

Skymasters R/C Club Newsletter - November 1997

See Skymasters on the Web at www.geocities.com/CapeCanaveral/Lab/4031

President's Message

Welcome to winter - Snow already! Well, at least we have some swap shops to go to! For those of you new to the hobby this year, Michigan has a wealth of swap shops in the fall/winter. There are a couple of ads in this newsletter for swap shops early next year.

The North Oakland Heart Walk was held on October 4 with beautiful weather. Thank you to the walkers: Carolyn and Samantha Foss, Denise and Alyssa Cardillo, and Bob Burns; and to the kitchen and display help: Pete Foss, Fred and Jerry Johnston who pitched in with me to cook many fat free hot dogs for the workers. We had a wide range of planes on display showing everything from trainers to sport planes, seaplanes, and jets. With our help, over \$80,000 was raised for a good cause! Thanks to all.

Our Field 'Closing' Party was held on October 17, also with nice weather for a bon fire! I wasn't able to get there till about 9:30, but found a good sized group around a hot fire.

Our meetings for the year are winding down (where did the time go!). November has only one meeting - Wednesday, November 12. Our program for our November meeting is a visit from Howard Steele, owner of

Ocean Odyssey, a hot air balloon. Howard has some interesting information to share for what should be a great program. This meeting is also our elections of officers for 1998.

Bill Dezur has offered the opportunity for Skymasters to set up a table at an upcoming scout activity on Saturday, December 6. Many organizations and businesses will be represented. Interested in helping? Give me a call.

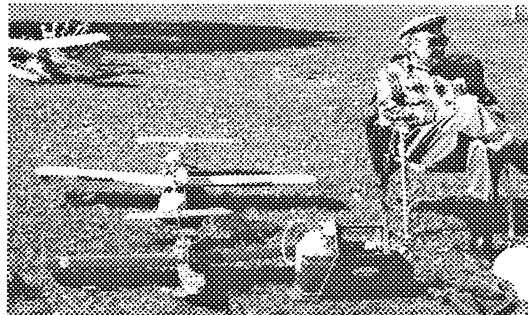
Our December 'meeting' is our annual Christmas Party on December 10 at Larson Middle School (normal meeting time). Bring your family and your planes for food, fun, and maybe even a visit from someone up north! If you would like to help out with this one, give me a call...

Also coming is the Krazy Snow Fly on Sunday, December 28. Will we need wheels or skis this year remains to be seen... So keep those planes ready to fly!

We have had a number of nationally known fliers come out to our meetings and field this year. Skip Mast joined us at our Midwest Regional Float Fly as a pilot and judge for the static and aerobatic events. George Maiorana came to one of our club meetings to show us his B-29 (or the pieces of it) and some of the construction techniques he uses. Terry Nitsch has visited our field twice this year, most recently on a very cold Monday for some flying! Terry may be back in town over the winter. Maybe we can convince him to bring some of his planes to one of our meetings!

Happy Landings,
Greg Cardillo
GMCardillo@Juno.com

*Jack Flemming and
his pair of Seamasters
this fall at Seven Lakes
State Park.*



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 24, Meeting at Larson School

- Minutes from previous meeting were read and accepted.
- Treasurers report gave a balance of \$6,681.15 in the bank, \$1,505.00 in cash, for a total of \$8,186.15.

VISITORS

Jack Lemon, Larry Boulet & Gary Geiger

PRESENTATION

George Maiorana displayed a B29 that he had built from scratch. The plane unfortunately was in pieces due to crash. George explained how he made the fiberglass fuselage using a homemade mold. The wings were cut from foam. Aluminum tape was used to get the aluminum finish. The plane was powered by 4 OS 40 4-strokes. George said that he is building another plane but will use electric power with 40 cells. He had also displayed how he had made molds for props, gun turrets and canopies, by using items found around the home. George is quite a craftsman. Thanks George!

SHOW and TELL

Pete Foss - Pete brought in his B24, a Stafford Kit, that he has been working on. The wing is a foam core with balsa sheeting. The wingspan is 90" and will be powered by 4 OS FP 25's.

Jerry Blumenthal - Jerry displayed a two meter electric ARF sail plane that he had purchased from Tower Hobby. It weighs 2.6 lbs., cost roughly \$80.00 and included the motor and prop.

Randy MacInnes - Randy showed us a Spitfire that he had purchased from a friend. Randy has been working on it and has included some of his own updates.

Matt Cognata - Matt brought in an Ergo Sport 60 Helicopter. It was powered by a YS61. (Matt won the gift certificate).

Chris Knee - Chris showed us his Hobico Extra 300 ARF. He said it took two weeks to build and mentioned that it flies nice. It was powered by an OS 91 4-stroke and weighed 6.5 pounds.

NEW BUSINESS

- The inside of the trailer was noticeably wet at the float fly. It was mentioned that possibly there is a roof leak(s).
- A U-Control site is being proposed on Orion Township land.
- Some members are working on getting a MetroPark field.
- Float flying has taken place a Seven Lakes State Park on Saturdays from 10 AM - 2 PM.
- Meeting Presentations: 10/8 R/C On The Web; 10/22 on Oshkosh.

OLD BUSINESS

- We are looking for new board members (voting Nov. 12th).
- Regarding the Midwest Regional Float Fly, Darrell mentioned that there were 100 pilots and roughly 130-140 planes.

Help Please

Darrell is busy finishing the article for the September Float Fly, there were 100 pilots and about 135 airplanes there. Amid all the excitement, Darrell didn't manage to take any photographs of the following aircraft :

Dual rotor Auto-gyro
Red 120 sized Schneider racer
Blue/grey Navy finished Sea Master
Bill Leppards PBY

If anyone has photos of these planes please contact Darrell on 248-373-8777

October 8, 1997 Meeting at Larson School

- Minutes from previous meeting were read and accepted.
- Treasurers report gave a balance of \$10,158.24 in the bank, \$115.00 in cash and checks, for a total of \$10,273.24.

VISITORS

Donald McCormick

PRESENTATION

Mr. Joe Finkelstine did a presentation on "R/C on the Web". Joe discussed what an internet and website was and planned on connecting to the internet during our meeting, however, we were unable to get a proper telephone connection. He did show us our club web site, which he had on a disc. He explained that the web can be a good source to get answers on R/C related questions, but cautioned that the web does have its share of weirdoes. Joe also touched on computer components and mentioned that some good deals can be found at small computer stores who can build a computer to your needs. Thanks Joe!

SHOW and TELL

Terry Overton - Terry showed us a Bi-Plane called a "Stampe", which was produced from an English kit. It carried the Rothmans logo, powered by a Saito 150 and covered with Coverite. Terry used Ace floats on this plane our September Float Fly. Terry also brought along a Great Planes Extra which was powered by an OS 70 four stroke and covered in Monocoat.

Greg Brausa - Greg brought in a 1/8 scale Laser 200. It had a 2.2 cu. in. engine with a Weber carb. He had used Ultracoat covering and weighed 24 lbs.

Jerry Blumenthal - Jerry brought in another one of his "Mystery Bags". Jerry showed us a volt meter that he had assembled. The meter used LED's to signify the various voltage ranges.

OLD BUSINESS

- Sound Limit - The officers recommended to delay the lowering of the sound limit by 1 dB, to 94 dB. It was felt that current sound reducing technology will not allow some planes to get to 94 dB. It was noted that most of our planes are currently lower than 95 dB. A vote was held, a majority of the members in attendance agreed to delay the lowering for one year.

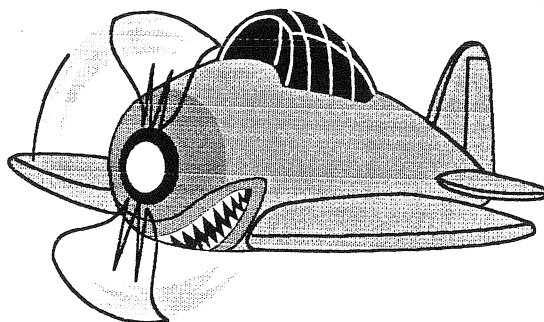
NEW BUSINESS

Bill Dezar mentioned that a Scout Conference will occur at the Scripps Middle School on Sat. 12/6/97. Bill was wondering if the club would like to have a display set up from 8:30 to 4:00 in the gym.

Epoxy

Did you ever have your six-minute epoxy start setting up on you after one or two minutes? Epoxy manufacturers suggest that you mix your epoxy on a flat, wide open surface as opposed to a deep container. It seems that mixing epoxy in a deep container speeds up its chemical reaction time. If you still want to use a deep container, add a little alcohol (don't exceed 50%) to the epoxy to slow down setting time.

(Reprinted from the Valley City R/C Club Newsletter, Parma Heights, Ohio, Carl Koehn, Editor.)



GLOW PLUGS- Why do they Fail??

by Clay Ramskill

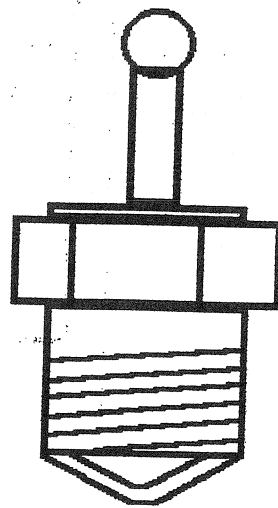
The "ignition system" in our engines is in the main, the glow plug. The other vital ingredient, compression, actually determines the ignition timing, so it can't be totally ignored. But usually its the plug that gives us the problems.

Why DO glow plugs fail? There are four likely probabilities, five if you count old age. Yes, old age! The plugs operate by using a catalytic (chemical) reaction with the alcohol in our fuel to maintain their heat; as the plug gets "old", it gets more and more covered up with combustion by-products (carbon, etc.) which hinders the whole process. Of the other four, LEAN RUNS is probably the most prevalent - not so much that the engine was running lean, as it was HOT. Too much heat, and the element fries and shatters, or even melts.

TOO MUCH BATTERY power is another failure mode - very related to the above paragraph. Your battery should heat the plug to a nice bright orange or red orange color; if the plug glows white hot, it just isn't going to last. It's bad enough that we subject a tiny little element glowing hot, to the pressures of combustion. But if we add more VIBRATION to the situation, we get trouble. Unbalanced props, loose engine mounts, etc. may all add up to plug failure, especially in combination with too much heat.

Another plug failure mode is from FOULING. The element is very small, and located down in a well. It doesn't take much trash flying around in your combustion chamber to foul (and ruin) the plug! Aside from the obvious dirt coming through the intake or with the fuel, the fouling can come from metallic sources, usually a result of bearings coming unglued, or from excess carbon deposits in the engine. If the combustion chamber is full of caked-on carbon, pieces of that can, and do, come adrift and end up fouling the plug!

A quality plug run in a sport engine should last for dozens of flights. If they don't, it's probably not the fault of the plugs - it's time to look elsewhere for the source of the REAL problem!



TAKEN FROM
FLYING ACES
RC CLUB
NEWSLETTER,
LEE WESTON
EDITOR

From Horn to Horn

Our radio's servos move the airplanes control surfaces in accordance with our desires. In almost every case, though, there is some linkage between the servo and the control surface; specifically, between the servo's output arm and the surfaces control horn. We usually call this linkage the control rod. There are several types of rods used for this purpose, each with its own good and not-so-good features. Exactly what type connection you use will depend on what the designer calls for, what you are comfortable installing, or maybe what you happen to have on hand at the time. We'll go through the general types and explain them.

Dowel/Wood Rod: Wooden dowels and balsa square rods are still common on smaller planes and gliders, where there is not much force involved, lightness is critical, and where little sideways forces are expected from aircraft maneuvering. Wire rods are used at the ends, held in place by thread and glue.

Nyrods: These are sold at hobby shops in several grades of stiffness and work beautifully; they're easy to install, the end fittings just screw in, and they will handle curvatures nicely. If curves are made smoothly, there is very little friction. But nyrods do have disadvantages - they must be supported every few inches along their length, they expand and contract with temperature changes, and can have a tiny bit of slop as the nyrod squiggles around in its tube. Great for sport planes, not used much for competition or larger planes.

Wire: Unsupported wire is often used for short links, such as the links between aileron horns and their servo. Also used at the ends of other types of rods to provide for connections to servo and control horns.

Supported Wire: A special method, using music wire for its strength, and nyrods as the support and for bearings, is sometimes used where positive control is needed along with the nyrods ability to bend. The wire is encased in an outer nyrod shell, using short lengths of inner nyrod as support and bearing surface. This system will tolerate slight smooth bending, but does not have the expansion problems that a pure nyrod would. It does require the same periodic supports along its length that nyrods do.

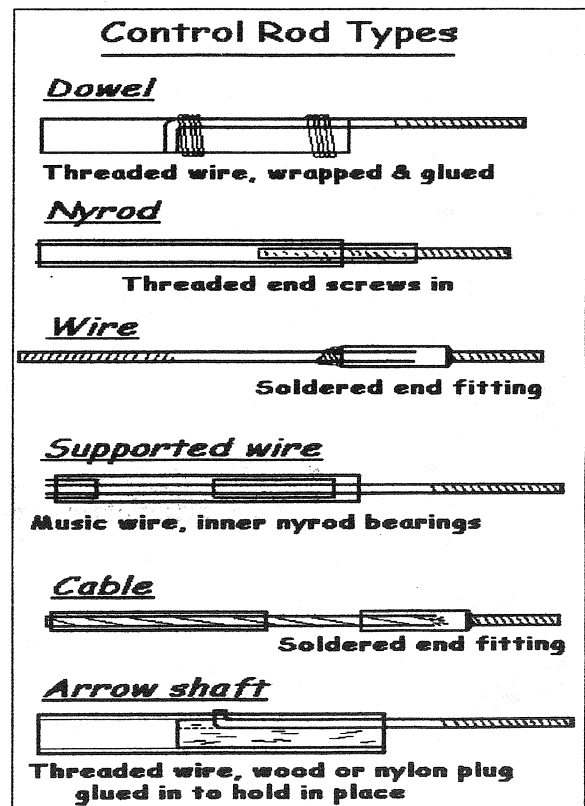
Housed Cable: Cable, running in a plastic housing, is commonly used for throttle control or other uses where loads are light and there will be bends to go around. A throttle cable can go through some amazing contortions and still have little friction. The main disadvantage - cable can stand very little compressive load. If cable is used for nose gear steering, you may have good positive steering when the cable pulls, and mushy, unreliable turns when the cable is pushing. End fittings for clevises must be soldered on.

Pull-Pull Cable: Under the right circumstances and with the right hardware, pull-pull is a neat way to go. Most commonly used for rudder and sometimes for elevator control, pull cables are light, strong, and positive. Used heavily throughout the years on full size aircraft, from flying fleas to B-17s. For model use, cables require a ball bearing servo, and special fittings for adjustment. They also must run reasonably straight.

Arrowshafts: The modern version of wood dowels, these are used where strength and precision are paramount, and can be either aluminum or carbon fiber tubing. They require a straight, unobstructed run, and special end fittings must be made or bought to attach wire for clevis attachment. Arrowshaft control rods are often used for pattern and larger planes; they are strong, light, do not expand and contract much if at all, and are very precise in operation.

The accompanying figure illustrates an example of each of the rod types, along with typical attachment methods for wire ends. The actual attachment to servo arms and control horns also has many variations, which will be dealt with in another article.

By
Clay Ramskill



Why?

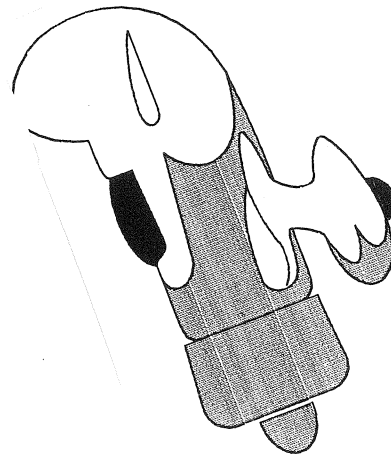
by David Summers

Sooner or later we have to answer the questions. Why do we fly? Why do we spend all that time building fragile aircraft that will probably be pulverized sooner rather than later? Why do some of us go out there in the most atrocious weather conditions to tempt fate? Why do we always have to have that one last flight that ends up in disaster? Why do we always push the envelope? Why, why and why?

Since the earliest days we have looked skyward because flight is inherently beautiful and intriguing. From our science, we know how a wing produces lift, but there is still a sense of magic about flight. Let's face it, when you watch a Boeing 747 coming into land, all your instincts tell you that those tons of airplane just shouldn't be floating there in thin air.

The flight of some birds is more attractive or interesting to us than others. The soaring, effortless grace of an albatross is pure poetry in motion and is emulated by our long-winged, floating gliders. Closer to home, who among us cannot admire the skill of the hawk as it milks the thermals for altitude and gracefully patrols the sky? What else in nature can compare to the majestic site of a large flock of Canada Geese in full vee formation honking out their joy? The unbelievable low-level aerobatics of martins hunting insects on the wing are beyond any RC fingers to control while the wizardry of the hummingbird is unmatched in the world, except perhaps by the helicopter enthusiasts. By in large, we tend to find bigger birds more interesting and our models follow that pattern. Are the models our way of coming as close as we can to fulfilling one of our oldest dreams—to fly?

There is something intrinsically beautiful about watching a model aircraft in flight. It is the movement, the graceful motion as the aircraft transitions from one altitude to another in a three-dimensional dance that attracts and holds the eye. Like a figure skater, we spend hundreds of hours practicing those movements so that they flow smoothly from one to the other. Away from the field, we often stop what we are doing and with our hands and minds, trace out those aerial steps—to the puzzlement of spouses and friends who cannot see the



...el flying in our imagination. In John Gillespie Magee Jr.'s words, "We have slipped the surly bonds of earth."

The flying field can either be an unbearable hot and sun seared or a windy, wet and bone-chilling place to be—so why spend any time there? One might begin to suspect that there is something almost prehistoric about flying clubs. Pilots go there not just to fly, but to bond—a throwback to the club-welding hunting group huddled in a cave swapping stories about the last mammoth hunt? Members will often drop by the flight line when they have no intention of flying. They just need to get their fix of a pint of prop wash.

Contrary to the Hollywood image, pilots are not strong, silent types. They talk. Flying is a lot of jaw boning—the exchange of very arcane knowledge. To the outsider, the topics would seem incredibly dull. We talk about much the same things over and over, except that each time it is somehow different and interesting. There is no such thing as a boring conversation in the pits. But why? Is it because it is a re-enactment of the hunting group yarn telling? Do we hang on every word because we might learn something that will save our model? Or is it more basic? The flying field is a great leveler, an almost perfect democracy. Do we talk because it is a nonthreatening environment?

There is an element of risk in our flying. We launch a perfectly functioning model and time after time take the chance of ruining it. We don't have to prove anything to anybody once it has flown properly. Have you noticed that once you master a maneuver, you just cannot leave well enough alone? We are forever flying when the wind is just too mean and tricky. We are our own worst enemies. We simply cannot just stick to the basics, we have to keep pushing the edge. Taking off from dry land is not enough. We also like the challenge of lifting off from water and snow. We seem to crave the excitement that a little bit of danger brings.

Challenge seems to be a key element. Other people don't challenge us, we challenge ourselves. Nobody on the flight line would dream of daring a fellow flyer to prove that he can fly—it just isn't necessary. Sooner or later, the urge will overcome a pilot, and he will taxi up to the line and take off. It is remarkable similar to an infant bird in the act of fledging. What incredible drive causes the chick to leave the safety of the nest and throw itself headlong to almost certain destruction? Why fly when you might die?

It takes a certain type of character to become a pilot. Setting aside the physical requirements for good vision and hand/eye coordination, there is a need for mind set that is different. Have you ever noticed how many people quit in the training phase? Something goes wrong and they lose the faith. Those who have earned their wings know that things are going to go very badly one day and they have learned to accept the consequences and to keep going. When a seasoned pilot crashes and smashes, there is no doubt in anybody's mind that he will come back again. We just do.

Most of us live pretty dull existences. But, out at the field we can escape the drudgery for a while and play. It is childlike, carefree, unabashed fun. There are no medals, no prizes, just an inner glow. We fly—we tempt fate—we conquer the elements and defy gravity. Why? Just so we can do it all over again. It brings some zest into our lives.

CONTINUED ON PAGE 6...

We become observers of weather. In out everyday jobs, we are forever glancing at the sky trying to judge the wind speed and figuring out what it would be like if we were flying. We start to observe weather patterns that we never would have noticed before. Equally, we challenge the weather. We fly when it is too windy, too cold and too wet. Why do we fly when we are so uncomfortable? We certainly stop most other activities—like mowing the lawn. Is this also the neanderthal in us trying to reconnect with nature?

Is flying a sport or a hobby? For most of us, those who build and fly, it is both. Those who meld a box of balsa, assorted bits of wire, plastic and metal into a model airplane are engaging in the time-honored hobby of model building. The fact that the model is an aircraft, as opposed to a sailing ship in a bottle, is irrelevant at this point. BUT, once the enthusiast actually commits the model to the sky, then it is a sport. It is not quite an athletic activity, but it has elements of lifting, bending, carrying, coordinating and of course praying (and other " . . . ings") that tend to make it very similar to sports such as fishing. Speaking of fishing, note the similarity—the endless talk, the getting away from it all, the long hours, the varying weather conditions—some nuts even try to ice fish, just like frozen-fingered flyers who simply don't know when the season is over.

Why do we get scared when we fly? Flying is very much safer than driving to the field. You stand a very good chance of being badly hurt just transporting your model to and from the field, but the chance of personal injury if your model crashes is almost nonexistent. Do we somehow transfer our soul to the aircraft such that we tremble when we have a close call? Can you remember that horrible feeling when you flew one into the dirt big time? There is the nauseating crunch of splintering balsa, the slow-motion crumpling of the thing of beauty into a twisted mess, the initial shock, then a numbness and afterward a period of grieving. We get very attached to our planes.

After all is said and done, it could be allowed that all that is going on is that we are out there reliving our childhood, playing with expensive toys. The actual flying takes total concentration and shuts out the daily problems and annoyances—total relief from the cares of everyday life. Fifteen minutes in the air can leave you totally exhausted and yet as satisfied as if you had just won Olympic Gold. However, it is not just the flying, there is much more to it and that something extra is why we keep coming back for more. But, just try to explain it to someone who has never flown a radio-controlled aircraft in an RC Club setting. Let's face it, we fly, but we don't know exactly why!

About the Author:

David Summers is a 54-year-old Canadian who is a member of the Toronto RC Flying Club. He built free flight models as a teenager, but gave it up. He started RC flying in 1994 at the age of 51. His interests range from hi-start gliders, to electrics to glo-powered. He flies all year round, off land, water and snow.
Originally published in the Ampeer, Ken Myers, Editor, this article came by way of Positive Incidents, Arthur J. Thomas, Editor, Berkeley Heights, NJ.

Maintenance Replies

Ed. note: Although I've seen these reprinted in dozens of newsletters, and I don't know from where they originated, but they are worth reading again and again!

Here are some actual complaints submitted by US Air Force pilots and the replies from maintenance crews.

Problem: "Left inside main tire almost needs replacement."

Signed off: "Almost replaced left inside main tire."

Problem: "Test flight OK, except autoland very rough."

Signed off: "Autoland not installed on this aircraft."

Problem: "The autopilot doesn't."

Signed off: "It does now."

Problem: "Something loose in cockpit."

Signed off: "Something tightened in cockpit."

Problem: "Evidence of hydraulic leak on right main landing gear."

Signed off: "Evidence removed."

Problem: "DME volume unbelievably loud."

Signed off: "Volume set to more believable level."

Problem: "Dead bugs on windshield."

Signed off: "Live bugs on order."

Problem: "Autopilot in altitude hold mode produces a 200 fpm descent."

Signed off: "Cannot reproduce problem on ground."

Problem: "IFF inoperative."

Signed off: "IFF inoperative in OFF mode."

Problem: "Friction locks cause throttle levers to stick."

Signed off: "That's what they're there for."

Problem: "Number three engine missing."

Signed off: "Engine found on right wing after brief search."

ATTENTION RETIREES AND WANT BEE'S

Again this winter we have tables reserved for BREAKFAST on the 1st and 3rd Mondays of each month. Come and join us for expert RC help and lots of airplane gossip.

ROCHESTER DENNY'S RESTAURANT

714 NORTH ROCHESTER ROAD

9:00 AM STARTING DEC. 1ST

Bob Burns

Flint's R/C SWAP MEET

OVER

150 TABLES

AVAILABLE

DEALERS

Admission Fee \$ 300, 12 and Under - \$ 100

WELCOME

February 1, 1998

Sunday 9 am - 2 pm

Location:

Flint Baker College
1050 W. Bristol Rd.
Flint, Michigan

See map below

REFRESHMENTS

- ▶ Airplanes
- ▶ Kits
- ▶ Boats

- ▶ Cars
- ▶ Gliders
- ▶ Helicopters

Radio Raffle
50/50 Drawing
Free Door Prizes

D&J Electronics will be doing TX Narrow Banding and upgrades with RCD/Hitec equipment for purchase.

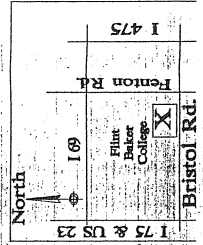
WIDE SCREEN TV with R/C Videos provided by
CHAMBERS TV / RADIO of Flint

Advanced Table Registration \$ 1300

(If received by January 27th) \$ 1500 at the Door

(Includes One Admission per Table)

Area Map



For Advanced Table Registration
Mail Check To:

Gerard Klink

The Flying Aces R/C Club

8310 N. Gale Rd.

Ottsville, MI. 48463

810-631-6132

Setup 800 am - Reserved Tables will be held until 900 am and then released to be used as warranted.

Checks Payable to The Flying Aces R/C Club

Sponsored By:



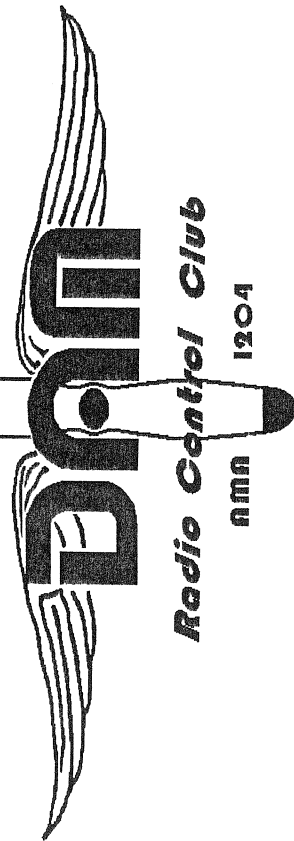
GENERAL INFORMATION:

Steve Polen 810-635-9392

5280 Birchcrest Dr.

Swartz Creek, MI. 48473

Detroit Area Modelers



Radio Control Club

1204

SWAP & SHOP

R/C Airplanes, Cars, Boats, & Equipment

ADMISSION

\$ 3 at door
under 12 free

Tables - \$12 in Advance
\$14 at Door

RAFFLE

a complete R/C
model

ready to fly !

10 A.M. till 3 P.M.

Sunday, Jan 11, '98

LOCATION

Monaghan K Of C Hall
19801 Farmington Rd.
Livonia, Mich.

Bet. 7 & 8 Mi. Rds.

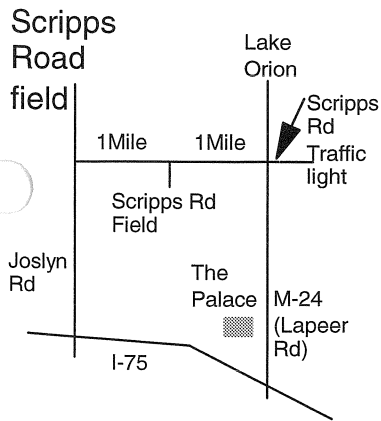
STATIC DISPLAY CONTEST

For Reservations Call

Tom Weedon

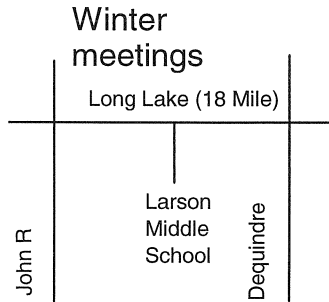
(313) 697-0875

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.



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