

Skywriter

Skymasters R/C Club Newsletter - April 1997

President's Message

Believe it or not, spring is here... Toledo 97 is almost upon us, a sure sign of spring!

To start off this month, a thank you to Gary Walling for coordinating our swap shop and to everyone else that helped out in running the event. The club made over \$1400 dollars on this event!

Our next event this spring is our annual **Bald Mountain Involvement Day on Saturday, April 19**. There is something for EVERYONE to do; from light work to construction to keeping the volunteers from going hungry. Please give of your time when asked to participate in this event. There is additional information from *Steve Fredericks* about this event.

We have an additional activity that we are looking for some volunteers. As you know, we have been occasionally doing sessions with scout troops, or at schools or libraries for young children. We generally start with a plane like the AMA Cub. So far, in about 2 hours, every one participating has had a flying plane! Our groups have been small to this point (6-12 children). Well, we have a request now for a larger group - a Lake Orion Cub Scout Pack of approximately 45 scouts... Before you panic, each scout has at least one parent attending the meeting with

them! We are looking for at least 6-8 volunteers to help out with this meeting. The date is April 16 at 7 pm at Stadium Elementary School in Lake Orion (off Scripps). Give me a call if you are interested. It is a wonderful opportunity for both the scouts and the club!

Don't forget to stop by the Skymasters table at Toledo, or better yet, help out in promoting our Midwest Regional Float Fly. We have already begun building our super raffle prize: a Global Hobbies Raven on floats! A Hitec Radio and Magnum engine will complete the package for the lucky winner.

And now to the survey results:

We are reviewing one section of the survey results at each Board of Directors meeting. This month we discussed the Meeting comments (see last months newsletter for all the replies). The majority felt we had the right number of meetings; a few indicated too many. Short of eliminating peoples jobs (the 50/50 is going to have to get a lot bigger to do that...), there was little identified to increase attendance from those that do not attend. The two areas we are continuing to work on are programs and show and tell.

Insuring programs at the meetings has been a difficult task at times. We have had several outside speakers cancel over the last year with little notice. Since we do not pay for these presentations, our presenters are doing us a favor. We will continue to pursue new programs - many ideas were given in the survey; with the goal to schedule with enough lead time to publish in newsletter. Was that a request for a program on Monokote stripping???

Show and Tell is an important part of the meeting. I would like to see this get bigger - there can never be enough planes! (I meant at the meeting dear, honest...) This is a great chance to see what others have been working on and see techniques others use. So bring your latest creation in and talk about it!

Don't forget to send me your e-mail address if you would like it listed in our roster. Send it to:

GMCardillo@JUNO.COM.

I will be sending a list of addresses to all that submitted them within the next 2 weeks.

Happy Landings,
Greg Cardillo



1997 Club Officers

President:	Greg Cardillo	2086 Cedar Key Ct, 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:	K.C. Satchell	821 River Valley Dr, Lake Orion	810-693-8213
Editor:	Gary Walling	3403 Nichols Dr, Auburn Hills	810-299-4654

Articles must be received by the 20th for next issue.

Articles may be reproduced from Skywriter.



Skymasters R/C Club

1997 events

March 12, 97 Meeting at Larson School

- Meeting minutes from the February 12, 1997 meeting were read and accepted.
- Treasurers report gave a balance of: \$40.00 in gift certificates, \$490.00 in cash and checks, \$8,383.71 in the bank for a total of \$8,913.71.
- Gary Walling stated that 307 people attended this years Swap Shop. A profit of \$1,314.00 was made.
- Darrell Watts spoke about our Midwest Regional Float Fly. He had shown us the "Global Raven" he received, which will be the raffle prize. The Club will assemble the kit (first build is 3/18/97 at Steve Fredericks). He said that we should be able to get the same tent as last year. The Float Fly will be marketed at the Toledo Show. Darrell is looking for volunteers to work in two hour shifts. Speak to Darrell or a club officer to sign up.
- Volunteers are needed to work the Bald Mountain Involvement day on April 19, 1997.

PRESENTATION

Our planned presenter was unable to attend this evening so Joe Hass most graciously stepped to the front and described his experience using Epoxy-Lite filler. Joe used this product on the canopy of his Global Easy Answer ARF Glider. Joe was pleased at how the product worked (it looked great).

Thanks Joe!

SHOW AND TELL

Joe Hass - Joe displayed his Global Easy Answer ARF Glider, which he had

turned into an electric. It had a 79" wingspan and was decorated with Scotch-Kal striping tape.

Carl Long - Carl showed us a Goldberg Eagle II trainer that he had put together. It was powered by a K&B engine. Carl has this and several other Eagle II's that he has assembled for Kids Day and for trainer use.

Dave Lange - Dave brought in two planes. The first was a Great Planes Easy Sport 40. It was powered by a MDS 46 Engine. Dave designed the graphics on a CAD/CAM system. The second was a Big Stick with Great Planes floats. It was powered by a Thunder Tiger 91 Four Stroke.

19-Apr-97	Bald Mountain Involvement Day. A great start to the year - come out and volunteer to help our park prepare for the summer season. There's light jobs, heavy jobs and all sorts of things in-between ! Steve Fredericks 810-693-6686
17-May-97	Seven Lakes Spring Float Fly - Seven Lakes State Park, Holly. AMA. 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
18-May-97	Bald Mountain Float Fly - Bald Mountain Recreation Lake. AMA. 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.
8-Jun-97	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
22-Jun-97	Harold 'Big H' Mesales 4 Stoke and Majestic Flyers - Scripps Road field. AMA. 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. Greg Cardillo 810-391-6803
29-Jun-97	Chet Brady Memorial Mammoth Fly in - Scripps Road field. AMA. 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
13-Jul-97	Fun Fly - Scripps Road field. Lots of exciting flying events, lots of fun and even some prizes. There are pilot categories from mild (beginners using buddy cords) to wild (experts using purpose designed fun-fly aeroplanes). Darrell Watts 810-373-8777
20-Jul-97	Warbirds and Scale - Scripps Road field. From P51's to Tiger Moths. AMA. There should be lots of variety both in the air and on the ground. Pete Foss 810-652-8756
10-Aug-97	Multi Wing/Multi Engine - Scripps Road field. AMA. Both multi wing and multi engine planes from biplanes to P38 Lightnings. The sound of a twin engined model aircraft is superb, coupled with some expert flying makes for a very entertaining combination. Gary Walling 810-299-4654
24-Aug-97	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
13/14-Sep-97	Midwest Regional Float Fly - Island Lake State Park, Brighton. AMA. 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 Watts 810-373-8777
28-Dec-97	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 'Cool' flying. The more snow the better ! Steve Fredericks 810-693-6686

Event flying starts at 10AM. Noise limit - 95Db at ten feet - no exceptions.

Graham Overton - Graham displayed his Aspect Aviation Blitz. This plane was used by him to win Top Gun in 1996. He had to rebuild the fuselage, it is powered by an OS 32.

Wade Wiley - Wade showed us his Great Planes Super Sportster ARF. It is powered by an OS 45. (Wade won the gift certificate).

OLD BUSINESS

- Bob Burns and Greg Cardillo did a AMA Cub Plane build at a Cub Scout Den meeting. They were asked if a Scout Pack Plane Build could take place (April 16, 1997 46 kids). Speak to Greg regarding volunteering your assistance.
- Darrell mentioned that club members should always keep their eyes and ears opening regarding possible new flying fields. An additional site would be useful to our Club.

NEW BUSINESS

- Russ Cooper donated a Kadet Mark II kit to the Club.
- Al McGee has worked on a fuel buy. See Greg Cardillo to sign up



Bald Mountain Involvement Day - 19th April 1997

Spring is just around the corner and our first event of the season is the Bald Mountain Involvement Day. It is a day to reacquaint ourselves with old friends, meet new friends and show our appreciation to Bald Mountain Park management and its employees. Without their support our flying field would cease to exist at its present site.

There will be many varied tasks for our club to perform around the park. We try our best to place volunteers on jobs that they will enjoy and that are suited to their physical abilities. No one will be placed on a job that he or she feels uncomfortable with. We will have a job sign-up sheet at the school meetings before the April 19th Involvement Day to help you select a task of your choice.

As usual, the club trailer will be there serving coffee and donuts in the morning and lunch at noon for club members and park employees - everything will be free so bring your appetite ! Come and have yourself a rewarding day for yourself, our club and show Bald Mountain Park that "We care".

Thanks, Steve Fredericks

1997 Fuel Order

Folks, the flying season is rapidly approaching and its time to order some fuel. The following shows the type of fuel and the cost:

Coolpower 10% Nitro	\$9.50/gallon (supply your own containers)
Coolpower or Omega 15% Nitro	\$11.50/gallon (factory packed)
4 Stroke	\$11.50/gallon (factory packed)

Please call Al McGee (810-589-0283 or Greg Cardillo (810-391-6803) to place an order and remember, if you order 10% Coolpower - start collecting containers !

Skymasters at Toledo

Darrell Watts has arraigned for a strategically placed table in the Toledo Swap Meet so that we can promote our September float fly. This is a great exposure opportunity for both the Skymasters Club and the event. We will have Bill Leppard's "Skymasters Aerobatic Team" Cub on display, poster boards with pictures and information and entry/information forms to hand out.

We need volunteers to help man the booth to hand out flyers. We are going to try to have two people in the booth at all times. The show hours are Fri/Sat (April 4 & 5) 9am to 6pm and Sun (April 6) 9am to 4pm.

If you can help man the booth for any 2 hour or more shifts during the show hours please call Darrell Watts. Daytime - 810-512-2807; Evening - 810-373-8777.

Unbuilt kits for sale - Call Wade Wiley @ 810-545-2456 (prices negotiable)

Lanier Stinger 120 kit \$90.0
 Balsa USA 46" Float kit \$50.00
 ACE .20 size Float kit \$20.00

Folks - remember that you should now renew your 1997 membership of Skymasters. See the February Newsletter for application form.

Skymasters 1997 Swap Shop

Over 300 people joined us for our 1997 Swap shop, the tables sold out by 6PM and we had people 'doubling-up' on tables to help conserve space. We had chaps from Lansing, Port Huron and Newark NJ (he was over on business) who all joined in. We had three raffles, a door prize and a 50/50 drawing. Hopefully everybody had some fun, bought some stuff and perhaps won something ! Either way, you all helped the club make some money !

This year we had a roster for helpers which we split into 30 minute slots. This meant that each worker could sign-up for 30 minute work segments and this worked very well with everyone pitching in for their allocated 30 minutes - it really did help to spread and share the load. I would like to thank everyone who helped both on the roster, unloading cars and tidying up afterwards. The saying 'Many hands make light work' is very appropriate and it was really appreciated so thanks Tim Balentine, Jack Fleming, Steve Fredericks, Tom Fritchek, Graham Overton, Paul Shurtliff, Carl Long, KC, Joe Savine, Harold Reuter, Mr & Mrs C Knee, Mr & Mrs F Johnson, Randy MacInnes, Darrell Watts, Al Nelson, Dave Claus, Herman Greif, Doug Riley, Bob Burns, Ron Sokacz, Ron Greening and anyone else that I missed. Randy MacInnes gets a double mention because of his great job in building the Sig Wonder kit which we raffled - thanks Ryders and Joes for donating the kit and covering. A very special vote of thanks goes to Bill Dzure and family who organised and managed the kitchen for the evening and (as usual) it worked a treat !

I would also like to thank all the organisations that helped by either donating prizes or giving hefty discounts for me to buy prizes. Our club relies on the generous support of these organisations and we should always think of them when considering future purchases:

Airtronics
 Dixie Electronics (Radio Shack, Orion)
 Futaba
 Model Airplane News
 R/C Modeller
 Ryders Hobby Shops
 SR Batteries
 TNR Batteries
 Windsor Propeller

Bob Smith Industries
 Fibreglass Specialities
 Joes Hobby Centers
 Northeast Screen Graphics
 R/C Report
 Sheldons Hobbies
 Superior Aircraft Materials
 Tower Hobbies

+ Balsa USA !!
 + SUPERIOR BALSA #
 HOBBY SUPPLY

Once again, our swap shop could not have been so successful without all the help from these organisations, club members volunteering and over 300 people who came and spent money.

Gary Walling

PS. I am writing to all the organisations thanking them for their help. However, if any members of our club who won something would also like to write a thank you note - please call me (810-299-4654) or see me at a club meeting and I'll let you know who to write to.

What It Means To Be Young

Youth is not a matter of time of life; it is a state of mind; a matter of rosy cheeks, red lips and supple knees; it is a matter of the will, a quality of the imagination, a vigor of the emotions; it is the freshness of the deep springs of life.

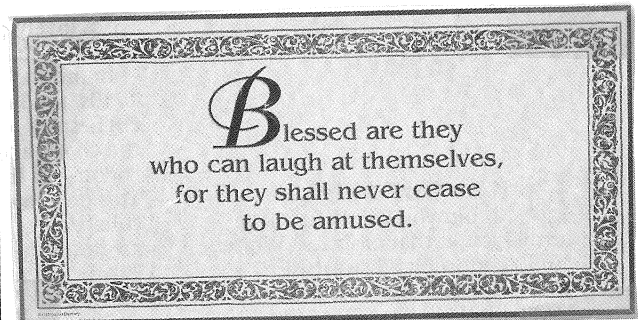
Youth means the predominance of courage over timidity, of adventure over the love of ease. This often exists in a man of sixty more than in a boy of twenty. Nobody grows old merely by a number of years. We grow old by deserting our ideals.

Years may wrinkle the skin, but to give up enthusiasm wrinkles the soul. Worry, doubt, self-distrust, fear and despair... these bow the heart and turn the spirit back to dust.

Whether sixty or sixteen, there is in every human being's heart the love of wonder, the sweet amazement at the stars and the starlike things, the undaunted challenge of events, the undimmed childlike appetite for what's next, and the joy of the game of living.

You are as young as your faith, as old as your doubt; as young as your self-confidence, as old as your fear; as young as your hope, as old as your despair.

"The Plane Truth", Roland Tweed, Editor, Riverside, C.A.



SKYMASTERS

Club Jackets

(Order Form)

New Club Jackets come in **three options**:

1. The jacket referred to below as "*Satin*" looks like the same material as our current jackets has snap front and blue with white stripe knit cuffs, collar and waist band.
2. The jacket referred to as "*Oxford*" is the same color as the satin but the finish of the material is more like an oxford cloth dress shirt.
3. The one referred to as the "*Sport*" is the same color of blue but has a zipper closure, white and red bands around the sleeves, a full "turn down" type collar that is red and the "flap" that covers the zipper is red on the inside.

To calculate the price of your jacket take the price of the jacket *plus* the price of the logo. If you wanted both the small logo on the chest **and** the large logo on the back...add the price for both.

Monogram--There is no additional charge if you want your **first name** embroidered on the chest of the jacket, T-shirt or golf shirt.

	<u>Jacket</u>	<u>Small Logo</u>	<u>Large Logo</u>	<u>Name</u> Yes/No	<u>Total Price</u>
"SPORT"	\$50.00	\$12.00	\$25.00	_____	_____
"SATIN"	\$32.00	\$12.00	\$25.00	_____	_____
(Childrens size)	\$18.00	\$12.00	\$18.00	_____	_____
"OXFORD"	\$30.00	\$12.00	\$25.00	_____	_____
(Childrens size)	\$22.50	\$12.00	\$18.00	_____	_____

T-SHIRTS or GOLF SHIRTS -- available in medium blue or white. (Specify color when ordering)

Fruit of the Loom "best" 50%cotton/50%polyester T-shirt with chest logo - \$14.00 _____

Outer Banks II golf shirt with chest logo - \$25.00 _____

>>>SIZE - Adult Size: XXXL ___*; XXL ___*; XL ___; L ___; M ___; S ___; Children's Size: XL ___; L ___; M ___; S ___

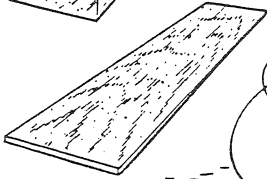
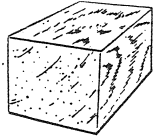
*(Jackets size XXL is \$3.00extra & XXXL is \$5.50extra. Larger sizes available [up to 10X] at additional cost.)

If you want your **first name** on the chest, **carefully print** in the boxes below. Example: D | A | R | R | E | L | L

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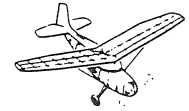
Name: _____ Telephone: _____

Additional Instructions: _____



Interesting Facts About BALSA WOOD

For modelers who want to build light



Model airplanes are no different than any other type of flying machine, large or small - **THE LIGHTER IT IS BUILT, THE BETTER IT WILL FLY!** With that in mind, it is easy to understand why balsa wood has been the standard material for model airplane construction since it first became readily available in the U.S. in the late 1920s. Its outstanding strength-to-weight ratio enables hobbyists to construct durable models that fly in a totally realistic manner. Balsa also absorbs shock and vibration well and can be easily cut, shaped, and glued with simple hand tools.

WHERE DOES BALSA WOOD COME FROM? Balsa trees grow naturally in the humid rain forests of Central and South America. Its natural range extends south from Guatemala, through Central America, to the north and west coast of South America as far as Bolivia. However, the small country of Ecuador, on the western coast of South America, is the primary source of model aircraft grade balsa in the world. Balsa needs a warm climate with plenty of rainfall and good drainage. For that reason, the best stands of balsa usually appear on the high ground between tropical rivers. Ecuador has the ideal geography and climate for growing balsa trees. The scientific name for balsa wood is *ochroma lagopus*. The word balsa itself is Spanish meaning *raft*, in reference to its excellent floatation qualities. In Ecuador it is known as *Boya*, meaning *buoy*.

HOW DOES BALSA WOOD GROW? There is no such thing as entire forests of balsa trees. They grow singly or in very small, widely scattered groups in the jungle. For hundreds of years, balsa was actually considered a weed tree. They reproduce by growing hundreds of long seed pods, which eventually open up and, with the help of the wind, scatter thousands of new seeds over a large area of the jungle. Each seed is airborne on its own small wisp of down, similar to the way dandelion seeds spread. The seeds eventually fall to the ground and are covered by the litter of the jungle. There they lay and accumulate until one day there is an opening in the jungle canopy large enough for the sun's rays to strike the jungle floor and start the seeds growing. Wherever there was an opening, made either by a farmer or by another tree dying, balsa will spring up as thick as grass. A farmer is often hard put to keep his food plot clear of balsa. As the new balsa trees grow, the strongest will become predominate and the weaker trees will die. By the time they are mature, there may be only one or two balsa trees to an acre of jungle.

HOW LONG DOES IT TAKE A BALSA TREE TO GROW? Balsa trees grow very rapidly (like all pesky weeds). Six months after germination, the tree is about 1-1/2 inches in diameter and 10 - 12 feet tall! In 6 to 10 years the tree is ready for cutting, having reached a height of 60 to 90 feet tall and a diameter of 12 to 45 inches. If left to continue growing, the new wood being grown on the outside layers becomes very hard and the tree begins to rot in the center. Unharvested, a balsa tree may grow to a diameter of 6 feet or more, but very little usable lumber can be obtained from a tree of this size. The balsa leaf is similar in shape to a grape leaf, only a lot bigger. When the tree is young, these leaves measure as much as four feet across. They become progressively smaller as the tree grows older, until they are about 8 - 10 inches across. Balsa is one of the few trees in the jungle which has a simple leaf shape. This fact alone makes the balsa tree stand out in the jungle.

THE PERFECT NURSE! Nature evidently designed the balsa tree to be a "nurse tree" which would protect the slower-growing species of trees from the scorching jungle sun during their critical early years. For instance, in an area of the jungle that has been ravaged by a tropical

storm or other natural disaster, the balsa trees will quickly sprout and begin to shoot up to impressive heights in a very short time. Their fast growth, and the extra large leaves they have in their early years, provide shade to the young seedlings of the slower-growing forest giants. By the time the seedlings are established enough to take care of themselves, the balsa tree is beginning to die. Undoubtedly, the balsa tree's rapid growth, fast spreading crown of first very large and gradually smaller leaves, and its relatively short life span were intended to make it the "perfect nurse" in the jungle ecosystem.

HOW ARE BALSA TREES HARVESTED? While nature intended the balsa tree to be a short lived nursemaid, mankind eventually discovered that it was an extremely useful resource. The real start of the balsa business was during World War I, when the allies were in need of a plentiful substitute for cork. The only drawback to using balsa was, and still is, the back breaking work that is necessary to get it out of the jungle. Because of the way the individual balsa trees are scattered throughout the jungles, it has never been possible to use mass production logging procedures and equipment. The best way to log balsa trees is to go back to the methods of Paul Bunyan — chop them down with an axe, haul them to the nearest river by ox team, tie them together into rafts, and then float the rafts of balsa logs down the river to the saw mill. The logging team usually consists of two native Ecuadorians, each armed with a broad Spanish axe, a machete, and a long pole sharpened like a chisel on one end for removing the bark from the downed trees. Because of the hilly terrain, an ox team may only be able to drag two logs to the river per day. At the saw mill the raw balsa is first rough cut into large boards, then carefully kiln dried, and finally packed into bales for shipment to the U.S. via ocean freighter. Final cutting and finishing of our model aircraft balsa is done right here at the SIG factory. As a result of the balsa tree's fast growth cycle, both the quality and lightness of the lumber obtained from a balsa tree can vary enormously depending upon the tree's age at the time of cutting.



SIG

THE MOST FAMOUS NAME IN BALSA!

WHY IS Balsa wood SO LIGHT? The secret to balsa wood's lightness can only be seen with a microscope. The cells are big and very thin walled, so that the ratio of solid matter to open space is as small as possible. Most woods have gobs of heavy, plastic-like cement, called lignin, holding the cells together. In balsa, lignin is at a minimum. Only about 40% of the volume of a piece of balsa is solid substance. To give a balsa tree the strength it needs to stand in the jungle, nature pumps each balsa cell full of water until they become rigid - like a car tire full of air. Green balsa wood typically contains five times as much water by weight as it has actual wood substance, compared to most hardwoods which contain very little water in relation to wood substance. Green balsa wood must therefore be carefully kiln dried to remove most of the water before it can be sold. Kiln drying is a tedious two week process that carefully removes the excess water until the moisture content is only 6%. Kiln drying also kills any bacteria, fungi, and insects that may have been in the raw balsa wood.

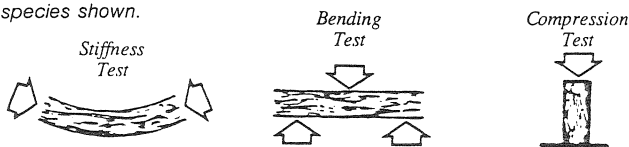
HOW LIGHT IS KILN DRIED Balsa wood? Finished balsa wood, like you find in model airplane kits, varies widely in weight. Balsa is occasionally found weighing as little as 4 lbs. per cu. ft. On the other hand, you can also find balsa which will weigh 24 lbs. or more per cu. ft. However, the general run of commercial balsa for model airplanes will weigh between 6 pounds to 18 lbs. per cu. ft. Eight to twelve pound balsa is considered medium or average weight, and is the most plentiful. Six pound or less is considered "contest grade", which is very rare and sometimes even impossible to obtain.

IS Balsa THE LIGHTEST WOOD IN THE WORLD? No! Most people are surprised to hear that botanically, balsa wood is only about the third or fourth lightest wood in the world. However, all the woods which are lighter than balsa are terribly weak and unsuitable for any practical use. The very lightest varieties don't really resemble wood at all, as we commonly think of it, but are more like a tree-like vegetable that grows in rings, similar in texture to an onion. It is not until balsa is reached that there is any sign of real strength combined with lightness. In fact, balsa wood is often considered the strongest wood for its weight in the world. Pound for pound it is stronger in some respects than pine, hickory, or even oak (see chart below).

STRENGTH OF Balsa wood COMPARED TO OTHER WOODS

Species	Weight Lbs./Cu. Ft.	Stiffness Strength	Bending Strength	Compression Strength
BALSA	8	72	70	75
BALSA	10	100	100	100
BALSA	14	156	161	149
SPRUCE	28	230	260	289
YELLOW PINE	28	222	277	288
DOUGLAS FIR	30	241	291	341
HICKORY	50	379	638	514
OAK	48	295	430	366
BASSWOOD	26	261	288	288
BLACK WALNUT	37	301	506	512

NOTE ABOUT CHART: The strength of balsa varies in direct relation to its density or weight - the heavier the wood, the stronger it is. The above chart was designed with 10 lb./cu. ft. balsa as the median. In other words, balsa at 10 lbs./cu. ft. has been tested given a value of 100. The other woods were then tested in the same way and given a figure that is numerically in proportion. By comparing the relative strength figures in the chart, it will be seen that balsa is as strong or stronger, pound for pound, than most of the species shown.



SELECTING Balsa FOR MODEL BUILDING: Most hobby shops have a large rack of balsa sheets, sticks, and blocks that you can choose from if you are going to build a model airplane from scratch. Undoubtedly, because of the nature of balsa, the actual weight of each piece

of wood of the same size can vary slightly. When you select the piece you want to buy, you should keep their final use in mind. Logically you should select the lightest grades for the lightly stressed model parts (nose blocks, wingtip blocks, fill-ins, etc.), and the heavier grades for important load bearing parts of the structure (spars, fuselage stringers, etc). To a large extent, this selection is already partly done for you. Here SIG, we purposely cut up our lightest raw balsa into blocks, and our hardest raw balsa into sticks. Sheets are cut in the entire wide range of density.

To give you an idea how much common sizes of balsa can vary in weight depending upon the density of raw stock it was cut from, the following three charts have been developed. They show the actual weight in ounces of each size piece when it is cut from 6, 8, 10, 12, 14, or 16 lb./cu. ft. stock. For example, in the first chart for Balsa SHEETS we see that a 1/16" x 3" x 36" sheet cut from 10 lb./cu. ft. stock will weigh approximately .625 ounces. The same size sheet cut from 14 lb./cu. ft. stock will weigh about .875 ounces.

Balsa SHEETS
weight is in ounces

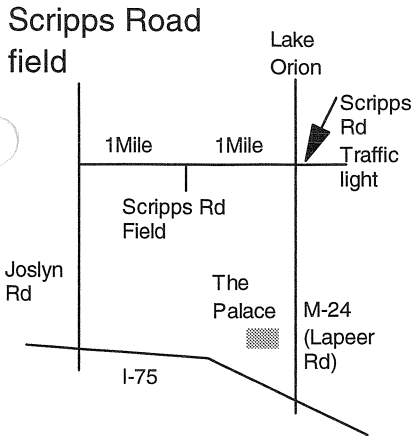
SIZE	STOCK DENSITY POUNDS PER CUBIC FOOT						
	6	8	10	12	14	16	
36" x							
1/32" x	2"	.125	.167	.271	.250	.291	.333
	3"	.1875	.250	.3125	.375	.4375	.500
	4"	.250	.333	.417	.500	.583	.667
1/16" x	2"	.250	.333	.417	.500	.583	.667
	3"	.375	.500	.625	.750	.875	1.000
	4"	.500	.667	.833	1.000	1.167	1.333
3/32" x	2"	.375	.500	.625	.750	.875	1.000
	3"	.5625	.750	.9375	1.125	1.3125	1.500
	4"	.750	1.000	1.250	1.500	1.750	2.000
1/8" x	2"	.500	.667	.833	1.000	1.167	1.333
	3"	.750	1.000	1.250	1.500	1.750	2.000
	4"	1.000	1.333	1.667	2.000	2.333	2.667
3/16" x	2"	.750	1.000	1.250	1.500	1.750	2.000
	3"	1.125	1.500	1.875	2.250	2.625	3.000
	4"	1.500	2.000	2.500	3.000	3.500	4.000
1/4" x	2"	1.000	1.333	1.667	2.000	2.333	2.667
	3"	1.500	2.000	2.500	3.000	3.500	4.000
	4"	2.000	2.667	3.333	4.000	4.667	5.333
3/8" x	2"	1.500	2.000	2.500	3.000	3.500	4.000
	3"	2.250	3.000	3.750	4.500	5.250	6.000
	4"	3.000	4.000	5.000	6.000	7.000	8.000
1/2" x	2"	2.000	2.667	3.333	4.000	4.667	5.333
	3"	3.000	4.000	5.000	6.000	7.000	8.000
	4"	4.000	5.333	6.667	8.000	9.333	10.667

Balsa BLOCKS
weight is in ounces

SIZE	STOCK DENSITY POUNDS PER CUBIC FOOT						
	6	8	10	12	14	16	
36" x							
1" x	1"	2.0	2.667	3.333	4.0	4.667	5.333
	1 1/2"	3.0	4.0	5.0	6.0	7.0	8.0
	2"	4.0	5.333	6.667	8.0	9.333	10.667
	2 1/2"	5.0	6.667	8.333	10.0	11.667	13.333
	3"	6.0	8.0	10.0	12.0	14.0	16.0
1 1/2" x 1 1/2"	2"	4.5	6.0	7.5	9.0	10.5	12.0
	2"	6.0	8.0	10.0	12.0	14.0	16.0
	2 1/2"	7.5	10.0	12.5	15.0	17.5	20.0
2" x 2"	2"	8.0	10.667	13.333	16.0	18.667	21.333
	2 1/2"	10.0	13.333	16.667	20.0	23.333	26.667
	3"	12.0	16.0	20.0	24.0	28.0	32.0
2 1/2" x 2 1/2"	3"	12.5	16.667	20.833	25.0	29.166	33.333
	3"	15.0	20.0	25.0	30.0	35.0	40.0
3" x 3"	3"	18.0	24.0	30.0	36.0	42.0	48.0
	4"	24.0	32.0	40.0	48.0	56.0	64.0

PART TWO NEXT MONTH !!

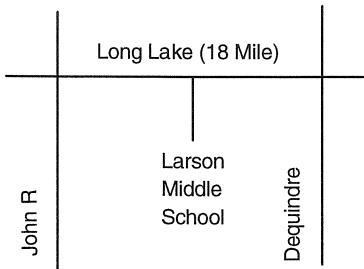
Skymasters information



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 1997 is 95Db at 10' and 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

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