schaeffer	810-673-9610
Dennis & Steve Glaeser	810-375-5290	Herb Schiebold	810-646-1303
Al & Kim Glaza	810-585-4065	Jerry Schoenbeck	810-739-1398
Michael Goggins	810-244-9857	Jim Schwarz	810-651-5368
David & Steve Gray	810-433-3156	Bill Shaffmaster	810-549-4571
Ron Greening	810-693-2327	Paul Shurtliff	810-689-3489
Robert Greer	810-588-4324	David Sin	810-650-3360
Herman Greif	810-627-9259	Jeff Smith	810-853-8538
Otto H. Gutgsell	810-373-5787	Roger Smith	810-628-0917
Alan Harriman	810-656-9750	Sterling Smith	810-673-2883
David & Joseph M. Hass	810-879-5817	Gene Smyers	810-781-5165
George Herring	810-628-2736	Ron Sokacz	810-977-1404
John Holton	810-627-6826	Bill Stanley	810-977-5368
Paul Hook	810-939-2896	William Stark	810-693-6767
George 'Bud' Howard	810-649-3757	Walter Taranek	810-628-6536
Alan Hutchenreuther	810-354-9324	George Tedder	810-674-3678
Gerrit Hyde	810-391-3899	Ron & Carl Thuringer	810-828-7418
Wen-Day & Kevin Jeng	810-952-1410	Eugene Thuringer	810-585-0501
Fred Johnston	810-588-6458	John Traczyk	810-751-5357/days
Fred Junod	810-641-9229	Donald Trinklein	810-375-2176
A. J. Kaspor	810-828-8537	Gary VanHevel	810-627-9591
Charles Kendzierski	810-268-0133	Frank & Chris Vella	810-528-2320
William Kirk	810-549-4270	Robert Veller	810-642-5258
Christopher Knee	810-879-9508	Henry Villerot	810-585-3519
Ruben Koene	810-363-2788	Gary Walling	810-299-4654
Harry Kolomyjec	810-731-2951	Darrell Watts	810-373-8777
Chuck Kosiak	810-391-3488	Gary Weaks	810-540-8358
Charles Kowalski	810-853-6499	David Weir	810-540-1266
David Lange	810-969-3914	Wade Wiley	810-545-2456/days
James Larsen	810-979-2363	Glen Wygocki	810-680-2929
Bill Leppard	810-693-2415	Jim Yuzwalk	810-628-0370

James Zagacki 810-879-8066
 John J. Zeleznik 810-739-2547
 Charles Zichichi 810-739-3679
 Paul Zlotoff 810-645-9220
 William Zobel 810-879-0904



glass crush	0.16	0.25
Kevlar crush	0.000	0.016

WHAT IS STRONGER GLASS versus KEVLAR

FROM: WACO
ON THE INTERNET

From: waco@ari.net
Date: Sat, 25 May 1996 16:53:29 -0400
Subject: [RCSE] Kevlar vs. Glass Fuselage Test

The purpose of this test was to determine which material is superior for construction of open size sailplane fuselages.

Two WACO BETA fuselages were constructed. These fuselages were as close to identical as possible except one was constructed of 1.4 oz plain weave glass, one of 1.7 oz plain weave Kevlar. West System 105 resin and 206 hardener were used for both fuselages, and similar reinforcements and layup schedule were used for both fuselages. Both fuselages were tested at a weight of 3 oz. The length of the BETA fuselage is 49 inches.

The Torsion Test. A solid wooden plank was mounted to the fuselage at the normal wing mount position. This plank was then clamped securely to a work table. To counterbalance the weight of test apparatus at the tail, the nose of the fuselage was prevented from rotating about the pitch axis, but was free to rotate about the roll axis. A 15 inch lever arm was mounted at the normal tail position. Weights were suspended from this arm, and the amount of twist at the end of the lever was measured for each weight. Each fuselage was tested twice.

Results:

Torque in-oz	37.5	75.0	112.5	150
avg glass twist	1.75	3.13	4.63	5.75
Kevlar twist	1.00	2.13	3.13	4

Conclusion: The glass fuselage twisted significantly more than the Kevlar

The Bend Test. Fuselages were suspended as for the torsion test. Weights were suspended from the tail, and the displacement downward of the tail was measured. Each fuselage was tested twice.

Results:

Weight oz	6.0	12.0	18.0	24.0	30.0
avg glass bend	0.25	0.57	0.9	1.13	1.38
avg Kevlar bend	0.13	0.25	0.5	0.75	0.88

Conclusion: The glass fuselage bent significantly more than the Kevlar

The Crush Test. Each fuselage was clamped firmly on it's side on the top of a solid work table. Weights were placed on the fuselage in the area of greatest diameter. The amount the

Conclusion: The glass fuselage was easier to crush than the Kevlar

The Crash Test. This test was conducted in two parts. For both parts, the fuselages were loaded with lead to simulate flying weight of about 52 oz. 4 oz was mounted in the V-tail position, 18 oz was mounted internally, and 24 oz were mounted to a spar which served as a wing. The fuselage CG was in the normal flying position.

For the first test, the fuselage was suspended at its CG from a tree limb about 20 feet high. The fuselage was suspended as a pendulum, and would strike the ground at an angle of approximately 30 degrees when released. The fuselage was released at about a 5 degree angle from true. Each fuselage was released at an arc distance of 1,2,3,4,5,6,7, and 8 feet, and each distance was tested five times. Results:

Neither fuselage suffered any damage.

Conclusion: Maryland sod is pretty soft this time of year, and it takes a pretty hard crash to damage a fuselage.

For the second test, the fuselages were dropped vertically onto a thick doormat over a concrete floor. Each fuselage was dropped five times from each height, starting at 6 inches and increasing in 6 inch increments. Each fuselage was dropped at a 5 degree angle from dead vertical.

Results:

Neither fuselage suffered any damage until a height of two feet was reached. At two feet, on the fifth drop the glass fuselage suffered slight damage to the tail boom just forward of the V-tail. It was still flyable. On the first drop from 2.5 feet, the glass fuselage failed at the wing mount, and forward of the V-tail. It was unflyable without repair. On the fifth drop from 2.5 feet, the Kevlar fuselage was closely examined. The only damage evident was a little crazing of the Kevlar/epoxy skin in the forward wing mount area. The test was ended, and the Kevlar fuselage is still flyable.

Conclusion:

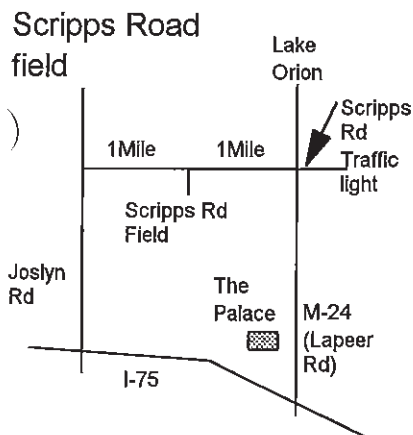
A Kevlar fuselage is more crashworthy than a glass one, particularly when landing vertically on carpeted concrete.

General Observations:

It was obvious from the onset, that the glass fuselage would be no match for the Kevlar. Just handling the fuselages would be enough to convince an experienced pilot. The actual cost of the Kevlar fuselage is about \$16 more in terms of time and material. The glass fuselage was more uncomfortable to construct due to fiberglass particles from sanding. WACO will continue to offer 100% Kevlar fuselages and carbon reinforced Kevlar fuselages. If a weight savings of 4 to 8 oz in open size ships is significant to you, you might want to try a Kevlar fuselage.

Set your kill file to: WACO - Anonymous Dude.

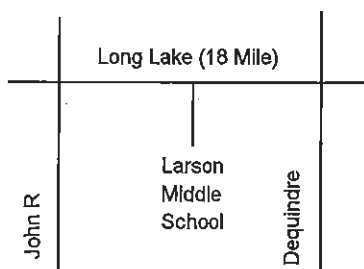
Skymasters information



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 : Pete Foss 810-652-8756, Assistant Chief Flight Instructor : Graham Overton 810-628-1651.

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

Folks, the 14th and 15th of September are the dates for our BIG float-fly. (did you see the article about the 1995 event in the August RC Modeller ?) Please take a moment to fill out your application for the float-fly or the evening dinner (or both !). If you aren't planning to fly - how about helping out ? All the information for helping, flying and dining are in this newsletter.