

President's Message

The cool weather is upon us already, and swap shop season is just around the corner. Hopefully there is still plenty of flying left too.

Our events for the year are almost through. Last month, my publishing deadline was just before the Corn Roast. As you may already know, **Graham Overton** repeated as our Top Gun winner. Congratulations Graham! My thanks to all that helped out, especially **Carl Long** whom I left 'holding the bag' of cleanup to go back to the hospital to see my wife and new daughter! From what I heard, there wasn't an ear of corn left over from the gross purchased!

Our largest event took place in September; the Midwest Regional Float Fly met with nice weather both days! We had over 100 pilots registered and plenty of flying both days. Thanks to **Darrell Watts** once again for coordinating this event and to the host of Skymasters and families that helped out. Look for more info from Darrell in next months letter. Everyone had a good time, and the club made some money as well!

By the time you get this, the North Oakland Heart Walk will be upon us. Skymasters have several members who have volunteered to walk, and will again be

providing hot dogs (fat free of course) and a static display of planes.

Still to come this year is our Field 'Closing' Party, Christmas Party and Crazy Snow Fly.

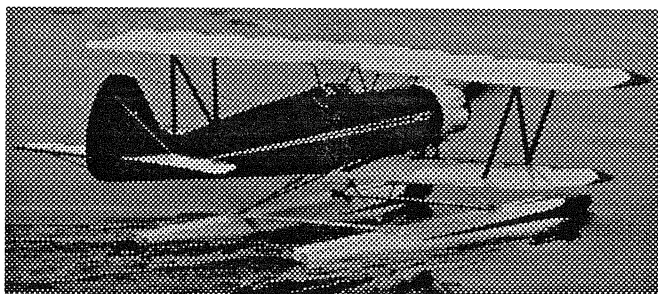
Several years ago, the Skymasters adopted a plan to reduce maximum noise levels at our field. That plan has succeeded in reducing by 50% (3dB) the maximum permitted noise level from our engines. The plan calls for one more reduction to 94dB currently scheduled for 1998. The BOD has discussed this, and we had some discussion at our September membership meetings. The BOD is recommending a *one year delay in the reduction to 94 dB*. Our measurements from the year do show the vast majority are well below the current 95 dB limit, but several of the larger scale models are still at 95. The intent of the noise limits is not to cause undo hardship on members, or prevent models from flying,

but to utilize technology to reduce our noise. We are at a point where technology may need a little time for reasonably priced alternatives to become available. We are choosing a delay specifically to show we are still committed to reducing noise levels as technology allows. *We will be voting on this recommendation at the October 8 meeting.*

It is almost time to elect 1998 Officers. Much of the current board has served multiple terms and several positions will be open. Here is a chance to help out the club and contribute your thoughts and ideas. There is plenty of help for you as you get started (as I found out first hand 2 years ago..) If you are interested, please talk to a current board member. Elections take place at our November 12 meeting.

Happy Landings,
Greg Cardillo
GMCardillo@Juno.com

Jeff Landis brought this beautifully finished Phaeton .90 to our Float Fly (Riverside Hawks, Piqua Ohio).



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
Secretary:	Paul Shurtliff	1915 North Lake Drive, Troy 48083	248-689-3489
Treasurer:	K.C. Satchell	821 River Valley Dr, Lake Orion 48362	248-693-8213
Editor:	Gary Walling	3403 Nichols Dr, Auburn Hills 48327	248-299-4654

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

Articles may be reproduced from Skywriter

September 10, 97 Meeting at Larson School

- Minutes from previous field meeting was not available.
- Treasurers report gave a balance of \$10.00 in gift certificates, \$30.00 in cash, \$310.00 in float fly entry fees, \$30.00 in cash, \$8,269.21 in the bank, for a total of \$8, 599.21.

VISITORS

Bill Stark

SHOW and TELL

Joe and Chris Hass - These two guys showed us a Laker, which was built from a 19 year old kit. It weighed 5.5 lbs. and was powered by an OS 46 ABC.

Greg Cardillo - Greg displayed a Direct Connections plane that he Matt Rowan and KC had assembled. It had a wing span of 58", was powered by an OS 46 FX, and had Airtronics hardware. He said the kit went together well. (Greg won the gift certificate).

Bob Burns - Bob showed us an Ugly Stick which was powered by an OS Max 40.

Paul Shurtliff - Paul displayed a Goldberg Tiger 2. It was powered by an OS 46 FX and weighed 5 lbs. 10 oz.

Jerry Blumenthal - Jerry showed us a miniature electric (DC) sander that he made from plans. (Randy MacInnes was elated to win a copy of the plans.)

NEW BUSINESS

- KC stated that their were 184 members.
- The club sound reduction program was scheduled to be reduced by 1 dB (to 94 dB) next year. The officers felt that the current sound reduction technology may not be able to get us there. A vote will take place at next months meeting.
- Darrell Watts spoke about the Island Lake Float Fly. He mentioned that roughly 80 pilots had signed up and that singers, who had won fifth place in world championship competition, were going to entertain us at dinner. Darrell also said that Steve Fredericks had done much of the work on the Global Raven raffle prize.

OLD BUSINESS

- Bob Burns stated that 1997 Student Night Wednesday's have come to an end. He said that on an average of 50 people would be fed with the high being 80 people, which occurred on Bob's infamous Fish Fry night.

LAST CALL

THE DATES FOR A CLUB TRIP TO THE USAF MUSEUM HAVE BEEN FIRMLY SET FOR OCTOBER 25-26. THE CUTOFF DATE FOR SIGNING UP IS NO LATER THAN OCTOBER 11. THE PLAN IS TO TRAVEL IN VOLUNTEERED SEVEN PASSENGER VANS, LEAVING AT 7:00 AM ON SATURDAY, OCTOBER 25. RETURN WILL BE AFTER THE CLOSE OF THE MUSEUM ON OCTOBER 26. PASSENGERS IN THE VANS WILL SHARE THE FUEL COSTS, ABOUT \$5-\$6. ONE NIGHT MOTEL COST, BASED ON TWO PER ROOM, ESTIMATED ABOUT \$25 PER PERSON. MEALS AND OTHER EXPENSES ARE INDIVIDUAL RESPONSIBILITIES. INTERESTED? CALL: JERRY BLUMENTHAL AT 248-353-7529.

WHO SELLS THE MOST BSI ADHESIVE?

BOB SMITH INDUSTRY

- | | | | | |
|---------------|---------------|------------------|-----------------|----------------|
| 1. California | 6. Illinois | 11. Colorado | 16. Oklahoma | 1. Canada |
| 2. Texas | 7. Indiana | 12. Pennsylvania | 17. New Mexico | 2. Japan |
| 3. Michigan | 8. Washington | 13. Arizona | 18. Wisconsin | 3. Switzerland |
| 4. Florida | 9. Oregon | 14. Georgia | 19. Missouri | 4. Australia |
| 5. Ohio | 10. New York | 15. Utah | 20. N. Carolina | 5. Norway |

M. Benjamin James Walling made his appearance on 9-Sep-97 at 6.57PM weighing in at 10 Lbs 3 oz. Linda & Ben are both doing very well. George (the Cat) hasn't quite figured out the new pecking order but he thinks that he (the Cat) is still higher then Gary (Daddy).

Vintage Boeing B-17 Awes

By Elizabeth A. Carter
Staff Writer

The Oakland County International Airport sees all types of aircraft flying in and out every day, but rarely is the facility "strafed" by a vintage World War II era "Flying Fortress."

But there it was, a 1945 Boeing B-17 Aluminum Overcast in all its steely glory, making a pit-stop in Oakland County Sept. 11 on a nationwide tour which began in its "hometown" of Oshkosh, Wis., in April.

The singular event brought out many members of the Experimental Aircraft Association (EAA), Chapter 13 of Michigan, which hosted the event along with the EAA Aviation Foundation. Also attending were veterans of World War II, like Tom Barrett of Madison Heights, who recalled throwing 100-pound bombs out of the aircraft with his own hands while part of the 100th Bomb Group out of England.

"I would make oxygen checks during the flight and assisted in navigation, and on the bomb run I took control of the plane," said Barrett, who was awarded a Purple Heart in 1944 as well as a Distinguished Flying Cross. "I was over

there for about a year and went on 30 missions. I can remember a lot of things that happened (from looking at the plane)."

B-17s were produced beginning in 1934 and used during the war and for civilian use. The B-17G, a model with a chin turret that appeared at the airport, had brief

"It's kind of like pushing a garbage truck uphill. It's a very heavy airplane but it's a very stable airplane to fly."

military use, but was used more for domestic purposes such as aerial surveys and crop dusting.

Its military functions were primarily to ferry flights from factories to a modification center to storage yards and scrap yards. Other B-17s would be used as drones for target shooting and atomic bomb tests, or for spying purposes.

Believe or not, you could pick up one of these babies for only \$750 back when it was being produced.

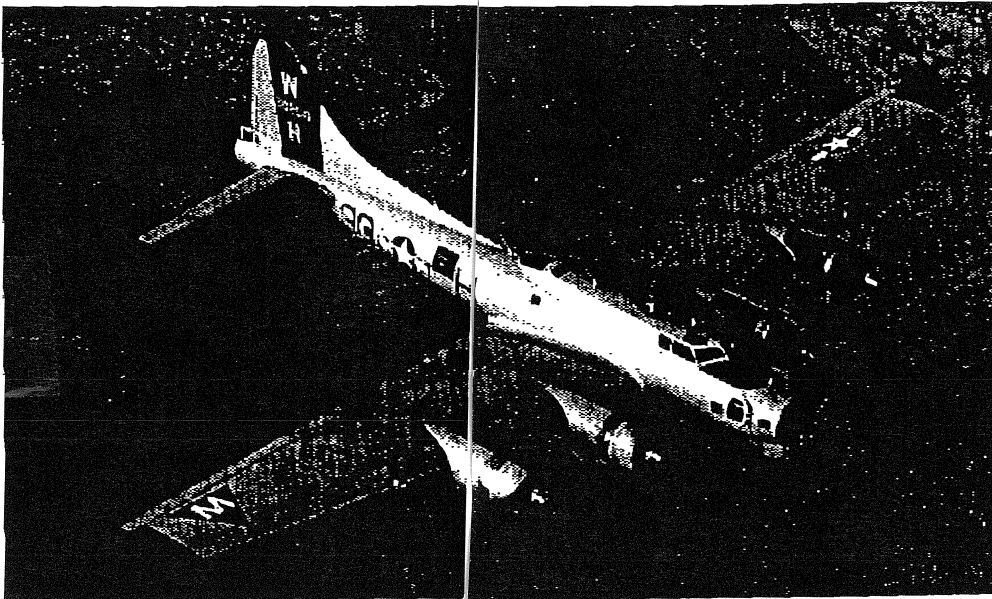
The B-17s were termed "Flying Fortresses" due to their all-steel construction and ability to incorporate 13 .50-caliber machine guns, as well as 8,000 pounds of bombs.

But "fortress" may be misleading when looking inside the narrow body of the plane to inspect the interior. The pilots and crew were typically cramped in the narrow corridor of the plane, which incorporates a cockpit, the chin turret, a very narrow beam walkway over the bomb bay, and a ball turret on the underbody of the plane where one unlucky individual would sit with his knees around his ears and fire the gun from inside.

The B-17 will make a total of 12 stops before returning to its home base in Oshkosh, where it will eventually be housed in the EAA Air Adventure Museum's "Eagle Hangar."

"The previous owner, before the EAA Oshkosh History Society got it, wanted to take the plane on a tour of the world to honor the plane for all the work it did in World War II," said Charlie Foust, mem-

Aeronautical Fans



BOEING B-17

ber of EAA's Chapter 13. "He couldn't get enough money for the world tour, so he donated it to Oshkosh. This plane is kept at Oshkosh at the museum and it goes out once a year on these historical tours.

"This plane is beyond air-worthy condition. It's beyond museum condition and it's very flyable and is very accepted by the FAA," said Foust, who piloted the plane last year.

TO WHOM IT MAY CONCERN

A DURA-BAT AIRCRAFT WAS RETRIEVED FROM THE LARGE TREE AT THE NORTH-EAST CORNER OF THE FIELD. IT HAD BEEN IN THE TREE FOR AT LEAST TWO WEEKS WHEN IT WAS RETRIEVED. IT HAS NOW BEEN IN MY POSSESSION FOR ABOUT A MONTH. IF IT IS NOT CLAIMED WITHIN ANOTHER MONTH IT WILL BE CONSIDERED TO HAVE BEEN ABANDONED.

JACK FLEMING
248-435-4487
9/24/97

FROM SVRCC VALLEY FLYER, DEL CARR
EDITOR

I've had a few flyers ask about removing oil from balsa. There are a couple of different ways of doing a pretty good job of this.

One method is to use kitty litter, especially when the fuse gets filled with fuel because of a leak in the tank. This does remind me of something that happened to a former member of our club, (his name escapes me). He said that the fuselage of his plane was filled with fuel due to leak in his tank, so he filled the fuselage with kitty litter to soak up the fuel. When he returned home from work the following day, he found the family cat utilizing his plane instead of the litter box. He didn't tell me if the cat lived or not.

The other method is to heat your covering iron to the point where it almost discolors balsa wood when held against it. Then place a clean piece of paper towel over the area and apply the heating iron, switching to clean portions of the towel as the oil is absorbed. Continue doing this until the paper towel won't soak up any more oil. After that you can use Texise K2R Spot Remover or a paste made of alcohol and cornstarch. Let it dry and brush it off thoroughly to insure that your covering will stick.

NEEDED

TWO (A PAIR) .15ci ENGINES FOR A TWIN AIRPLANE. CALL: FRANK ROGERS AT 248-353-9676.

Touch-And-Go Or Bounce-And-Go?

by Glynn Mount

'Touch-and-go' is a great way to practice landings. It's a sure way to rapidly improve your technique but even the best of us will bring one down a little hard once in awhile and the inevitable result will be a bounce. The size of said bounce will be in direct proportion to how enthusiastically your airplane meets the runway. If unattended, of course, the first bounce will be followed by a second bounce and, if the second bounce doesn't break your prop or worse, you might be lucky enough to dribble to a stop before running off the end of the runway.

This type of landing will usually bring enthusiastic response from the critics sitting on the sidelines. There are, however, a couple of ways you can recover from a bad bounce and keep your dignity intact. One way is to maintain 'full back pressure' on the stick (i.e. full up elevator) in the hope that there is enough *flying speed* to cushion the second bounce. If the bounce is more of a high speed 'skip' then this method works well. The second method is to immediately apply power and return to level flight. I've tried both methods and a 'bounce-and-go' with quick application of power will usually result in a more positive recovery from a bad bounce.

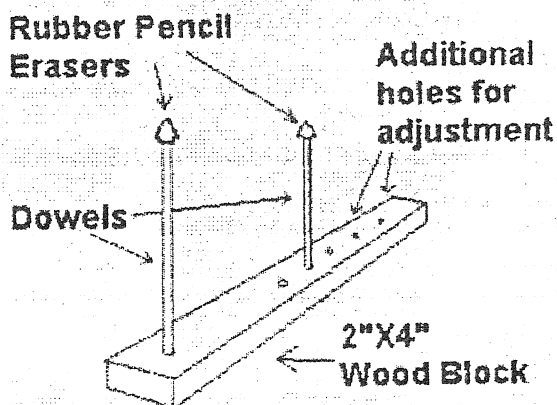
The best landing procedure is to hold the aircraft off the deck a foot high with idle power and try 'not to land'. The airplane will slow down and 'sink in' in spite of you, giving you a smooth transition from air to ground.

(Reprinted from *The CAM Journal*, newsletter of the Central Arizona Modelers, West Sedona, AZ, Marvin Hinton, Editor.)

One of the most difficult things to do is fly a plane that is tail-heavy. Make up a balancing jig from a piece of 2x4, 1/4" dia. dowels, and pencil erasers. Drill a couple of 1/4" holes in the 2x4 for a tight fit for two pieces of 1/4 dowel cut to equal length and spaced just far enough apart to clear each side of the fuselage by an inch or so. Place the rubber pencil erasers on the end of the dowel with the tapered portion aligned with each other and perpendicular with the fuse. Gently set the wing on the tips of the erasers at the CG, (right side up for a high wing and up side down for a low wing).

Any time you make major repairs or changes to your A/C check the the CG balance instead of wondering, WHAT HAPPENED?

Another neat idea for balancing that I read about in one of my hobby magazines is to put a screw eye in your A/C at the center of your fuselage and at the CG point. By suspending the A/C from the ceiling of your work shop, (not recommended from the living room ceiling unless you live alone or want to live alone), with a string through the screw eye, you can balance your A/C from wing tip to wing tip and nose to tail in the same operation.



COURTESY OF MICHIGAN FLYING TIMES:

October 4-5: Flying Tigers Fall Classic Q-500 Standard & Expert; registration 8:30; \$20 entry fee. Contact John Borton, 419-882-1165.

October 4-5: Free Fall free open house at the Kalamazoo Air Zoo to celebrate Arts & Humanities Month. Information: 616-362-6555.

October 5: Outdoor rubber meet at Broome Park in Flint sponsored by Flint Balsa Termites. Call Dave Livesay, 810-232-0354.

October 11: RC Swap Meet sponsored by Cleveland Radio Control Club. Call Bob Jones, 216-248-5640.

October 11-12: R/C Model Hobby Show & Swap Meet sponsored by Fort Wayne Flying Circuits. Call 219-483-6144.

October 18: The enshrinement to the Michigan Aviation Hall of Fame of four aviation pioneers: Howard Ebersole, Major General Ralph Royce, Felix Pawlowski and Neal Loving at the Kalamazoo Aviation Museum. For information, call 616-382-6555.

October 23: Weak Signals Auction at Quality Inn at I-75 and Wales Rd. For information, call Pat Falgout, 419-841-8957.

October 26: Hobbytime Flyby Knights Swap Shop at Dupage County Fairgrounds in Wheaton, Illinois. See classified ad for details!

October 26: Kent Radio Aeromodelers 23rd Annual Swap Shop; 9 a.m.-2 p.m. at Knights of Columbus Hall, 5830 Clyde Park S.W., Grand Rapids. Contact Don Clark, 616-866-1462.

November 1: Midwest Sundowners Swap Shop/Static Display in Portage Indiana. Call Jim Craig, 219-838-3821.

November 2: Midwest R/C Society Swap Meet; 9 a.m.-3 p.m. at Northville Community Center, 303 W. Main, Northville. Call Herb Judd, 810-477-0349.

Sound Measurements

Engine	Muffler	Propeller	Fuel	Plane	RPM	DB Reading	Owner
ASP .12	Stock	APC 7x6	Sig 10%	Hyper B	15,000	92	Overton
ASP .46	Stock	APC 10x6	Powermaster 12.5%	Scat Cat	13,200	93.5	Murphy
ASP .80	Stock	APC 13x6	??? 5%	Stearman	10,000	92	Watts
Enya .35	Stock	APC 9x6	Rich's Brew	Taube	8,900	92	Post
Enya .60	Stock + Diverter	MA 11x7	Rich's Brew	Thumper	11,100	92	Post
Enya .80 4c	None	APC 12x6	Cool Power 15% 4C	Laser 200		95	Cardillo
Fox .40	Stock	APC 10x8		Trainer	11,300	94	Schulz
Fox .40	Stock	MA 10x6		Trainer		96	Schulz
K&B .28 (two)	Stock	MA 9x6 Scimitar	Cool Power 15%	NE Aerodynamics Twin Air 20	12,000	93.5	Loken
K&B .46 Sportster	Stock + Deflector	APC 11x6 3/16 off each tip	Fox 15%, 18% oil	Scat Cat 'clipped wing'	11,300	86	Knee
K&B .46 Sportster	Stock	APC 10x6	Cool Pwer 10%	Eagle 2	11,900	89	Long
K&B .65 Sportster	Stock	MA 13x6	Cool Power 15%	Hobbico Ultimate Bipe	11,000	92	Phillips
Mag .40	Stock	APC 10x7	Cool Power 10%	Stunt Wagon	11,700	91	Leppard
MAG .40	Stock	APC 9x6	Omega 10%	Quickie 500	14,200	89	O'Brien
MDS .46	Stock	APC 11x6	Cool Power 15%	Great Planes Easy Sport	14,200	92	Lange
Moki 1.8	Bisson	CF 18x10	FAI	One Design	8,400	94	Wheeler
MVVS .77	Tuned Pipe	MA 13x8 Wood	Cool Power 15%	Sun Ray	10,300	93	Loken
OS .15 FP (two)	Stock with baffles	MA 8x6	Magnum 10%	Scratch Built	12,000	84	Myer (Thunderbir
OS .20 FP	Stock	9x4	Power Master 10%	Zero (Foam)	12,500	82	Knee
OS .25 FP	Stock	MA 9x6	Powermaster 15%	Skymasters Swap Meet' Twin	13,000	91	DesRosiers (Skyhawks)
OS .25 FP (two)	Stock No Baffles	APC 9x5	Cool Power 10%	Kit Bashed' Cessna Twin	14,000	92	Foss

OS .32	Home Built (Spray Can)	MA 8x6	Cool Power 10%	Stunt Wagon	16,400	91.5	Fredericks
OS .32	Home Built (Spray Can)	APC 10x4	Cool Power 20%	Stunt Wagon	12,800	92	Morgan
OS .32	Stock	APC 10x5	Cool Power 10%	Stunt	13,900	93	Watts
OS .40	Stock	APC 11x6	Cool Power 15%	Easy Fly	10,900	92	Fietsam
OS .40 FP	Stock, No Baffle	APC 10x6	Magnum 10%	Scratch Built Smoothie	9,200	91	Myer (Thunderbir
OS .40 FP	Stock	APC 10x4	Cool Power 15% 4C	Blitz	13,000	86	Satchell
OS .40 FP	Stock	APC 10x6	Byron 10%	Duraplane 40	11,300	86	Zabawa
OS .40 FSR	Stock	Lee Tate Special'	Powermaster 15%	Das Bipe	13,300	92	DesRosiers (Skyhawks)
OS .40 FX	Stock	TF 10x6 Wood	Byron 15%	Sportster 40	12,900	91	Dechazal
OS .40 LA	Stock/No Baffle	APC 10x3	Sig 10%	Profile Blitz	14,800	91	Overton
OS .40 LA (two)	Stock with baffles	MA 10x6	Magnum 10%	Scratch Built .50 Caliber (1980 MAN plans)	11,800	92	Myer (Thunderbir
OS .40 SF	Stock	APC 10x6	Cool Power	Aerostar		89	Middleton
OS .40 SF	Stock	MA 10x6	Sig 10%	Goldberg Eagle	14,300	91	Stanley
OS .46 FX	Stock/No Baffle	APC 12x6	Byron 10%	Great Planes Trainer 40	10,600	91	Huebner
OS .46 SF	Stock	APC 10x8	Omega 15% 4C	RCM 40	12,500	90	Cardillo
OS .46 SF	Pitts Style	11x7	Cool Power 10%	P-51	12,400	91	Fredericks
OS .46 SF	Stock	APC 10x6	Powermaster 12.5%	Scat Cat	13,500	90	Kote
OS .46FX	Stock	MA 11x7	Cool Power 15% 4C	Raven Fun Fly	12,800	89	Satchell
OS .52 4C	Stock	MA 12x7	Red Max	Avistar 40	9,200	83	Rubinson
OS .60	Unknown	14x4	Cool Power 10%	Neuport 17	9,600	92.5	Phillips
OS .61 FSR	Stock	MA 11x7	Sig 15%	Ultimate Kaos	11,200	91	Brausa
OS .61 FSR	Stock	APC 11x8	Cool Power 15% 4C	Great Planes F14 Tomcat		94	Cardillo

These sound measurements were taken at the 1997 Skymasters events. Take a moment to review the sound levels - it makes some interesting reading. You'll also note the more popular types of engines !

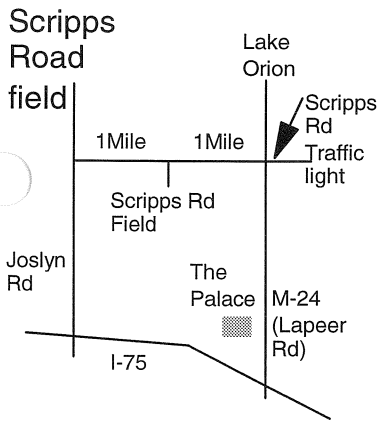
OS .61 FX	Stock	APC 12x6 3/16 off each tip	Power Master 10%	Starfire	12,500	89	Knee
.61 FX	Stock	Zinger 12x6	Sig 10%	Hog Bipe	11,200	87	Martin
OS .61 SF	(un)tuned pipe	MA 13x8	Byron 10%	Super Hots	9,700	91	Aldrich
OS .61 SF	(un)tuned pipe	APC 12x8	Byron 10%	Super Hots	11,500	93.5	Aldrich
OS .61 SF	Davis Pitts	Zinger 11x8 Rounded Tips	Cool Power 10%	F-18	11,600	94	Watts
OS .61 SF	Davis Pitts - 1/4" rubber washer behind prop	Zinger 11x8 Rounded Tips	Cool Power 10%	F-18	11,600	92	Watts
OS .61 SFP	Bison Sport .60	APC 13x6	Sig 10%	Great Planes Ultra Sport 60	12	93.5	Overton
OS .61FSR	Stock + Deflector	TF 11x6 Power Point	Omega 10%	Super Star 60	13,800	100	Peterson
OS .61FSR	Stock + Deflector	APC 11x8	Omega 10%	Super Star 60	12,400	95	Peterson
OS .61SF	Stock + Diverter	MA 12x8 Wood	Omega 15%	Goldberg Tiger 60	9,800	93	Peterson
OS .70 4C Surpass	Stock	MA 11x8	Byron 10% 4C	Tiger Trainer 60	12,800	95	White
OS .70 FS	Stock	MA 12x8	Omega 15%	Thunder Tiger - Tiger 60		94	White
OS .90 4C	Stock	14x6	Red Max 15%	Hog Bipe	10,600	94	Lambert (Holly Cloud)
OS .91 4C	Stock	APC 13x8	Cool Power 15% 4C	Great Planes Aeromaster	11,300	93	Satchell
OS 1.20 4C	Slimline	APC 15x8	Cool Power 10%	Extra 300	9,800	93	Leppard
OS 1.20 4C	Stock	MA 15x8	15% Scratch Built Ultimate		9,800	95	McCullen (UFO)
OS Max .61	DuBro	Wood 12x7	Cool Power 10%	Fokker DRI	9,500	91	Leppard
OS Max-H .40	Stock	APC 10x6	Cool Power 10%	Aerostart	12,900	91.5	Burns
Quadra .42	Stock + Copper Ext	Dynathrust 18x10	Gasoline	Fokker D-7	6,700	89	Kaser (UFO)
Saito .50 4C (two)	Stock	MA 11x6	Cool Power 10%	F-82 Mustang	10,600	92	Sokacz
Saito .65	Stock	13x6	Cool Power 10%	Goldberg J-3 Cub (40 size)	9,400	89	Middleton

Saito .65	Stock	APC 12x8	Cool Power 10%	Goldberg J-3 Cub (40 size)	10,400	91	Phillips
Saito .91 4C	Stock	13x6	??? 15% 4C	Cub	9,200	92	Preston
Saito .91 4C	Stock	MA 14x6	Cool Power 10%	Super Aeromaster	8,700	93	Sokacz
Saito 1.20 4C	Stock (new)	Zinger 15x6	Cool Power 15%	Ultimate Bipe	8,200	92	Filloon
Saito 1.50 4C	Stock	??? 18x8	Byron 15% (20% Oil)	1/4 Scale Cub	8,400	94.5	Wallo
Saito 1.50 4C	Stock	Zinger 20x8	Byron 4C	Ferry Swordfish	7,150	93	Weeks
Supertigre .40	Stock	APC 10x7	Cool Power 10%	Sig Kadet	11,700	90	Foss
Supertigre .40	Stock Quiet + Diverter	APC 10x6	Omega 15%	Kaos	14,100	91	Grapeas
Supertigre .45 (two)	Stock + 2 inch brass tube inside	APC 11x7	Cool Power 10%	Super Sportster .60 Twin	10,200	92	Sokacz
Supertigre .60 (two)	Davis Diesel	Rev Up 11x7 3/4	Cool Power 10%	P-38 Lightning		95	Leppard
Supertigre .61	Stock Quiet	APC 11x8	Cool Power 15% 4C	Sig King Kobra	11,000	93	Cardillo
Supertigre .61	Stock	APC 12x6	Cool Power 10%	Big West Super Hots	11,700	91.5	Satchell
Supertigre .61	Stock Quiet	APC 12x6	Cool Power 15% 4C	Super Hots	11,800	93	Satchell
Thunder Tiger .20	Stock	MA 11x4	Sig Champion 15%	Freedom 20	14,200	95	Doleman
Thunder Tiger .40 PRO	Stock + Diverter	MA 10x6	Cool Power 10%	Easy Fly 40	14,800	94	Greif
Thunder Tiger .42 GP	Stock	MA 10x6	Omega 15%	T-2000	13,700	92	Hardy
Thunder Tiger .46	Stock	Zinger 10-6 Wood	Byron 15%	Avistar	13,500	90	Sandstrom
Thunder Tiger .46 PRO ABC	Stock	APC 10x7	Byron 10%	Sig Kavalier	14,300	93	Rowan
over .40	Stock	APC 11x6	Power Master 10%	Uproar	10,400	86	Knee
obra .32	Stock	APC 10x4	Omega 10%	Stick Munk	13,200	91	O'Brien
Webra 1.20	Bisson	APC 16x8	FAI	One Design	9,300	94	Wheeler
YS .60	MAC Muffled Pipe	APC 12x11	Sig 15%	Kaos 60	10,100	94.5	Payson

YS .60	MAC Muffled Pipe+Extension	APC 12x11	Sig 15%	Kaos 60	9,800	92	Payson
YS 1.20 4C	Jim Macintosh	MA 16x6	Cool Power 10%	J-3 Cub (1/4 Scale)	9,300	90.5	Falardeau
YS 1.20 4C (NAC)		MA 15x8	??? 10%	Aeronca Champ	9,300	93	Fredericks
Zenoah G-62	Cut Down Stock + 10" pipe	22x8	Unleaded 32:1	Yellow Air P-47	6,900	93	Kaser
Zenoah G-62	Stock	Zinger 22x8-14	Gasoline	Great Lakes Bipe	6,100	94	Tinkle (UFO)
				Christen Eagle		91	Fredericks

ST 90
 J Tec
 2 h 55/ps
 MA 14x6
 CP 1090
 TF
 Corsair
 10200
 94
 Sokacz

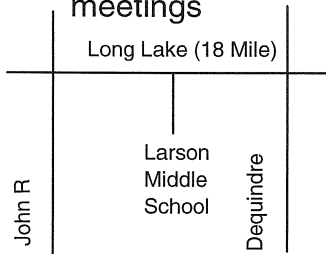
Skymasters information



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
Auburn Hills
MI 48326

October Programs at Larson :

8-Oct-97 R/C on the Internet
22-Oct-97 Oshkosh '97