



Academy of Model Aeronautics

Skywriter

Skymasters R/C Club Newsletter - October 1996



President's Message

Well, the days are getting shorter, and evening flying is coming to an end for the year... Our fall meetings have started again at Larson Middle School. We have some interesting program lined up for the upcoming months. Suggestions for future programs are always welcome.

First a look at the events of the past month:

On August 25, we had our annual Corn Roast / Top Gun Competition. I submitted a separate article for this event... look elsewhere in this issue.

September was the month for our Midwest Regional Float Fly. *Darryl Watts* again did a great job coordinating this event. While mother nature did not cooperate with us on Saturday, we got a lot of flying in on Sunday. I would like to thank everyone that came out to help or fly. This is our largest event of the year, and takes a lot of work! There was a wide range of planes, from the Sig Kadet squadron, to the Seamasters, to some beautiful scale planes including a twin engine DC-3 driven in from Ohio. We kept the retrieval boats busy all day... And our raffle was won by a father and son from Orion, Michigan. Maybe we will see the plane again at our field!

And now the upcoming events:

What? No flying events! Well, we do have one important non-flying event:

The American Heart Association is sponsoring a Walk around Trout Lake in Bald Mountain State Park on Saturday, October 5. Give *Denise Cardillo* a call if you are interested in participating. There will be a 1/2 mile and a 2 mile course to walk up to 10K. Skymasters will be donating healthy hot dogs for the walkers. We will have a sign along the course acknowledging the

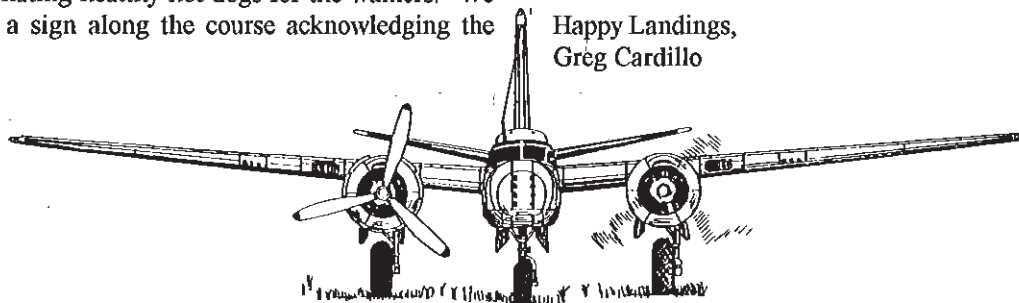
donation, and our trailer set up with some planes and pictures, weather permitting.

Well, by the time you read this, our pot luck dinners will be history for 1996; the last one on September 26. The turnout for these dinners has been great all year. I only missed one this summer, and that was in September. We certainly had a wide assortment of food and flying throughout the summer.

Well, I just got back from Rochester, NY and a visit to my old club; Rochester AeroModeling Society - RAMS. (Well, it really was a business trip, but I had to stop by and say hi to the lunch hour flyers.) It was a chance to see several people I hadn't seen in a while, and they even let a past VP get in a couple of flights on their planes. Since they get this newsletter, I just wanted to take a chance to say Hi and Thank You, especially to *Jim Petrilli* and *Jim Beye* for the flying time (and *Lou Martellotta* who also offered his plane, but a technical problem with my glasses cut short my flying). I enjoyed my visit. Hopefully I will get to see more of you next time back.

And finally this month, the outhouse has arrived! We had a 'barn raising' of sorts on August 31. Many members including *Bob Burns*, *Marv Middleton*, *Jack Fleming*, *KC Satchell*, *Dick Freiwald*, and others pitched in to help. A special thanks to *Bob Remer* from Bald Mountain who spent most of the day working with us to complete the construction, and returned on Wednesday to continue. When complete, this will provide handicapped accessible facilities at our field.

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 Jerrfery, 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.

September 11, 1996 Meeting at Larson Middle School - Troy, MI

Meeting minutes from August 3, 1996 were read and accepted.

Treasurers report gave a balance of \$6935.30 plus \$110.65 in cash/checks and \$120.00 in gift certificates for a total of \$7,165.95.

PRESENTER

Darrell Watts spoke to us about floats (THANKS DARRELL!). He mentioned common problems that builders have with floats: a too small size of float is chosen; positioning of the float - the planes CG should be roughly 1/2" in front of step; 75% of fuselage is a good length of float to start at; 4" to 6" of the float should be in front of the prop arc; separation of the two floats is typically 25% of the wing span; depending on the type of plane, the planes wing should usually be positive in relation to the float (typically 1-3 degrees negative). It is highly recommended that a water rudder be used

OLD BUSINESS

If you are interested in float flying on Saturdays, contact Chet Brady.

Jack Fleming stated that there are 200 club members.

Randy MacInnes mentioned that our very own Carl Long will do a presentation on Vac-U-Forming at the 25th meeting. If you have any suggestions for meeting presentations, please contact Randy.

Graham Overton was the top dog in the 8/25/96 Top Gun contest.

CONGRATULATIONS GRAHAM!

NEW BUSINESS

A member contacted Detroit Edison regarding red marker spheres for the top wire. To place the spheres, Edison would charge \$500.00. The spheres were discussed, a vote was taken, and the club decided not to have the spheres installed.

The possibility of extending the flying hours for silent flight aircraft only, was discussed with Mr. Bill Stark. Bill asked that we provide a proposal as to how this would work. Several discussions took place at the meeting and it was decided that the executive board would continue to investigate this issue.

Jim Schwarz stated that he had tried the crock pot engine cleaning method that was mentioned in the September Skywriter. Jim stated that it worked great and he would continue evaluating it.

The field noise limit drops from 96 db to 95 db next year.

Student nights have moved from Wednesdays to Thursdays (due to our club meetings moving back to Wednesdays). The last day for the pot luck dinner is the 26th.

A full size plane, flying too low, was spotted in the Bald Mountain area by neighbors and club members. If we are able to record the aircraft's numbers, we will report the incident to the FAA.

SHOW and TELL

Roberto Mesnik - Roberto displayed a P51, a House of Balsa kit, powered by a Thunder Tiger 25, weight 2 lbs.

Lou Young - Lou displayed a Huverstar helicopter.

Greg Cardillo - Greg displayed a Seamaster (the original designed plane) the fuselage was covered with fabric and the wing with monocoat.

Marv Middleton - Marv showed us an Easy Fly Wet or Dry, a model that was written up in the Nov. 93 Model Builder Mag., it was powered by a magnum 40.

Jack Fleming - Jack displayed an Ace Seamaster, powered by an OS 46, weight 7 lbs. (Jack was the lucky winner of the gift certificate).

Our Eagle II club trainer was also displayed. A big thanks goes out to all those hobby shops that donated materials and to those that provided their craftsmanship, it looks great!

LETTER TO THE EDITOR:

Mr. Phillips, in response to your August "Letter To the Editor" article regarding your Ugly Bob plane not being mentioned in a past Skywriter newsletter, the Officers are deeply saddened, a black cloud hangs above us. Mr. Cardillo was furious over it not being mentioned. An Officer meeting was called late one Sunday evening to discuss this disgrace, whereby the infamous oak paddle was dusted off. Mr. Walling and I absorbed the brunt of the discipline, "Thank you sir may I have another" (Gary lost his accent for a short time and I obtained one).

Mr. Phillips, as Secretary, I must step up to the flight line and apologize to yourself and Mr. Petke. I am pretty sure there was a lengthy mentioning of Ugly Bob in the original minutes (there just had to be). "A reference to Kevin's workmanship, not to mention the covering job "The Petke Touch", would have placed the President's message on the back page" (quote Gary Walling). Gary, as you are aware, organizes the minutes and other articles so they fit in a newsletter format, it is possible that it was here where the reference to Ugly Bob accidentally fell off the editing table. I should have asked to review the newsletter before it went to print. Again, our sincere apologies to yourself and Mr. Petke. We sincerely hope to see Ugly Bob at next years Toledo show. ☺



When Is A Muffler A Muffler

The "ARISE" by DU-BRO

The DU-BRO "Arise" is available for all popular two and four stroke engines. It fits 2-cycle engines from .25 to 1.08 and 4-strokers from .40 to 1.50. In their October issue of SHOW NEWS, the Du-Bro Company has published a field test result performed by Pete Frankenthal.

Using a Saito .65 engine Pete reports a dB reading of 93.5 with the stock muffler and 86.75 with the Arise 4-stroke muffler installed. Pete states "When I ran the engine, I noticed a dramatic dB noise level reduction. Once in the air, I noticed a substantial power increase and the best way to describe the noise level is to compare it to an electric airplane (the only noise left was the prop)".

On a 2-cycle engine Du-Bro states that a modeler can expect a noise reduction of 6 to 10 dB. The muffler does not use baffle plates to slow down escaping gases. Instead, "Arise" uses soft surfaces and specially contoured forms to break the sound waves.

The "Arise" for 2-cycle engines weighs just shy of 2 oz. But, this weight will increase slightly if a muffler extension is needed to allow for its rather large diameter. The 4-cycle "Arise" weighs 1 3/4 oz complete with the threaded adapter.

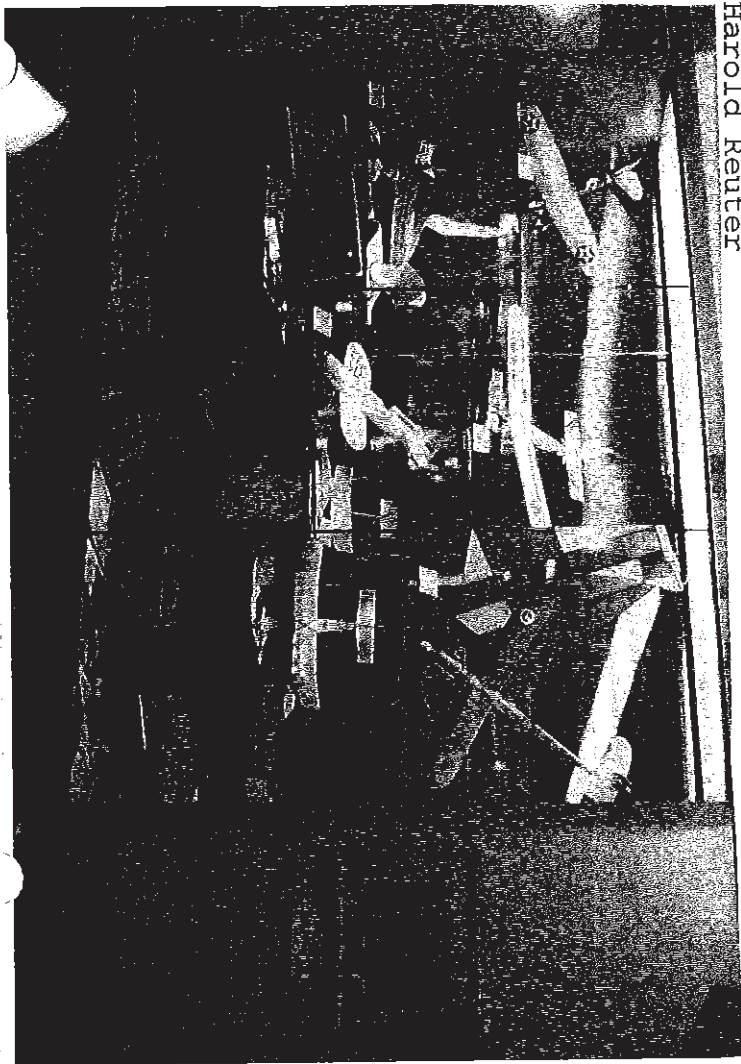
The "Arise" 2-cycle silencer is \$49.95 and the 4-cycle at \$47.95. Extension choices are priced at \$4.50 each.

Ugly Wire Landing Gears

Want to keep these wire landing gears looking great without painting them? Often paint chips off leaving them looking worse than ever. A simple solution is to slip a piece of shrink tubing over the wire when it is accessible to do so. Shrink tubing comes in a variety of colors and is obtainable at most electronic stores and some larger home center hardware stores.

Harold Hodgson, Dartmouth, Nova Scotia, Canada

These three tips were compiled by the Fogbusters Newsletter, Brian Schumacher, Editor, 120 Grove Street, Fort Bragg, CA 95437.



Harold Reuter

This spring and summer we held two building sessions and completed three airplanes of various complexity. A certificate of completion was awarded and Oxford Village hobby extended a discount to the kids. At present there is no future schedule for classes as we are not part of the library activity calendar. Hopefully continuing dialog will produce enough interest to include model building as a scheduled activity since we have good parental support.

There were rubber powered scale models, CO₂, 1/2A and other rubber powered planes as well as solid models. This display was well received and extended for a second month. It also generated numerous inquiries as to a building class along with some reminiscing from older folks.

A successful second library display consisting of club participant Al Myrock and myself, plus two rubber powered planes by one of my 8 year old students.

Library Display (AT LAKE ORION)

FROM SOUTH BEND RC CLUB NEWSLETTER :

Corn Roast and Top Gun!

August 25th was the date for our annual Corn Roast and Top Gun Competition. The weather cooperated with us, except for some wind.... We had over 70 pilots and guests of the club signed in for the day!

There was flying all day, and plenty of food to eat. The grills were going most of the day, cooking over 140 ears of corn, and over 150 hots and kielbasa! Special thanks to Carl and Cindy Long, and my wife for their work with me in the kitchen!

Five pilots participated in the Top Gun Competition. They were: *Terry Overton, Graham Overton, Chris Knee, Roger Garrett, and Joe Finkelstine.* All flew very well. There was one unfortunate casualty during the competition as a plane met a tree... And the winner this year: *Graham Overton with his Blitz! Congratulations Graham!*

Many pilots and guests walked away with door prizes. We received many donations from the local hobby shops for the pilots; including:

- Dixie Electronics, Oxford
 - Joe's Hobby Centers, Rochester
 - RC Hobbies, Waterford
 - Rider's Hobby Shop, Madison Heights
- and from a small craft 'store' for the visitors:
Cozy Crafts, Lake Orion*

Thank you all for your support of this event, and all our events throughout the year!

We also gave out a special award to two club members. The Board of Directors wanted to recognize two people who have given much time and effort to the club. Any project that needed some help, they dug in (sometimes literally), and got it done. Receiving certificate as Skymaster's Member of the Year, and a paid 1997 membership were *Bob Burns and Marv Middleton!* **Thank you Bob and Marv!**

And thank you to everyone that helped out in planning, preparation, set up and throughout the event.

Your event director,
Greg Cardillo

* So you can't find Cozy Crafts in the yellow pages?? I have gotten a couple of inquiries about this mysterious craft store. Well, the phone number may sound familiar - call (810)391-6803 and ask for Denise. Specialties include quilt pillows (quillows), afghans and baby blankets, color point, as well as the potpourri hoops donated for the door prizes.



Skymasters Swap Shop

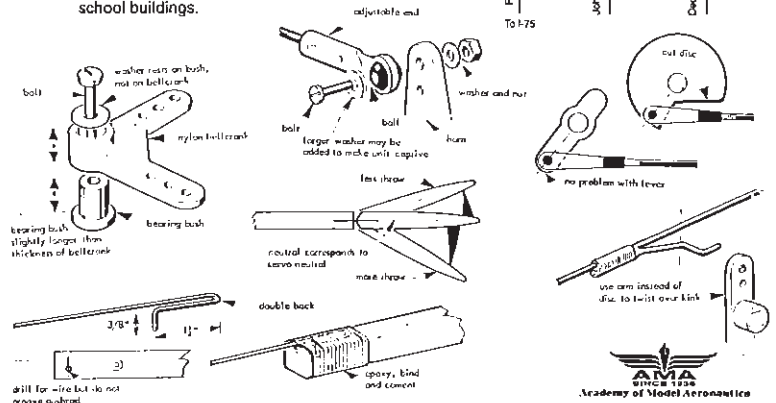
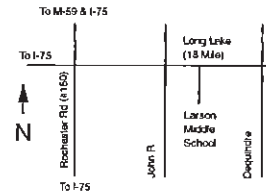
Join the Skymasters Radio Control Club
for our annual Swap Shop on :

Wednesday 26th February 1997

Table set-up - 6PM, general entry - 7PM

Larson Middle School
Long Lake (18 Mile), east of John R., Troy

- \$3-00 Admission includes :
Door prize ticket.
One free table (first come - first served)
- Refreshments available.
- 50/50 drawing.
- Raffles drawn throughout the evening.
- Please remember - no smoking in the school buildings.



For more information call Gary Walling on 810-299-4654

Courtesy of Michigan RC FLYING TIMES

(810-724-6035)

- October 5: Flying Tigers Q-500 Pylon Races (Std and Exp). Call Pat Falgout, 1-419-841-8957.
- October 6: Flying Tigers Q-40 Pylon Races. For more information, call Pat Falgout, 1-419-841-8957.
- October 6: Davison Hilltoppers Fly-In and Tailgate Swap Meet at club field. For more information, call Jim Mauphin, 1-810-653-9062.
- October 12-13: Hamilton Hawks Q-500 Races (Std and Exp). Call Herm Tholen, 1-513-523-9765.
- October 13: Indian City Radio Control Club 10th Annual Swap Shop at the Sheridan Center, 12111 Pardee, Taylor, 9 a.m.- 3 p.m. For information, call Jim Tesen at 1-313-479-4328.
- October 13: Flint Balsa Termites and Flying Aces fly rubber scale and fun models at Stanley Broome Park in Flint. Contact: David Livesay, 1-810-0354.
- October 20: Michiana R/C Choppers 2nd R/C Heli Swap Meet at Elkhart County Fairgrounds, Goshen, Indiana, 10 a.m.-3 p.m. Flying possible. Contact Larry MiHills, 1-616-6684-2183.
- October 20: Metro Miniature Aircraft Association R/C Swap 'N' Shop at Eagles Hall, 14855 East 8 Mile Rd., Eastpoint. For information, call Larry Dalrymple at 1-313-722-2489.
- October 24: Weak Signals "Open Auction." Call Kevin Matney, 1-313-848-8195.
- October 27: Kent Radio Aeromodelers 22nd Annual Swap Shop at Knights of Columbus Hall, 5830 Clyde Park S.W., Grand Rapids; 9 a.m.-2 p.m. For more information, call Marty Rhoads, 1-616-538-6119.

Skymasters

Mid-West Regional Float Fly

September 14-15, 1996

"Scattered Showers" or so the weather forecasters said. Scattered showers my foot -- the showers started to "scatter" about 8:30am Saturday morning and continued to "scatter" until about 8:00pm. They varied in intensity from brief moments of light mist to hours of steady rain.

Pilots had arrived from Wisconsin, Iowa, Illinois, Indiana, Ohio, Pennsylvania, Canada as well as Michigan. So what do 100 modelers and many of their wives do for eight hours while they wait for the weather to "break." Well fortunately, this year the Skymasters had arranged for a 40'x60' tent (it had flood lights and side curtains on three sides) and Carl Long and his crew had positioned 24 picnic tables under it on Friday night.

Everybody gathered under the tent and visited. Jane Watts, Lydia Fleming, and Marian Middleton got everyone signed in while Donna Burns sold a ton of raffle tickets. Denise Cardillo alternated between sign-up and raffle. Several of the flyers had set their planes on the tables and Andy Low and his wife had filled two tables with all kinds of electronic goodies which they sell through their company, Electro Dynamics. It is amazing how time flies this way. To add a further diversion, a Fox Network news cameraman arrived about 10:30 to do some filming. He got some footage inside the tent and then Jeff Landis (Piqua, Oh.) assembled his 1/3 scale Spacewalker and they got some flying footage in a steady rain. (About a 3 minute segment appeared on the 5 o'clock news and again Sunday morning, contributing to the excellent spectator turnout on Sunday.)

The next thing we knew it was 5pm and time for "THE COOKOUT." We had 125 reservations for dinner, and given the weather, we were pleased that about 100 people were present. We had door prizes for the ladies -- everything from Jeep sweatshirts to Cross pens to sets of Lenox crystal glasses. The food was delicious and plentiful. Following dinner we were entertained by the Mill Towne Singers, a Barber Shop Harmony Chorus.

Sunday morning arrived with light breezes, overcast, **but no rain**. By 10am we had about 85 float planes on the beach Jerry Schoenbeck had given instructions and the flying was fast and furious. Bob Burns, Marv Middleton, Tom Fritchek, Jack Ferguson, Jack Fleming, Bill Leppard and Pete Foss kept the flight lines organized and moving. Even with five to seven airplanes in the air all the time, under the watchful eyes of the flight line coordinators the day's flying went off without incident. The spotters did a good job and Bob Dean and Fred Johnson ruled with an iron hand at the transmitter impound/frequency control tent. Al McGee and Jim Burns brought their boats and with, Ron Thuringer, Roberto Mesnik and Gary VanHevel kept the lake clear and kept Gene Thuringer, Bud Howard and Ron Greening busy, with their waders on, bringing in planes.

Although the skies were grey the beachfront was bright and colorful with all of the great paint schemes on the airplanes. Probably the most unusual was Rod Campbell's "Flying Porsche" from Centerville, Ia. Particularly colorful airplanes, there was an unusually large group of Balsa U.S.A. Northstar's, six of them. They came from all over - Richard Allen (Jackson, Mi.), Don Coubrough (Komoka, Ont.), Gary Doeren (Green Bay, Wi.), Lee Hertzsch (Monroe, Mi.), Al Post (Lk. Orion, Mi.), Lew Rolston (Belleville, Mi.) Other strongly represented models were the Sig Kadet Sr. and the ACE Seamaster with eight of each of them flying. The "most modeled airplane" was again the Piper Cub with nine Cubs present. With these popular models out of the mix this still leaves over 55 models, most of which were represented by one example only, for a wonderful variety of sight and sound.

This event is first and foremost an exhibition, "fly for the fun of it," event. However, taking place inside the fun fly are two judged events. They are judged on two simple criteria; static - craftsmanship and finish...flying - three minutes freestyle including the take off. Our judges this year were Sam Golden from Indy R/C and Roy Slater from Salinas, Ca. (Roy had contacted me earlier in the Summer after seeing the article in the Aug. R/C Modeler. He and his wife Marjorie were planning a vacation in the east and they wanted to schedule it so they would be here for our float fly.) Roy is a well known modeler on the west coast. If you

followed the Havasu Schneider reenactment you may remember Roy's beautiful 1/3 scale Sopwith Tabloid. Dave Brown had intended to be with us but a hydraulic valve on his Cessna shot craps Saturday morning when he was getting ready to fly in and he had to cancel.

For the judged events, based on participant input, we reclassified this year. In previous years we had "standard" and "giant" classes--this year we had "sport" and "scale" classes. By the way this still did not accomplish what we were trying to do. So for 1997 we will have three classes -- "Scale," for detailed models - "Sport Models of Real Aircraft," for airplanes modeled after full size aircraft but not detailed out as a "scale" model - "Sport," for model aircraft not intended to look like any full size airplane (ex. Kadets, Northstars, Ultrasports, etc.).

There were fourteen entries in the "Sport" class this year. Six models were within one point of each other when the static judging was completed. Mike Cisler (Brighton, Mi.) flew a near perfect flight on his Goldberg Sukhoi to take first place. Mike's Sukhoi weighed 10 pounds and was powered by an OS120-4 stroke. He took home a Balsa U.S.A. 83" Taube kit with antique style floats for his efforts.

The "Scale" class was small in number but magnificent in quality, there were only six entries. The top three places were closely contested by Steve Fredricks' (Oakland, Mi.) 108" Maule Rocket, Bill Leppard's (Oxford, Mi.) 110" PB Y Catalina and Jim Kramer's (Centerville, Ia.) 140" DC-3. The judging was so close that when the dust -or spray that is- settled, out of a potential 600 points, Bill's PB Y scored 546 and Jim's DC-3 scored 548 points to take first place. Jim's scratch built DC-3 weighed 53 pounds, and was powered by two Zenoah 38's. As a prize Jim received a Balsa U.S.A. 1/3 scale Fly Baby kit with their 1/3 scale Edo float kit.

Hopefully, some of the magnificent models which have appeared in the "giant" and now "scale" class at this event will inspire you to plan for that "knock out" entry for next year. Each year there seems to be a couple of new and impressive models, maybe next year it will be yours! One of the things that encourages new entries is that this year's winner is not allowed to compete with the same model next year. So get busy gluing and sanding.

A picture is worth a thousand words and hopefully you have seen the pictures from this event at the club meeting. But just to list a few of the

entries....for the first time we had three ladies entered in this year's event:Carolynn Foss, Shirley Pettke and Terri Phillips were all flying Cubs. Kurt Nystrum (Piqua, Oh.) was flying a Balsa U.S.A. Phaeton 90 biplane with a beautiful patriotic red white and blue color scheme. Terry Overton (Oxford, Mi.) was back with his awesome 143" span Supermarine Stranraer. At one time Terry's Stranraer, Bill's PB Y and my 132" DeHaviland Otter were all in the air at the same time...great consecutive slow and low fly-bys. Doug Madsen (Rapid City, Mi.) had a flashy, bright yellow with blue and pink trim Laker. Bob Willingham (Oscoda, Mi.) brought his interestingly colored Seamaster 40 -- white with pink trim. Pete Foss had is "kit bash" Dynaflyte Cessna with twin engines. Lew and Loren Rolston and Tom Followell all had out their Milan Flyers, a very quick, flying wing design.

There are too many people who helped for me not to have missed someone (I know I didn't get all of the set up crew) but I hope you all know that your efforts are absolutely essential to the success of this event. Thanks so much!

Joanne Stritmatter, the Island Lake Park Manager has already put us on their calendar for **September 13-14, 1997**. Remember virtually any plane will work on floats if it is set up right. If you have any questions as to how to set one up "right" see me and I'll give you a reprint of Chuck Cunningham's article (and obviously visit with you about your proposed float plane). This event is great fun to be a part of, and there are great prizes! Plan now to participate in the '97 float fly.

Darrell Watts

PS: Some of the big prize winners from Skymasters were: Al McGee - G&P Republic Seabee kit; Darrell Watts - Futaba 4 channel radio; Marv Middleton - ISC Nutten Special kit; Terri Phillips - Northwest Aero floats; Shirley Pettke Electro Dynamics Servo-cisor; Jack Fleming - Dremel Mini-mite.

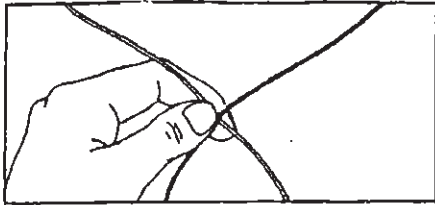
A Special Thanks from Vince & Shirley

A special "THANK YOU" to all that helped and offered to help with the float fly kitchen. I hope I don't miss anyone but the following people spent "time behind the counter" ---

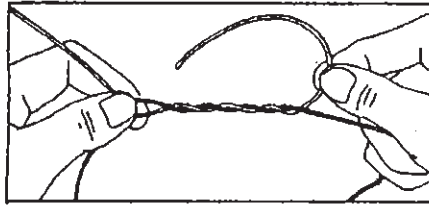
Jerry and Fred Johnston, Marjorie & Herman Greif, Anke Mesnik, Al Nelson, Bud Kirk, Denise & Greg Cardillo and Doug Riley, Jr.

Barrel Knot

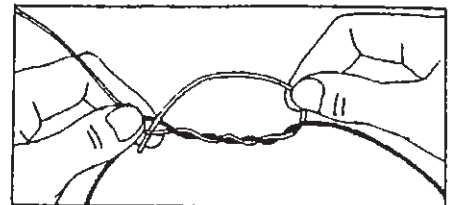
The barrel knot will not slip if properly tied. If, when you inspect your finished knot, both tag ends stick out the same side, the knot is not properly tied and may break. When tied correctly, the tag ends should emerge from the knot at a 180-degree angle to each other.



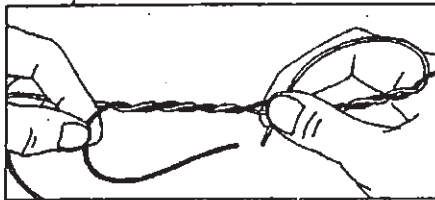
Barrel knot: Cross both pieces of material in an "X," leaving plenty of overlap.



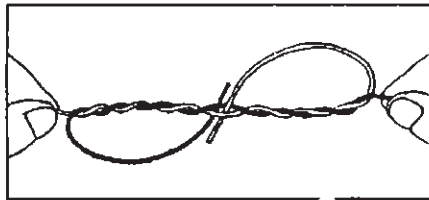
Wind one end around the standing part of the other piece three or four times.



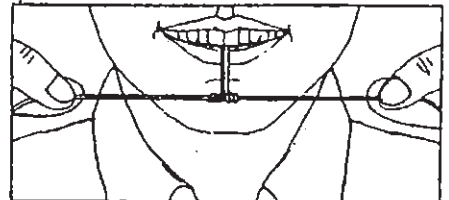
Pass this end back through the loop formed by the intersection of the two pieces.



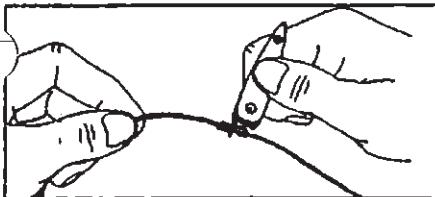
Pinching the first half of the knot to keep the end from slipping back through, wind the free end around the standing piece in the opposite direction three or four times.



Pass this end through the same loop as the first end. The ends must enter the loop from opposite directions.



Hold both ends together while pulling on the standing parts to tighten. The easiest way to keep them from slipping through is to hold them in your teeth. Don't put any pressure on the short ends when tightening.



Trim the tag ends as closely as possible.

from The Eagle's Nest
James Dudley, Editor
PO Box 2086
Elk Grove, CA 95759

Shrink Wrap

From the Knight Flyer, W. R. Crane, Editor, of Parkville, Missouri comes this hint:

Northern Knights club member, Chuck Abend, suggests that instead of using a piece of fuel line to secure your clevises, try using a piece of shrink wrap just large enough to go over the clevis. After you adjust the clevis, shrink the wrap down for a permanent fixture. You may want to hold off on this until after you have made your first flight and know where the clevis should be adjusted.

This summer one third of the nation will be ill-housed, ill-nourished and ill-clad. Only they call it vacation.

Joseph Salak

Protect Your Edges

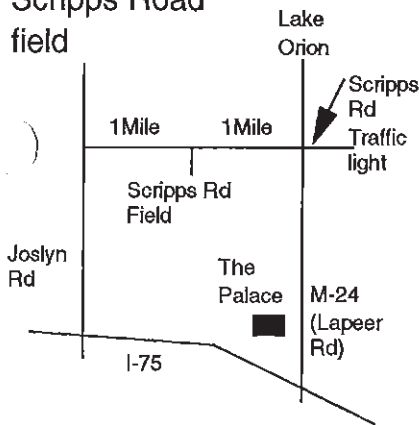
Clear plastic tubing available in various sizes at your hardware store makes great protectors for knives, chisels, files, paint brushes and hypodermic needles or anything else you want to protect from nicks and dings. With one of these over a blade, it will probably survive a fall to a concrete floor with no damage.

Mask It

Having used clamps, T-pins, spot gluing and probably some other methods for holding balsa sheets together for stack cutting of ribs and other parts, a close to ideal solution appears to be masking tape. Stick and align the sheets then tightly wrap them with a strip of masking tape in two or three places. You can saw right through the tape which peels right off leaving no dents or other marks.

Both from The probable Cause, James M. Brown, Editor, 921 S. Wheeling St., Aurora, Colorado 80012.

Scripps Road
field

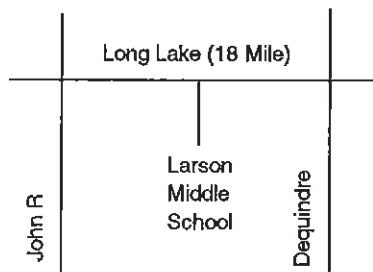


Skymasters information

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

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

- 9-Oct-96 LMS Meeting 7:30
- 23-Oct-96 LMS Meeting 7:30
- 13-Nov-96 LMS Meeting 7:30
- 27-Nov-96 LMS Meeting 7:30