

President's Message

Summer has continued flying by very quickly. Its hard to believe the days are already getting shorter.

Our student nights have been great this year... With only 2 nights of bad weather so far, and normally over 50 people attending for lots of food and flying. Our annual fish fry saw over 80 people attend!!! Thanks to **Bob Burns** for supplying the fish. September 3 will be the last 'official' student night/pot luck for the season. Hope you had a chance to join us.

August has been a busy month for flying events too. Our *Multi Engine / Multi Wing* event was on August 10. Thanks to **Gary Walling** for running this one. We had a wide variety of planes and clubs represented including one pilot from Kalamazoo.

Our annual *Corn Roast* was on August 24. We had a special presentation this year. The club thanked **Bill Stark** for his support as Park Manager of Bald Mountain Recreation Area. Bill retired this summer. You will hopefully see more of Bill at our field now as he was given a 1998 membership, and a plane, radio, and engine to get him started in the hobby!

We also held our annual Top Gun

competition. **Graham Overton** was the defending champion trying to repeat. But, since my publishing deadline is actually before the Corn Roast, you will have to wait till next month for the results (unless you were there).

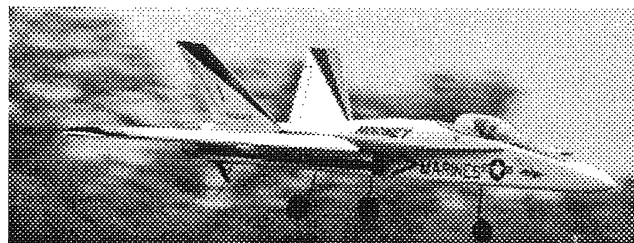
For September, we have our largest event of the year. The Midwest Regional Float Fly will be held on September 13 and 14. **Darrell Watts** is once again coordinating this event and already has some great prizes lined up as well as dinner and entertainment for Saturday night. Plan on coming out either to fly or help out. Check out the 1/4 page ad in the latest issue of **Flying Times**.

As many of you know, we have been collecting sound data of our noise measurements this year. There are now over 90 readings in the database. Look for copies at our fall meetings if you would like one. This is intended to give an idea of engine, prop, and muffler combinations that work (or don't work) to meet 95 dB.

Our fall meetings begin in September. **Randy MacInnes** has been working hard to arrange programs for us, and we have several planned already. Look for the schedule in this newsletter. Ideas for programs are always welcome!

We have gotten some wonderful coverage in some local papers this year. The **Oakland Press** ran an article and pictures from our Mammoth event in July. The **Rochester Observer and Eccentric** ran a large article and pictures about our club and our activities in August. Some of you may have seen the promotion from the *Radio Control Hobby Trade Association* (R/CHTA). They are offering money to clubs receiving positive publicity in a publication intended for the general public. Some of the above qualify and will help support our events this year in addition to the wonderful publicity for the club! Thanks to **Joe Hass** for arranging for the Rochester article.

Happy Landings,
Greg Cardillo
GMCardillo@Juno.com



Vince Pettke's F-18
Hornet on final.



1997 Club Officers

President:	Greg Cardillo	2086 Cedar Key Ct, Lake Orion 48360	248-391-6803
Vice President:	Carl Long	47278 Jeffery, Utica 48317	810-254-0048
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Articles must be received by the 20th for next issue.

Articles may be reproduced from Skywriter

• DETROIT FREE PRESS/MONDAY, AUGUST 25, 1997 2B

By JEANNE MAY
Press Staff Writer

It may not be the Battle of the Richies, but it's certainly a Skirmish of the Well-Heeled.

Denise Borchert, who lives in a luxury home development in northern Macomb County, wants something done about the persistent buzz she hears from people flying remote-controlled model airplanes nearby.

The hobbyists are willing to make some changes.

Macomb County

Borchert and Tom Rasmussen, a lawyer and president of the Skyhawks, the fliers' club, will meet this week to try to patch up their differences.

Borchert lives in Windmill Farms, near 34 Mile and Gould roads in Bruce Township, and is president of the home owners association. Not just anybody can afford a house there.

"They run from \$230,000 to \$350,000," said Barbara Probst,

Noise compromise sought

who works for Century 21 Town and Country, Shelby Township. She's an agent for Windmill Farms homes.

Borchert declined to talk to the Free Press about her complaint last week, but she sure gave the Bruce Township Council an earful earlier this summer.

"Ms. Borchert stated ... the noise is too loud to hear her television, the planes fly every night, all neighbors hear the noise and some residents cannot get their children to sleep due to the noise," according to council minutes.

It sounds as though she were talking about a gang of unruly children, but no kids could begin to afford such toys.

"A complete setup to operate ... radio and transmitter and plane and fuel ... costs between \$300 and \$500," said Rasmussen.

That's just the beginning. Fliers often spend thousands on planes.

"They vary in size," Rasmussen said. "In wingspan, 24 inches is small; large is a 4-foot wingspan. The average is about a 3-foot wingspan."

The problem for Borchert is that the Skyhawks hit the neighborhood before she did.

About 20 years ago, the county let model-plane hobbyists build an airstrip on county-owned farmland on Gould Road. Only cows were around to hear the planes' buzz.

Then came the '90s. Developers started pushing through the cornfields and evicting the cows. The land was rezoned residential, but the airstrip was grandfathered in, meaning as long as it continues as it always has, it can stay.

The flying field is named the Jim Schocke Model Airdrome, for

the man who was township supervisor when the tarmac was laid down in the middle of the tree-lined field.

The supervisor today is Gary Schocke, Jim's son, but he has sympathy for Borchert.

"I understand her point of view, and we're trying to accommodate her," he said. "But we've had an outpouring of support from neighbors who support the club."

Rasmussen said the Skyhawks behave responsibly. "We always watch our sound," he said. "If you stood next to a plane and a normal lawn mower, the lawn mower's going to exceed us in sound."

Still, he and the Skyhawks are willing to make some changes.

"There are other uses of this land that may be much worse than ours," Rasmussen said. "I understand 10 years ago it was proposed that our land be turned into a public campground."

Staff writer Jeanne May can be reached at 1-810-469-4680.

CLUB TRIP TO THE USAF MUSEUM

We are hoping to get a large group of members, family members and friends, to visit the museum on the last or second last weekend of October. We hope to travel in member provided seven passenger vans.

The plan is to leave the metropolitan Detroit area at 0700 hours on Saturday and arrive at the museum at approximately 1100 hours. We will stay over Saturday night and return home after the close of the museum on Sunday.

The cost of transportation, fuel, will be equally shared by riders in each van. Motel arrangements will be made on a two per room shared basis, estimated cost \$25.00 per attendee. Meals and other expenses are individual responsibilities.

Please advise me as to your interest as soon as possible. Van owners advise me of your intention to drive.

Jerry Blumenthal
Tour Director
23777 Village House-#8A
Southfield, MI 48034
248-353-7529

*Event is actually called the "Ann Arbor Airport Annual Open House".
*From I-94, take State St. South, Corner of State St. and Ellsworth Rd.
SEE

- *R/C Aircraft
- *Hot air balloon launch
- *Tour control tower
- *Exhibits
- *Aircraft Displays



RIDE THE TRI-MOTOR
THE CLASSIC FORD Tri-Motor - the plane that introduced commercial aviation to the world - will be the main attraction at the Ann Arbor (Mich.) Annual Open House on September 7. Those who attend will have the opportunity to take a ride in Henry Ford's "Tin Goose." For more information call 1-800-888-9487.

Surfing the Web

Some members have been passing along interesting web sites.

Here are a couple of aviation sites you may like:

USAF Museum: (submitted by Jerry Blumenthal)
<http://www.wpafb.af.mil/museum/index.htm>

Full Scale Seaplanes: (submitted by Wade Wiley)
<http://www.onstep.com>

Have any of your own favorites?? Send them in and we will pass them along.

Last Chance to Win!!!

Skymasters Club Dinner

Great food -- Great Setting -- Great Entertainment -- Great Price!

With all of this going for it, everyone who attends the Skymasters Club Dinner will be a winner. Our first club meeting at Larson Middle School will be your last opportunity to sign up. **Reservations are required - there are no dinner "tickets available at the door."** This is a great opportunity to show your spouse or significant other that Skymasters is a lot more than just going out to the field and watching airplanes buzz around.

Where: Island Lake Park (Saturday evening of the float Fly)

When: Saturday, Sept. 13 Time: 5:00pm

Cost: \$9 per adult (\$4 children under 12 -- age 4 and under free)

Menu: Grilled Chicken & all of the fixin's, drink & dessert!

Entertainment: "Grand Prix" -- Sweet Adelines close harmony quartet. This quartet placed 5th in the world last year. They will again be competing for the world championship in Salt Lake City in Oct. This is a rare opportunity to hear a world class quartet!

Be There or Be Square!!!

If you can't be at the meeting you can call Darrell at 248-373-8777 by 9/10 to make a reservation

North Oakland County Heart Walk

The Heart Walk returns to Bald Mountain State Park on October 4 this year. The Skymasters will once again be participating. We will be sponsoring a team of walkers, as well as providing the hot dogs (fat free of course) for the walkers. Last year we also set up a nice static display of models alongside the trailer. We are looking for volunteers to help with the kitchen, provide models for the display, and walkers. For more information, or to sign up as a walker or volunteer, contact Greg or Denise Cardillo at (248) 391-6803.

Baby Cardillo
Alyssa Marie Cardillo was born on Friday August 22 at 3:04 am by c-section. Alyssa was 22 1/2 inches long and weighed 7 pounds 11 ounces. Mom and baby are doing well!

USING CYANOACRYLATE AND EPOXY ADHESIVES

Cyanoacrylates (CA's) have become the adhesive of choice for most hobby and household applications. High quality CA's such as INSTA-CURE™, when used properly, form bonds that in many cases are stronger than the material that is being adhered. INSTA-CURE™ is a highly refined CA which, combined with its freshness, gives a guaranteed 2 year shelf life.

CA's are reactive monomers that chemically link (polymerize) when pressed into a thin film. The very thin layer of water moisture present on most surfaces acts as an alkali, or weak base, which is the catalyst that results in bonding; however, the presence of detectable amounts of water usually degrades the performance of CA's.

INSTA-CURE™ has a water-thin viscosity that wicks deep into joints by capillary action and cures in a matter of a few seconds. Surfaces to be bonded must be tight fitting and should be held together while you apply the CA around the edges of the seam. At the moment CA's cure, they give off a vapor that can irritate the nose and eyes, so be prepared. Thin CA's work very well on balsa since they penetrate into the wood and form more than just a surface bond.

INSTA-CURE+™ is a higher viscosity CA for loose fitting joints in which the adhesive must bridge gaps. Normally, the thicker CA is applied to one surface and then the parts are held tightly together for about 5 to 15 seconds. For large surface areas, including those with close fitting joints such as laminations, INSTA-CURE+™ should also be used. To prevent premature curing, *don't* spread the glue into a thin film. Lay down a serpentine bead with about 1" separations on one surface, then assemble the parts, letting the pressure spread the CA out.

INSTA-SET™ is a catalyst which acts as an accelerator that allows CA's to quickly cure in thick layers by enhancing the alkaline conditions during polymerization. INSTA-SET™ in a spray bottle is normally used to cure the CA that flows from joints when parts are pressed together. Applying an additional bead of thick CA along a seam and then curing it with INSTA-SET™ significantly enhances a joint's strength. For difficult to bond materials, INSTA-SET™ can be applied to one surface and CA to the opposite surface. When brought together, they will bond instantly. INSTA-SET™ is formulated with a strawberry scent and activates CA in 6 to 8 seconds without any degrading of the CA's strength, which can occur with many other accelerators. It is compatible with all surfaces, even clear plastic and white foam.

CYANOACRYLATES

MAXI-CURE™ extra thick CA is the best CA for most plastics, including GE's Lexan®. MAXI-CURE™ is the best choice for plastic model assembly. When used with INSTA-SET™, it works better than any putty for modifying or filling voids. It can be carved with a knife or razor blade and sanded and feathered to form a finish indistinguishable from plastic.

MAXI-CURE™ bonds fiberglass, hardwood, metal and rubber better than any other hobby adhesive. For gluing to the inside, cloth textured surface of fiberglass, scrape the area to be bonded with a razor blade or coarse sandpaper before using MAXI-CURE™ or any other adhesive. It also is best for bonding the tires for R/C cars.

SUPER-GOLD™ and SUPER-GOLD+™ are our odorless INSTA-CURE™ CA's. They are non-frosting and take only 2 or 3 seconds longer to bond. There are no fumes that irritate the nose and eyes. The SUPER-GOLD™'s do not attack white foam; therefore, they can be used in the building of foam core wings and the assembly and repair of plastic and foam ARF's. They will not fog clear plastic. SUPER-GOLD+™ is ideal for attaching clear canopies in plastic model kits; however, MAXI-CURE™ is still recommended for assembling the rest of plastic kits. Wood can be bonded to white foam with SUPER-GOLD+™ in less than fifteen seconds. For bonding foam to foam, spray a very light fog of INSTA-SET™ to one piece and apply SUPER-GOLD+™ to the other before joining. Excess INSTA-Set™ may create too much heat, which can melt the foam. Both SUPER-GOLD™'s cure to a more flexible consistency for better shock absorption. Whenever a large amount of CA is to be used in such applications as saturating fiberglass or Kevlar, SUPER-GOLD™ eliminates the irritating fumes from the evaporating monomer that make repeated use of CA unpleasant at times.

UN-CURE™ debonder will soften cured CA. If parts are bonded incorrectly or your fingers are stuck together, a few drops of UN-CURE™ will dissolve the CA in about a minute. Apply on bonded skin and roll apart fingers. Once unstuck, use acetone to clean off softened CA, then wash off with soap and water.

With all CA's, the closer the parts fit together, the stronger the bond. Always hold the bonding surfaces together as tightly as possible. Any rough spots on the mating surfaces should be smoothed out. Although CA's will hold objects together with considerable strength within seconds, the full strength of the bond is not reached for several hours. Allow for this before subjecting parts to maximum stress. Also, CA's are generally a little less brittle and have higher strength when they are allowed to cure on their own.

Heat and moisture will decrease the shelf life of CA's. Unopen bottles can be stored in a freezer or refrigerator, but allow them to reach room temperature before using. Keep your bottles in a cool place that won't be exposed to direct sunlight and store away from bottles of accelerators. Due to the freshness of our CA's, their shelf life is guaranteed for 24 months.

For the initial opening of the top, loosen top first to relieve internal pressure, then hold the bottle against a near vertical surface and cut off the top 1/32" with a knife or razor blade *without* squeezing the bottle. To prevent clogging, do not let the tip of the nozzle touch a surface that has been sprayed with INSTA-SET™. Before replacing the colored cap, sit the bottle down hard to knock the remaining CA back into the bottle before squeezing it in an upright position to blow air through the nozzle, then wipe the tip clean.

Our CA's come in 1/2 oz., 1 oz. and 2 oz sizes, along with an 8 oz. that has a no mess, easy pour bottle for economical refilling of our regular bottles. In addition to our line of extender tips and fine teflon tubing that allow very small, controlled amounts of CA to be applied, we have CA applicators that come in both a regular and fine tip. They are like a disposable eye-dropper that greatly resists clogging. Just squeeze the bulb and insert into an open CA bottle to draw out the amount you need. When using the teflon tubing, cut one end at a 45° angle before inserting no more than 1/4" into the bottle top.

MATERIAL	Works Good		Works Best		Application					
	△	▲	△	▲	REINFORCING	WATER-RESISTANT	LAMINATING	WHITE FOAMS	RUBBER	HARD PLASTICS
GLASS & METAL	△	▲	△	▲	△	△	△	△	△	△
FIBERGLASS	△	▲	△	▲	△	△	△	△	△	△
CERAMICS	△	▲	△	▲	△	△	△	△	△	△
SOFT WOOD	△	▲	△	▲	△	△	△	△	△	△
HARDWOOD	△	▲	△	▲	△	△	△	△	△	△
BALSA WOOD	△	▲	△	▲	△	△	△	△	△	△
HOBBIY ADHESIVE	△	▲	△	▲	△	△	△	△	△	△
QUIK-CURE	△	▲	△	▲	△	△	△	△	△	△
MID-CURE	△	▲	△	▲	△	△	△	△	△	△
SLOW-CURE	△	▲	△	▲	△	△	△	△	△	△
EX-SLOW-CURE	△	▲	△	▲	△	△	△	△	△	△
FINISH-CURE	△	▲	△	▲	△	△	△	△	△	△
INSTA-CURE CA	△	▲	△	▲	△	△	△	△	△	△
INSTA-CURE +	△	▲	△	▲	△	△	△	△	△	△
MAXI-CURE	△	▲	△	▲	△	△	△	△	△	△
SUPER GOLD'S	△	▲	△	▲	△	△	△	△	△	△

HINTS AND TIPS

- INSTA-CURE™ works very well with ¾ oz. to 6 oz. fiberglass cloth for reinforcing joints. Lay the cloth on the surface and apply drops of the thin CA until capillary action saturates the fiberglass.
- INSTA-CURE+™ is the quickest way to repair bicycle inner tubes. Locate the puncture by immersing the inflated tube in water, mark it with a pen or pencil, and then deflate and dry off the tube. Pinch the rubber to open up the puncture, then put a very small drop of gap-filling CA on the hole. Release the tube to return it to its normal shape and then spray the drop with INSTA-SET™. Any drop larger than 1/8" doesn't improve the seal and with use will crack as the rubber flexes. Reinflate the tube and double check for holes you may have missed.
- Hobby paints that are alcohol based (acrylic) can be used to add color to epoxies with little effect on the epoxy's characteristics.
- Saturate the end of rope or string with thin CA to prevent it from becoming frayed.
- Cured CA is actually acrylic plastic. Thick CA with an accelerator can be used to quickly build-up layers to replace or modify plastic parts. Unfortunately, neither CA nor epoxy works well on most polyethylene or polypropylene, i.e., the flexible, waxy plastics.
- QUIK-CURE™ epoxy is the best choice for bonding clear plastics. It will not fog the plastic and if the epoxy gets on the wrong spot, it can be carefully removed with a razor blade without leaving a mark.
- Small bits and shavings of plastics can be mixed with INSTA-CURE+™ to repair nicks and other damage to large plastic parts. Once cured, it can be sanded smooth to create a surface indistinguishable from the main part. This technique is used for the repair of vinyl automotive bumpers and allows the recycling of existing parts.
- QUIK-CURE™, like all other fast setting epoxies, is not resistant to long term exposure of raw model aircraft fuel. It can be used to tack glue firewalls into place but should be coated over with SLOW-CURE™ 30 MINUTE EPOXY for permanent installation.
- R/C car tires that have been bonded to wheels using INSTA-CURE™ can be removed by putting them into boiling water.
- For the application of very small amounts of INSTA-SET™ accelerator, use our fine tip CA applicator for dispensing one drop at a time.

© Bob Smith Industries

QUIK-CURE™ 5 min. epoxy cures to a highly flexible consistency. This lack of brittleness allows it to form a lasting bond in areas subjected to high vibration or stress. QUIK-CURE™ shouldn't be used in areas that are subject to long-term immersion in water; however, it works fine for the internal structure of wood framed boats. QUIK-CURE™ is our only epoxy on which you can apply polyester resins. It can be mixed with microballoons to form a quick setting putty. Items bonded with QUIK-CURE™ can be handled after 15 minutes. Full strength is reached in 1 hour.

MID-CURE™ 15 min. epoxy is used in larger areas where more working time is needed. It is more water resistant and can be used as a substitute for QUIK-CURE™ in most applications. MID-CURE™ is our most flexible epoxy and is ideal for gluing to fiberglass surfaces. Allow 45 minutes before handling parts and 2 hours for full strength.

SLOW-CURE™ 30 min. epoxy works best for forming reinforcing fillets on joints. It has the highest strength of our epoxies. It is waterproof and more heat resistant. SLOW-CURE™ can be used for bonding if you're willing to wait overnight. Fillers such as microballoons can be mixed with SLOW- and FINISH-CURE™ to form a putty-like consistency. Such fillers will usually decrease the working time by about 25%. Bonded objects can be handled after 8 hours and the cured epoxy reaches full strength within 24 hours.

EX-SLOW-CURE™ 2 hr. works as an excellent coating epoxy. It is thinner than the other epoxies and spreads out into smooth layers much easier. It will cure to a clear, hard finish that shouldn't be sanded. It works well for creating lakes in model R.R. landscapes and for decoupage. You should allow 24 hours before handling. Don't cure in temperatures below 70 degrees F.

FINISH-CURE™ 20 min. epoxy is an excellent, low odor substitute for polyester resins. It can be used for applying fiberglass cloth to wood or by itself to give wood a surface ready for primer and paint. FINISH-CURE™ can be sanded the easiest of all our epoxies and is excellent for the sheathing of foam core wings. Allow 8 hours for full curing. For best results, FINISH-CURE™ should be heated to a temperature above 85°. For applying light weight fiberglass, lay cloth on balsa first, then brush on FINISH-CURE™. When fully saturated, go over the surface with a heat gun, and then squeegee off excess epoxy with a playing card from an old deck. Heat and remove excess several times for a light weight finish. If room temperature is below 70° use a heat gun on the surface several times for the next 2 hrs. When dry, lightly sand, then fill surface with a low weight spackling compound, scraping off excess with a playing card. Sand to a smooth finish ready for primer. For heavy weight fiberglass, apply the epoxy before and after laying down the cloth. FINISH-CURE™ is best mixed in a disposable cup.

EPOXIES

If CA's are the cure-all for just about all bonding problems, you may be wondering, "Why do I need epoxy?" One primary reason is price. Epoxy costs are about one fourth that of CA. When large objects are being bonded, economics can be a deciding factor on choice of adhesive. The specific characteristics of epoxies also give them advantages in some applications.

All our epoxies are mixed with a 50-50 ratio. Any scrap material or paper scratch pad can be used as a mixing surface. We have found, however, that the plastic tops to coffee cans work best due to their outer border and their flexibility, which allows the unused cured epoxy to be released and thrown away. Squeeze out equal length beads of the desired amount of epoxy, then mix together thoroughly with a popsicle stick or scrap piece of material.

In cold weather, epoxy takes longer to cure (too cold and usually they never fully cure) and becomes more difficult to get out of the bottle, especially if it's less than ½ full. The epoxies can be heated in a microwave oven for about 10 seconds so that they flow easier. The heating process, with the caps off, also releases any moisture that can be absorbed by epoxies. Their shelf life, therefore, is virtually unlimited.

Acetone works as the best solvent for cleaning epoxy from brushes and unwanted surfaces before it cures. If epoxy gets on surfaces that acetone will attack, use isopropyl alcohol. We do not recommend any additives for thinning epoxies due to their effect on curing and overall strength. If thin epoxy is required, either use heat or switch to EX-SLOW™ or FINISH-CURE™.

Epoxies bond best to clean, textured surfaces. Smooth, non-porous surfaces should be roughened with coarse sandpaper to improve adhesion. A small amount of CA can be used in strategic locations to hold parts in place while the epoxies cure. The minute designations for epoxies refer to the working time, i.e., the time one has before the epoxies begin to set up after being mixed in a large mass. When spread into thinner layers, the working time in increased significantly (except QUIK-CURE™). Working time decreases approximately 25% at temperatures above 90 degrees F.

Don't panic if your skin comes in contact with either epoxy or CA. While contact should be avoided, uncured epoxy can be washed from your skin with soap and water. Allergic reactions are rare. Cured epoxy and CA can be peeled off the skin and usually are gone after a full day of normal activity. UN-CURE™ will debond any body parts that get stuck together if a peeling action (never pulling) doesn't part them.

CARL - 248-254-0048

K.C. - 248-693-8213

SEPTEMBER FLOAT-FLY "ADMINISTRATIVE STAFF"

HELP!!!

We have had many compliments about how smoothly our event is administered. To make this happen took a lot of time by several people. It is much better if people who are not planning on flying can take care of the administrative duties. As you can see from the "job descriptions" listed below, no special skills are required to do any of these jobs. This is a very large event which is fun to be around even if you are not flying. It is an opportunity for some of you new pilots who don't feel like you are up to floats yet, to join in on the fun (in fact some of the non-flying guys wives are planning on working, joining the activities and staying at the hotel). You will note that some positions have "shifts," if you are willing to work more than one shift either on the same job or on a different assignment please let us know.

To help me out this year the following people have agreed to be responsible for specific areas: Carl Long - set up, tear down, boats & kitchen; K.C. Satchell - Flight line & frequency control.

Multi Engine Multi Wing 10 August 1997

I think we had a great turnout of people, in all 19 Pilots entered and we had planes in the air all the time. I regret that I didn't count the number of spectators but recall that we must of had about 20+ people watching. All of the planes including five twin engined planes came in comfortably below our 95DB at ten feet noise limit. Top prize went to Ron Sokacz who won the Sig Skybolt kit.

Many thanks to Herman and Marg Greif for helping in the kitchen, Carl Long for towing the kitchen and all the others who helped out.

Gary Walling

Compute Propeller Prop Size

Many articles have been printed on the proper propeller for a certain engine. Manufacturers have certain recommendations, propeller makers have theirs, and others specify that this or that prop is the best for a certain model.

Here is a different method, called 'FOILING' to select a proper propeller.

Multiply the cube of the diameter by the pitch for a load factor. A 10x6 would be: (10x10x10) x 6 = 6,000.

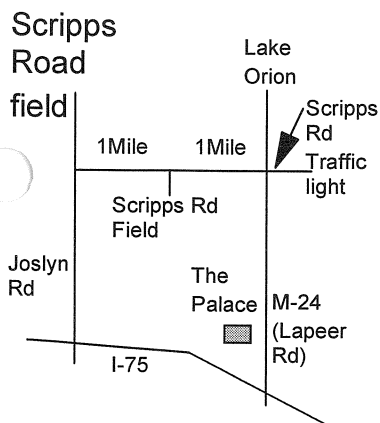
Compute the largest diameter prop for most of our high drag sport planes. If you have a three-bladed prop, figure the two-bladed prop, then take one-half the total and add it.

<u>Engine Size</u>	<u>Prop Load</u>
.10	1,000 - 1,700
.16	2,000 - 3,000
.20	2,400 - 3,700
.26	2,700 - 4,400
.36	3,400 - 6,900
.40	4,100 - 7,166
.45	6,100 - 8,460
.50	6,200 - 9,726
.60	6,800-11,000
.80	10,000-16,000
.90	13,000-19,000

EXAMPLE: 14 x 6 prop (14x14x14) x 6 = 13,720 (Engine size .80 to .90)

(Reprinted from the **Winnabago R/C Flyer**, newsletter of the **Oshkosh, Wisconsin R/C Club**, Bob Wildish, Editor.) **C3**

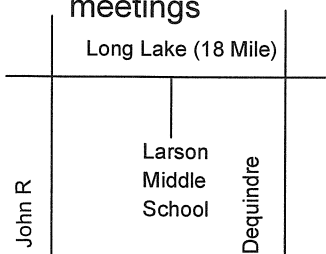
Skymasters information



Skymasters (AMA club # 970) field is located within the Bald Mountain State park (see the map). State park permits 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' - this noise rule is strictly enforced.

Wednesday evenings during summer 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). Students are encouraged on other days and weekends and it is a great idea to come on a Wednesday, meet the Instructors and then co-ordinate for more instruction time together. 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 - it may spark their interest and get them into our hobby !



Skymasters

Radio Control Club of Michigan

G Walling
3403 Nichols Drive
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MI 48326

Skymasters Fall Meetings

fall meeting schedule is filling up with interesting programs. Here is the schedule for our September Meetings:

September 10: R/C on the Web - Joe Finklestine

September 24: B-17 - George Mariano

Meetings are back at Larson Middle School beginning at 7:30 PM. Hope to see you there.