

Radio Control Club of Detroit



The wind is our friend

Gravity wins!

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Newsletter Date October 2007

Officers:

- President: Don Veres
- Vice Pres: Noel Hunt
- Secretary: Keith Jones
- Treasurer: Scott Schultz
- Culinary: Rainel Veres
- Web Master: Larry Parker
- Field: Larry Chaltron
- Safety: Ray Wahl
- Editor: Lou Tisch
- Club Wear: John McCormick
- PR: Mike Pavlock
- Membership: Willie McMath
Ken Sulkowski

The SPAD of Selfridge

Think 40% is big? How about a 100% model?!

RCCD member, Darrell Rohrbeck, is one of a small group of guys who volunteer at the Selfridge Air Museum. In March of 2006 they decided that maintaining the equipment, keeping wasps out of the display aircraft, and other such chores, was all work. They wanted to add something more rewarding and enjoyable to their time there. So they decided to start an aircraft construction project.



**100% Model of a
Spad S XIII**

Inside this issue:

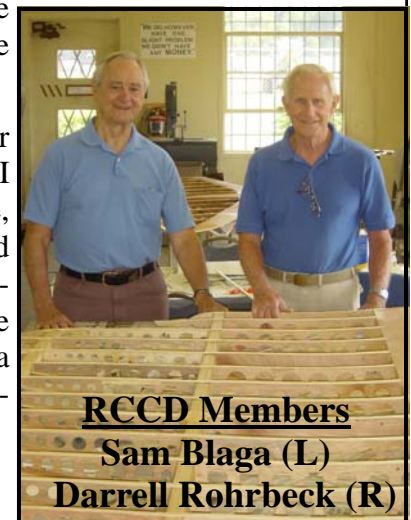
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Hat in the Ring- the 94th

The movie *Flyboys* depicts the US airmen who volunteered to fly for the French in WWI, flying in units such as the Lafayette Escadrille. The squadron joined the US forces when they entered that war, as the 103rd Pursuit Squadron and at the war's conclusion, a squadron of the French designed Spad S XIII aircraft returned to the States to be based at the Selfridge airfield as the 94th Pursuit Squadron. The squadron insignia was the "Hat in the Ring".

Almost 100 years later, volunteers, lead by Roger Krings, decided to build a replica of the Spad S XIII from the 17th Pursuit Squadron. Ron Gullledge, Jack Naber, Vince Giacobbe, Brian Steakley, Floyd Brody, Andy Tomlin, Dick Rots, Jim Galvin, Darrell and fellow RCCD member Sam Blaga are the other volunteers. I was fortunate enough to get a firsthand look at the construction project with Darrell and Sam at the museum workshop.



RCCD Members

Sam Blaga (L)

Darrell Rohrbeck (R)

Continued on page 3

The Presidential Podium



Fall is in the air and the flying season is winding down. Let's not forget to be safe, courteous, helpful and enjoy our hobby. Observe the AMA and our own club field rules. We are a leadership club, let's be an example that we can have fun and be safe. Don't forget we are all safety officers at the field. If you notice something wrong, please give the perpetrator some insight into our safety rules but be courteous in your approach. Use common sense at the field. If, for example, a pilot has an expensive aircraft and he wants to fly alone for a minute, go ahead, give him 15 minutes to fly. Sit down and relax, you probably need the rest anyways. We often lose sight of the fact that this is a hobby with many different types of flying and we don't have to be in a hurry. Does it hurt to help someone who is having trouble with his/her plane? No, it doesn't. Take the time to observe what's going on around you and help where you can. You will find gratification in the knowledge that you have helped someone else enjoy their hobby.

Our budget had to be tightened up. We've gone so far as to only emailing the newsletter to the membership. That means we have about 1/5 of our members who won't receive a newsletter unless we reach out and make a copy for them or they go to a local library to get a copy on line. Help out, ask those who don't have an email address if they would like a copy and provide them with one. This will save the club over \$1000 this year alone. We've also cut down on the number of events and event costs in order to save on expenses. Events will have a starting and an ending time, but again use common sense. If

it rains for 2 hours at the start of the event then the CD will need 2 hours to finish the event. Don't hound the CD'S as to when the event will be over, they have enough on their shoulders in just getting through the event. Remember, events benefit our club in two ways: they promote our hobby (we get more new members through events than any other activity) and they bring in needed funds to keep our club dues down.

The field rules are posted at the field. Before you fly or you take a student up, please read them carefully. These rules are for your safety and benefits all of us by making us better pilots. The executive board, committee heads and all the other members will be keeping a close eye on the activities at our field so that these rules are being observed. Don't forget to be courteous in your approach to someone who is in violation of these rules for it may be just a memory lapse on their part. Another subject I would like to touch on is the use of gas. According to the AMA rules the gas has to be in an approved container and it's also a Michigan State Law. AMA states that you are required to have an extinguisher by your aircraft when gas is in use. I've also been reminded of this rule. One more topic I would like to add and that is our club is only as good as it's members. Your participation is needed and wanted at every aspect of this great club. Your promotion of an activity in our club sponsored events is what keeps our club going. Come on out, relax and shoot the breeze with friends and members. Have fun and be safe!

Don Veres, II

The Editor's "Edge of Reality"

Most pictures in the "pdf" formatted Newsletter are at a resolution high enough that they can be enlarged for viewing. In the "pdf" toolbar, merely click on sizing and enlarge to whatever size you'd like for viewing. Pictures in the newsletter can be emailed to you upon request. The Newsletters are on the website as a downloadable pdf.

Effective January 2007, due to budget constraints, the Newsletters will only be available via email and is downloadable from the Newsletter page of the website as a pdf file. This will save the club some funds throughout the year and allow us to better serve the club's needs. If you would, please print out a copy and hand it to one of your friends who doesn't have internet access. Be sure to check the website and update your email address so you will be able to receive the newsletter.

If you have something to contribute, an article or anything, please give me a holler.

duckguylsb@juno.com or (586) 790-2678.

Thanks much,

Lou Tisch



Announcements

1. There are dozens of videos that are still outstanding, some for years. If you have any club videos that have been checked out for some time....please take the time to return them so others may enjoy them also.
2. If you have any "hints & kinks", please submit them to Larry Parker for publication on the website.
3. Regular RCCD Club meetings are on the 1st & 3rd Tuesday of each month at Rosso Hall....unless otherwise noted.
4. When using LiPo batteries, be sure to follow the safety precautions. This will help prevent accidents at the field and home. The rule at the field is that there is no charging of LiPo batteries in the impound or shelter areas unless the battery is in an approved, fireproof container. All batteries are to be removed from the airplane prior to charging. Any batteries being charged outside of approved containers **MUST** be out & away from people and the impound and shelter areas.

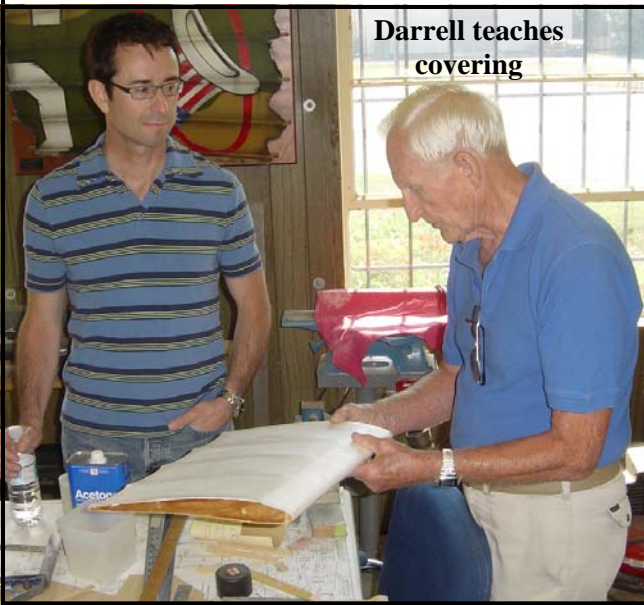
Thanks all, Lou Tisch-editor

SPAD Build at Selfridge (cont.)

To the team, each member brings skills and abilities as well as an assortment of tools. They sourced an accurate set of 1/5 scale plans for the Spad and Darrell obtained permission to redraw them to full scale. Darrell and computers don't get along, so they were drawn by hand on a large drawing board! Much of the research has been done on the Internet (not by Darrell!) and pictures and other documents adorn the wall space of the workshop.

Team members whose interests include model aviation say that building the Spad has been just like building an R/C model, but bigger. The fuselage was built on a jig. Plans were laid out on a work table and the wings and tail surfaces were built right over the plans. Many other modeling techniques are used during construction. Even the covering is similar to applying and shrinking

**Just like R/C plans
-after construction**



**Darrell teaches
covering**

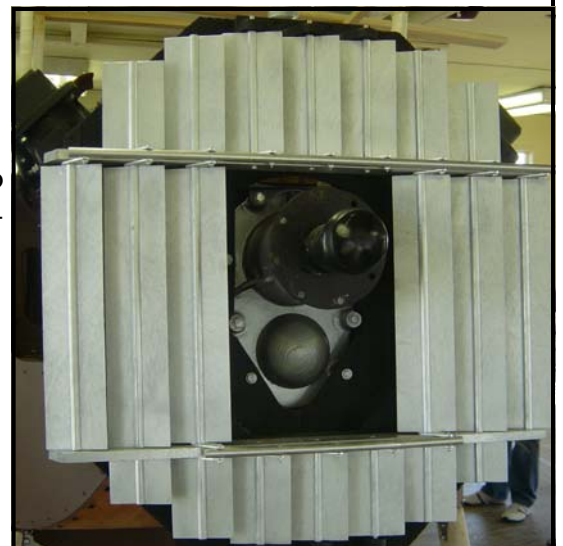
Silkspan, a technique Darrell has taught to the group. They are using a polyester material to which they will apply a water-borne dope. Using all water-born and water-based materials is much safer, is easier to clean, and less restrictive.

So how big is this “model”? It has a wingspan of 25 feet, a length of 26 feet and the top wing is 8 feet above the ground. Although the Spad is being built exactly to the plans, it is not going to fly, and so materials and construction methods are chosen that are most appropriate for a static display model. They have used motorcycle tires, PVC pipe for hinges, and a dummy engine has been crafted mostly from wood. It can be seen through operational vent louvers up front – also beautifully made from wood, but painted to look like aluminum. But most of the materials are authentic. And an authentic prop was donated. It

needed a lot of elbow grease to restore it, and for now hangs proudly on the wall, waiting for its time to be mounted on the wooden engine.



Adjustable shutters to
provide temperature control
for the engine.
(pictures to L & R)



Continued on page 4

Spad (cont.)

Authentic 9-foot prop



The craftsmanship is evident in every aspect of the project. The pictures display this better than can be done through words:



Craftsmanship



The team has faced many challenges as they build their Spad. However, with their collective talents, they have little difficulty overcoming most of them. But the one that continues to prove tough to overcome is highlighted by a sign on the wall: ***"We did however, have one slight problem: We didn't have any MONEY"***. The project is completely funded by donations.

While many of the museum's planes are on display outside, the completed Spad will go on display in a new building that is being constructed.

When asked about a target completion date for the Spad, even the answer was one to be expected for an R/C model: Setting a deadline would take the enjoyment out of the project. It will be done when it's done, and done right.

By Noel Hunt



DOING IT RIGHT

GREAT LAKES COMBAT CHALLENGE-MAY 19 & 20

Let the fun begin !



The Radio Control Club of Detroit hosted its annual spring combat event, the Great Lakes Challenge, May 19-20. Don Veres II was CD. Weather is always dicey for our spring meets, but the weather forecast for the weekend was good, with Saturday promised to be clear, sunny, and warm. Well, the weather forecasters put in their usual superb performance. Saturday was overcast with occasional mist/light rain. As combat ended, the skies cleared. They stayed clear till about 8 Sunday morning, when they clouded over again, and we were treated to overcast, moist skies, stiff wind (though fortunately right into our faces), and chilly temps (I saw my breath many times during the day). So much for our dreams of a warm, sunny weekend of combat!

This did not dampen the enthusiastic participation of our participants! In addition to local talent, we had Rick Wise from lower south-east Michigan (so low, he's almost an honorary Ohioan), Mark "Roid" Schofield from Indy, Bob Loescher from Lima, OH, Mark Cipollone from Cincinnati, Dave Davis (along with wife and two enormous and well-behaved Great Danes) and the unique trio of Corey Stein, Aaron Snyder, and Sean Rupp (with son Beau in tow) who trailered up from NW (Bryan/Holiday City/ Montpelier) OH. Unfortunately, Mike Fredricks and Jerry Virnig, who usually attend our events all the way from Wisconsin, were not here, due to Mike's trip to Russia (where, we learned later, he placed SECOND!!!) Several folks took advantage of the camping space and electrical hookups available and camped on-site.

We knew we were going to have a busy weekend, with 6 rounds of Open B plus 3 rounds Limited B for Saturday. 3 more rounds Limited B, plus 6 of SSC, were scheduled for Sunday. We put Open before Limited, with the rationale that a beat up Open plane can be used for LimB better than vice-versa. Also, previous experience had shown us that running two performance-limited classes (ie SSC and LimB) in the same day can be a mistake, as the tech/tach checks add a lot of time. However, the downside to our schedule of events is that it is a bit of an adjustment to go from fast/powerful planes to slower ones, more so than the other way around!!! I did not have a chance to collect further opinions on this at the meet, I'd be interested in hearing people's thoughts on this. For our meet August 18-19, we will be flying the same three classes, and for now we have the same schedule, but this could be changed if needed. Make your opinions known!

Our club rules do not allow engine starts before 10 am. Because of the busy schedule we budgeted only 30 minutes for engine runs and test flights. We adhered to that pretty well and got the first heat of Open B off not much after 10:30, thanks to a lot of pre-work by Don Veres II and his support staff (special honorable mention to Keith Jones and Rainel Veres!!!). Open B started off fast and furious, with 11 entrants split between two heats per round. Corey Stein had some fast Russian-style flying wings powered by Webra/Weston engines, and Roid has his usual, fast and highly-maneuverable flying wing designs. There were several AVENGER 1072 and B2 variants, and the rest were home-grown designs.

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Not all "Combat" is in the air!



The feet belong to Brian Gilkey

Great Lakes Combat Challenge (cont.)

I was anxious to see the Jett .30-powered AVENGER of Sean Rupp, to see if it would compete with the speed of Corey's wings, but the plane was not flying to Sean's liking, so it was not used in competition.

Competition in B was close, once we get past Brian. He had told me before the meet that he was nervous since this was his first meet of the season, and starting off right with the fast stuff. Plus his girlfriend came out to watch, which I thought might contribute to nervousness. But he stayed calm, and his "assistant" (now named "PBG" for pit (boy? NOT) Gilkey) did all the hard work (ahem) to enable him a first by a solid margin. Brian's AVENGER 1072s were flying like they were on rails, and the engines seemed to like the cooler weather. All in all things were hooked up and he was hard to beat. Don Veres' planes were really humming. He was having a hard time getting consistent runs out of his Westons, but still managed to fly his planes with great precision for a solid 2nd place finish. Corey Stein flew the same impressive flying wings that he used for a victory in B at the recent Hell over Hillside event, but a string of troubles (including a broken rod in one of his screaming Westons) conspired to keep him out of the top. Competition was close, with third through eighth places very tight, only about 350 points spread!

Final standings in Open B:

1. Brian Gilkey-2484 (top heat score of the event 556)
2. Don Veres II-1672
3. Rick Wise-1218
4. Keith Jones-1144
5. Corey Stein-1144
6. Matt Chontos-956
7. Roid Schofield-882
8. Mark Cipollone-828
9. Bob Loescher-624
10. Jay Empress Fromm-620
11. Sean Rupp-506



Getting ready to rock

I was unable to get a photo of the top finishers in B with their trophies, which were very nice custom-printed and framed photo plaques featuring a photo of the actual pilot, along with their place, for first through fifth, courtesy of Keith Jones. We also had a prize drawing for an OS 25FX, which was won by Roid.



Yup, got my coffee
Now...bring me
something to judge



Is this the "before" or "after"?

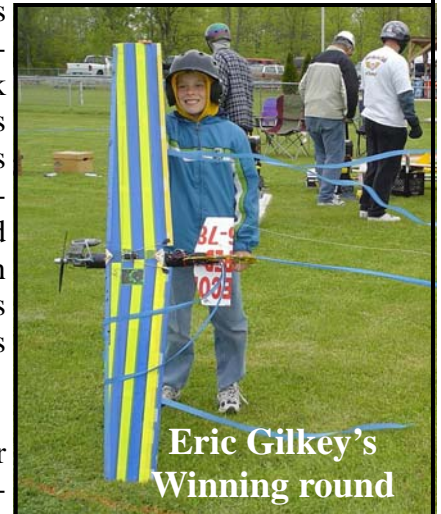


No explanation necessary
That's just...Combat!

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Great Lakes Combat Challenge (cont.)

After finishing B, we moved to Limited. With 15 entrants, we broke the heats up into three per round. The same style and types of planes were predominant, with Brian changing to an AVENGER B2+, and Eric fielding Hat Trick Chokers clipped to 64 inches. At the end of three rounds of LimB, Brian was in the lead, though Roid was threatening with an impressive 770 score in his third heat! After three rounds of B we broke for the day, as it was already after 5. The much better halves of some of the combat fliers pitched in and served up a delicious feast of grilled chicken, brats, and burgers along with beans, watermelon, chips, and various desserts. After the feast, the gray skies cleared, and in between sport flights by club members, a few practice rounds were flown until flying was stopped at dusk.



**Eric Gilkey's
Winning round**



"Roid" with a Win

Sunday morning dawned clear and sunny, but the weathermen did not disappoint those

who delight in marveling at their constant inaccuracy, as the clouds soon came in, along with a solid 15 mph breeze. Along with very damp air, it made for a cold day of flying. In fact, it was so damp that Dennecrepe streamers were shredding in the first heat of LimB. The decision was made to continue with Dennecrepe through the first round and re-evaluate, which resulted in a switch to forestry tape for the remainder. As a result, scores were generally lower for heats 4 through 6 of LimB. Plus the stiff headwind made for some line violations which also reduced scores. Due to a scheduling problem at work, Brian had to miss Sunday morning's flying, and his lead from Saturday did not sustain him for the rest of the contest, despite the lower scoring. In the end, though, scores were

pretty tight, all things considered. My 10 year old son Eric followed up his LimB win from Hillside with another victory, which made him happy since he was able to take home his first-ever combat trophy! Roid Schofield placed a close second, despite a painful 0 round (thank heaven for that 770, eh Roid??)

Final Standings:

- 1 Eric Gilkey 1684
- 2 Roid Schofield 1554 (top heat score of the event- 770)
- 3 Brian Gilkey 1416
- 4 Corey Stein 1358
- 5 Empress Fromm 1260
- 6 Matt Chontos 1076
- 7 Don Veres II 1026
- 8 Sean Rupp 860
- 9 Bob Loescher 836
- 10 Aaron Snyder 740
- 11 Keith Jones 688
- 12 Dan Bateman 580
- 13 Mark Cipollone 580
- 14 Rick Wise 544
- 15 Dave Davis 340

Article by Keith Jones & Scott Gilkey
Photos by Lou Tisch & Noel Hunt



**"Nope, can't fly today
Got a hang nail"**

KID'S NIGHTS

Two down and one to go! As of this writing our club has held two of three Kids' Nights scheduled for this summer. The first was held on Tuesday, June 12 and the second on Tuesday, June 26.

The June 12 event was for the children housed at the Turning Point Safe House shelter and two area foster homes. Seventeen kids and two supervisory adults flew radio control for the first time.

The June 26 event was at first termed the "Third Kids Night" but later became known as "Our Kids' Night". It was held for all kids---our own kids, grandkids, friends' and/or neighbors' kids, etc. Twenty children and four accompanying adults took part in the flying portion of the evening.



Delta Dart Building



For the first time a model building session for the children was held on both nights. A lot of spare time is available between the flying session and Rainel Veres' hotdog treats so this year we filled in that time by having the kids build and fly their first rubber-band model airplane. These were Delta Darts purchased from AMA.



They were aided in this first modeling endeavor by a number of club members.

Most of the models were completed and flown by the children. Hopefully, we've helped create a few future modelers for the great hobby of model aviation.

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Kid's Nights (cont.)-The faces tell it all



Looks like
Don is still
thinking ...
Combat



Many thanks to all who turned out to help. Special recognition goes to Intro-Pilots Russ Hope and Howard Mottin. They always use their personal trainers for these events and both of their planes were destroyed in crashes. A club offer to reimburse them for their loss was turned down by both Russ and Howard as unnecessary.

Article by Paul Garceau
(photos by Paul Garceau, Larry Parker & Jim McCoul)

GROUND SCHOOL-ENGINE CLINIC

This is the 2nd year that Paul Newby has put on the engine clinic for us in our Ground School Program on the last Tuesday of the month. As last year, I learned a bunch of stuff and was reminded of other stuff I'd forgotten (there's just so much to remember in this hobby). Fortunately, Paul has an easy style of instruction and the whole clinic is enlightening as well as entertaining.

We learned the importance and process of catalysis with the glow plug. If an engine begins to change how it runs or starts.....suspect the plug. The nichrome wire can be broken, corroded, coated or "inflicted" with a number of other maladies. This fact alone has helped me this summer solve some running problems with a motor that had previously been working very reliably.



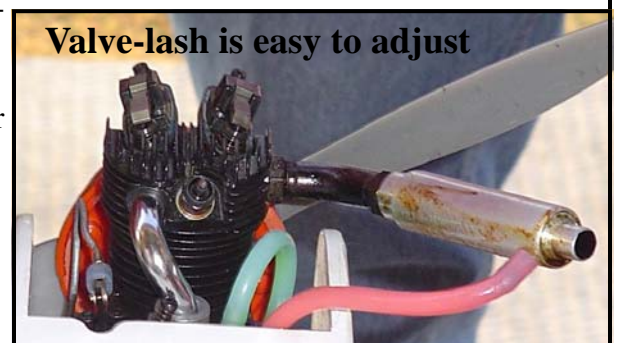
An item that can't be stressed enough is prop awareness. When breaking-in, setting or readying a motor or plane for the air...stay away from the prop...work from behind. Don Veres was "on hand" with evidence of what happens when you allow your hand to argue with a prop. The prop isn't the only loser in that battle.



Another useful item was Paul's easy way of adjusting the valves on a 4-stroke glow motor. Remove the valve cover and bring the piston up to it's proper position in the stroke. Place the motor on it's side and loosen the adjusting nut. Use the proper gap gauge & all that is necessary to get the proper torque on the adjusting screw is to allow gravity to work for you. Let the wrench drop on it's own, setting the proper gap and then tighten the nut. Voila...motor adjusted.

Paul.....thanks again for a great clinic.

Lou Tisch



RCCD FIELD RULES

(Revised 5-15-2007)

1. All current AMA National Model Aircraft Safety code requirements must be adhered to at all times unless superseded by an RCCD rule.
2. Engines shall not be started until 10:00 a.m. Flying is allowed from 10:00 a.m. until one hour before dusk (Quiet Flyers may fly 10:00 am to sunset after establishment of a threshold noise level to be determined by the club).
3. Muffler rule is in effect. (98 DB @ 3 METERS), from 10:00 a.m. to one hour before dusk, DB levels for quiet flyers outside these hours TBD)
4. Pilots must have a current AMA card to fly. Regardless of radio frequency, members' club card shall be placed in the appropriate pocket in the impound frequency pin rack when the pin is in their possession. Visitors shall place their AMA card in the rack in lieu of a club card.
5. Radio Transmitters must not be turned on unless the pilot is in possession of the proper frequency pin. The pin must be returned to the frequency pin rack and transmitter placed in the impound when not in use.
6. Each transmitter shall have the two-digit channel number or 2.4GHz identification attached.
7. Student pilots must have the assistance of an instructor or rated pilot.
8. The 6-station flight line system must be used. (Maximum five pilots at one time unless otherwise permitted during an event by the Contest Director)
9. Pilots shall position aircraft in the grass pit area facing the flight line fence approximately midway between the impound paving and the flight line fence, and in line with other aircraft, before starting the engine.
10. If using a starting table, the table must be rolled out onto the grass in line with other aircraft.
11. Provided no Control-Line flyers are present, engine break in is required to be done South of the West shed provided the aircraft is securely tethered. Alternate location, if Control Line flying is taking place, is just North of the East shed. Frequency control requirements still apply.
12. Pilots with gasoline powered aircraft must have an approved FIRE EXTINGUISHER at their pit location.
13. All LIPO batteries must be contained in a fire resistant container for charging and must not be charged under the shelter.
14. Aircraft must be held by a second person or secured before starting.
15. Taxiing is not permitted south of the flight line fence.
16. If more than one aircraft is in the air, unless there is agreement otherwise from ALL pilots currently flying aircraft, ALL aircraft shall be flown in the same clockwise or counter clockwise pattern (depending on wind direction and indicated by the field arrow).
17. If more than one aircraft is in the air, unless there is agreement otherwise from ALL pilots currently flying aircraft, aerobatic maneuvers must be done on the downwind leg of the pattern.
18. Aircraft may not intentionally be flown closer than 50 feet to the flight line or south of the No-Fly Zone Line (defined as a line between the windsock at the east end on the flight line fence to the windsock on the Tower at the east end of the field).
19. All pilots are required to contain fuel overflow from their aircraft.

RECOMMENDATIONS

- A Successful range check should be completed before the first flight of the day for each model.
- Limit flights to 15 Minutes or less. Don't be a "Pin Hog".
- Don't fly alone, use a spotter. Be aware of location of nearest medical help.
- Remove glow igniter and adjust needle valve from behind aircraft.
- Be considerate in the use of the starting tables. Don't use them to store aircraft when other pilots are waiting to use them. Tables should be returned to the paved area after use to facilitate grass cutting.
- There is no trash deposit at the field. Take home what you bring.
- Every member is a field marshal. If you see a violation of these rules let the offender know in a Courteous manner...

Remember... WE ARE HERE TO HAVE FUN!!

GROUND SCHOOL-MOLD BUILDING

These Ground Schools are getting to be just way too much fun...as well as educational. When you put a great bunch of guys together with an expert in the field, who knows what he's doing, and enjoys it...you have a recipe for a good time. Darrell Rohbeck is one of those guys. He's been a pattern, model and mold maker all his life and has shared some of his ideas with us at the Ground School. Darrell shared how he makes a pattern for the part he is looking to reproduce. This part is then sectioned off (using clay or a template) and half of the mold is laid up with Plaster-of-Paris and backed with burlap, after proper application of a mold release (i.e. wax or Vaseline). Darrell demonstrated this process for the 2nd half of a mold he was working on.

"Ok, no harassment from the sidelines"



A mixture of Plaster-of-Paris (PoP) powder is slowly mixed with water to a consistency of thick glue and applied to the pattern. It requires several layers of this PoP and burlap to build up a proper thickness for the mold.



Once the mold lamination is complete and cured, the halves of the mold can be separated at the parting line. The mold pieces are then cleaned up and any imperfections are repaired. The process continues with waxing and an application of PVA (Poly Vinyl Alcohol) if desired, as an added release agent. The mold is assembled, gel coated (if desired) and parts

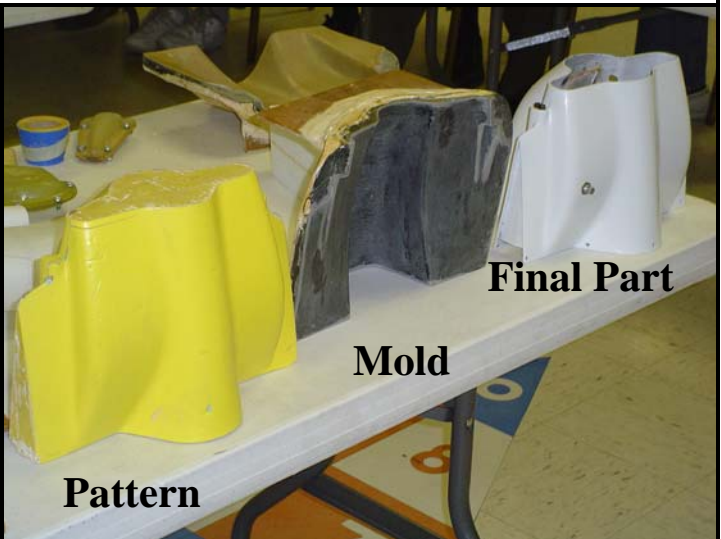
are laminated using epoxy resin (or polyester) and fiberglass cloth to the desired thickness. When cured, the mold sections are separated and the finished part is ready for final finishing and use.



Continues on page 13

Mold Building-(cont.)

The possibilities are endless as to what can be molded. Darrell has a pattern he carved (yellow part in picture) for a cowl for one of his model airplanes. Using the previous technique, though substituting epoxy glass & resin (instead of Plaster of Paris & Burlap), he laminated a top and bottom mold (black) for the cowl. Once cured and separated, the molds were cleaned up and polished and a complete cowl was laminated in the molds. The white gel coat finish, allows Darrell to finish and paint the part in a custom color to match his model airplane.



Pattern

Mold

Final Part



Wooden pattern for a canopy

Darrell's expertise doesn't stop with laminating. As a model maker, if he needs something...he makes it. This mahogany pattern is for a canopy Darrell wanted for an airplane he was building. Once all parameters were determined, the shape was carved out of mahogany and painstakingly sanded and finished to a smooth surface. He then took a sheet of clear plastic, heated it and vacuum formed it over the pattern to give him the canopy he needed...ready for final trimming and assembly.



**Yup,
Its fun!**



**Pattern & vacuum
formed canopy**

There were close to 20 of us at this Ground School and we all took home some information we can use. I'm a mold maker and do this for a living and I found a bunch of information I could use for both professional and personal applications. As you can see, we also had a great time. Get a chance, join us for some fun and education. Yup, you might even learn something.

Article by Lou Tisch

Classified Section

GIANT AEROMASTER BIPE



This is a Ready to Fly, Giant Aeromaster BiPe.

Wing Span: 78"

Length: 65"

Motor: US 41 gasser

Radio: Futaba T6EXA Channel 20

This is a kit built Aeromaster that has been around a while and is in very good shape though it will require a heat gun to tighten the covering. I have not run the motor but it's in nice shape. Radio & Batteries are in excellent condition.

\$1000.00

Lou Tisch 586-790-2678

duckguylsb@Juno.com

KANGKE TEXAS HURRICANE



This is an Almost Ready to Fly, Texas Hurricane by Kangke.

Wing Span: 78"

Length: 70"

Motor: FOX 3.2 Gasser-Muffler-Module-wiring

This is the Kangke ARF that was stripped when new and completely recovered in Red & White for the Red Cross and then the deal fell through. The plane has been assembled with motor and 3 hi-torque servos. Elevator and rudder are hinged but not glued. This could be in the air within a few hours for you.

\$900.00

Lou Tisch 586-790-2678

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PLANES ENGINES RADIO

4-Star	40 OS	Futaba -24.....RTF
--------	-------	--------------------

4-Star 80 Enya Expert 52.....RTF

H-Ray	35 OS	Kraft - 42.....RTF
-------	-------	--------------------

Sea Hawk Seaplane - 40 E

Sukhoi 40

F-4U Corsair 60E 70% built

Will take \$1000 for all & all my accessories

Will take offers for anything I have

Clarence Delor B17delor@aol.com

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CONTROL LINE SUPPLY

Dealer for: Brodak & Black Hawk Models

FRANK CARLISLE -- c/i expert

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The logo for Eastpointe FIBERGLASS Sales, Inc. is displayed. It features a blue line-art illustration of a sailboat, a propeller airplane, a sedan, and a speedboat. The text 'Eastpointe' is in a blue script font, 'FIBERGLASS' is in large, bold, red block letters with a blue outline, and 'Sales, Inc.' is in a blue script font.

Classified Section

For Sale

B-17 Royal kit.
has 4 OS .25 never run. tanks are installed.
all hinged. has push rods and some servos
fabric covered. flat olive drab paint.
Has original instruction manual.

Best price over ~~\$1100.00~~ \$800.
contact: Larry Boulet
labco@wideopenwest.com

Craft & Hobby Creations

Jim & Barb McCoul

Ph: 586-446-9357

Email: jmccoulrc1@wideopenwest.com

Www.wideopenwest.com/~mmc9892

Specializing In . . .
Radio Control Models

Tel: (586) 757-7160
Tel: (586) 757-0854
Fax: (586) 754-4060



Prop Shop Hobbies
"Your Complete Model Shop"

WEB SITE
<http://www.prop-shop.com>

23326 Van Dyke
Warren, Michigan 48089

Poland's First Passenger Jet



Editors note: Computer problems prevented this newsletter from getting out earlier. No promises that it won't happen again. :*)

Be sure to check in with Keith Jones to make sure your email address is correct on the roster as that is where I get your email address for this newsletter. If an address is rejected for any reason, I remove your name from my list as it unnecessarily clogs my email box to have these files returned as "undeliverable".

Thanks much and holler with any questions, suggestions and submissions. All help is greatly appreciated.

Lou Tisch.....editor

RADIO CONTROL CLUB OF DETROIT

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Gravity Wins !

*We're on the web
www.rccd.org*



Coming Events-2007

October 23rdGround School-Winter Storage
(at Hall)
December 4thClub Meeting-Election of Officers
December 11th.....Christmas Party
January 1, 2008Flying for Brave Souls
January 27, 2008 ...Swap Meet

Please check the club website (www.rccd.org) for updates and changes to the schedule.

