

Radio Control Club of Detroit



The wind is our friend

Gravity wins!

Volume 55: Issue 1

Newsletter Date January 2008

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- Vice Pres: Noel Hunt
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Transporting Our Models

Transport of our models from the model shop, to and from the flying field, is fraught with hazards. The model must be secured from moving yet you need space for several planes and your equipment. As our models have increased in size, so has the challenge for safe transport. Crates, shelves, tie-downs & racks help solve this problem as does a purpose built system for your vehicle. I have built a shelving system to maximize the space in my van to fit fuselages, wings, fully assembled models as well as support equipment. I have a 12' bed in my van that lends itself to hauling model airplanes as well as anything necessary for my primary businesses. I designed this system so that I can install it or remove it within about 30 minutes. This allows for maximum flexibility.



Transport Platform in Van



Framing
In
Place

There are 3 rectangular modules for the shelving unit that allow for a platform from aft of the side doors to the back doors. Longitudinal 2 x 4's lock these units together and give them some rigidity. All units and tie-pieces are labeled for easy assembly when it's time to rig for flying.

Continued on page 3

The Presidential Podium



Hmmmmmm, I tried to get a write up from our President but he was busy so...instead of a Presidential Perspective I'll give a Perspective of the President. Don Veres, II is an outstanding pilot and builder and has helped a lot of folks with their flying. I've always liked the planes he has since, as a builder, most of them are built by him.



Now, I'm a photographer and spend a bit of time behind a camera, shooting planes and pilots at our events. Don has been the most elusive as far as getting shots of his planes. It seems that just as I'm shooting his planes....he finds his way into the scene. Not that I'm trying to make anyone the butt of my humorbut, Don's just hard to get set up for a good pose of his planes. I'll keep trying and I promise to succeed in the future. Smile Don, you're on Candid Camera.

.....your editor, Lou Tisch



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.

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 return them ...or else. Like we know who you are!
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. Don't forget the Ground Schools that are typically on the 4th Tuesday of the month.
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

Transportation (cont.)



Initially, the 3 pre-assembled rectangular units are set into the van between the metal structural uprights. The longitudinal tie-pieces are then screwed into place. One large sheet of 3/4" plywood (approximately 78" long) and a couple smaller pieces are fit alongside the large piece, on top of the structural units and screwed into place. I place a couple of side pieces on top to keep planes away from the sides of the van. There is a front piece to prevent the airplanes from moving too far forward. Small 2x4's & 2x2's are screwed behind the forward piece to trap the wheels and several shot bags hold the wheels in place.



I also installed a shallow shelf along the left side, directly inside through the side/cargo door and can anchor a plane to that (the piece of pink foam pad is anchored there right now). Just inside the cargo doors is plenty of room for my support equipment: field box, radios and anything else I think I will need at the field...as well as a few things I'll probably never need but ... you never know. Fuselages are typically stored on the upper deck while wings are stored below, wrapped in blankets (I still need to develop that racking system yet).

I now have the flexibility to haul anything from .40 size to 30% with ease and have the versatility to adapt this to any size plane I choose in the future as I know large, scale and biplanes are on the docket for 2008.

This entire system allows me to haul a bunch of stuff to a swap meet (for sale, of course) or haul a bunch of planes and equipment back home (whether I've taken any with me or not), though I try NOT to come home from a swap meet with more planes than I took.

Thanks all, Lou Tisch



Airplane Cradle

Since we're thinking about hauling airplanes & equipment, let's take a look at an airplane cradle. I have a couple Dynaflyte PT-19's (and other giant scale planes) that just do not fit into a standard fuselage cradle. The solution then is to design what will fit my needs. Rum-maging around the shop I found some good sized scraps of 1/2" Marine Plywood (boat manufacturing) that would fit the bill just perfectly. I laid out a template for fuselage shape and then decided upon height. I also wanted side pieces to keep small parts organized.



I use this area for the cowl, wing bolts, prop, Tx, etc, while working on the airplane during assembly & dis-assembly.



Once I had decided the clearance necessary for the fuselage, I bored holes to hold a PVC tube as a handle with caps on the end. Foam pipe wrap is slit and fit to the area that has been contoured for the fuselage. A simple sanding and coating with a lacquer spray and I'm ready for work.

The jig can also hold the fuselage in the shop during charging and the charger can sit right under the fuselage with a minimum of trailing wires. I now have two and will be building more.

Lou Tisch

Boy Scouts of America – Troop 349 -Aviation Camp

Thanks to the strong support of some RCCD members as well as members of Chapter 13 of the EAA, 30 Scouts from Troop 349 earned their Aviation merit badges on July 10th and 11th. Dodging a strong thunder storm, the Scouts pitched camp on Tuesday evening at Camp Rotary, just 6 miles from the RCCD field. The rain stopped, but was replaced by wind that continued the next day. Divided into two groups after breakfast on Wednesday, one group went to the Ray Community Airport. Lead by Rex Phelps (EAA Chapter 13 President) and Dennis Glaeser (Young Eagles coordinator) the folks from Chapter 13 introduced them to airport operations, pre-flight inspections, aircraft instrumentation, etc. The other group went to the RCCD field to learn the basics of flight and other aviation topics from Larry Parker, followed by an opportunity for plenty of stick time with an R/C plane, for many, the highlight of the camp. My sincere thanks to Larry Chaltron, Howard Motin, Keith Jones and Don Veres II – the other Intro Pilots – for subjecting their trainers to the 15 to 20 mph winds and the sometimes over-eager fingers of the youngsters. Neither the wind, nor the fingers claimed a plane that day. Also thanks to Willie McMath, Dan Bateman and Rainel Veres for helping out. At lunch time, the Scouts all gathered at the RCCD field where there were hot dogs and hamburgers for all. After lunch, the two groups reversed roles until about mid afternoon when they were all back at the field for another Aviation merit badge requirement: To build and fly an FPG-9. The FPG-9 (Foam Plate Glider – 9) which is designed by Jack Reynolds, is relatively easy to make, yet has great flight characteristics and teaches the effect that control surfaces have on flight. As the name implies, the FPG-9 is made from a foam plate. “Plans” are printable from AMA’s web site. Once the FPG-9s were completed, the Scouts had to perform tasks with them; tasks like longest time in the air, longest distance flown, fly round a pylon, etc. Throughout this time there was continued opportunity for the Scouts, and a few of their parents, to fly R/C with an Intro Pilot.

Dinner was served by the Scouts again. This time we were treated to chicken yakitori, rice and corn. Pretty good! – especially from a camp kitchen. Then it was back to camp. One by one, the Scouts were quizzed by two other Aviation



counselors and myself on what they had learned, to ensure they had earned the merit badge. We had to stop at 11:00pm as we were too tired to get through all of the Scouts. (I barely heard the rain on the tent some time during the night!) The testing continued the next morning. A couple of the Scouts were not able to complete all the requirements, but in true Scout form, their buddies took them aside, coached and helped them and when they returned to me for quizzing, they passed.

The EAA Chapter 13 held a Young Eagles day on Saturday (14th) and many of the Scouts took the opportunity to go for a ride in a real aircraft.

Working with youngsters can be challenging, but it is always rewarding. I’ll share some comments heard at the end of camp and since then:

From Scouts:

“That’s the best camp I’ve been to!”

“I know Mr. Parker was teaching us stuff for the merit badge, but he made it really interesting. He knows how to teach”

“This is really hard! Can I try one more time? I’ve got to get it!”

“Wow, that’s cool!” (After doing a loop)

From Parents:

“The guys over at Ray (Community airport) were organized and shared a lot of interesting information”.

“I heard (from a scouts and/or attending parents?) the camp went really well. Thanks.”

“My son was contemplating quitting Scouts. Since going to the camp, he’s changed his mind”

EAA, Chapter 13 and RCCD, your efforts are really appreciated, thanks much.....Noel Hunt

Lithium Polymer, NiMh and NiCD-Cells & Packs

1. **Never fast-charge** any battery type **unattended**.
2. **Never charge Li-Po cells/packs at any rate unattended.**
3. Only charge Li-Po cells/packs with a charger designed specifically for lithium polymer Chemistry. Example chargers include the Kokam USA, LIPO 402, LIPO 102 and LIPO 202; Bishop Power Products Apache S1215 and S1500; Great Planes Triton; and Schulze chargers with lithium charging capability.
4. Li-Po cells can ignite because of unmatched cell capacity or voltage, cell damage, charger failure, incorrect charger settings and other factors.
5. Always use the correct charging voltage. Li-Po cells or battery packs may ignite if connected to a charger supplying more than the factory recommended charging current.
6. Always assure the charger is working properly.
7. Always charge Li-Po cells or battery packs where no harm can result, no matter what happens. We suggest a brick box or likeness. Have **sand** handy in a bucket for any need to extinguish any fire. **NEVER use water** on any cells or battery pack.
8. Never charge a cell/pack in a model. A hot pack may ignite wood, foam, plastic, etc.
9. Never charge a cell/pack **inside a motor vehicle, or in a vehicle's engine compartment.**
10. Never charge a cell/pack on a **wooden workbench**, or on any flammable material.
11. If a cell/pack is involved in a crash:
 - a. Remove the cell or battery pack from the model.
 - b. Carefully inspect the cell or battery pack for shorts in the wiring or connections. If in doubt, cut all wires (one at a time) from the cell or battery pack.
 - c. Disassemble the pack.
 - d. Inspect cells for dents, cracks and splits. Dispose of damaged cells (see below).
12. Dispose of cells or battery packs as follows:
 - a. Discharge: with the cell or battery pack in a safe area, connect a moderate resistance across the terminals until the cell or battery pack is discharged. CAUTION: the cell or battery pack may be hot!
 - b. Discard:
 - NiMH: place in regular trash.
 - NiCd: recycle (cadmium is toxic).
 - Li-Po: puncture plastic envelope, immerse in salt water for several hours and place in regular trash.
13. Handle all cells or battery packs with care, as they can deliver high currents if shorted. Shorting by a wedding ring, for example, can remove a finger.
14. Always store cells or battery packs in a secure location where they cannot be shorted or handled by children.
15. When constructing a pack, use only cells of the same capacity (mAh).

Li-Po's burn extremely hot. Steel melts @ approx. 2800 degrees.
Li-Po's burn @ over 2000 degrees.

Be safe out there.. We are all safety personnel !
Raymond Wahl (Safety Committee Chairman)

G – Conversion

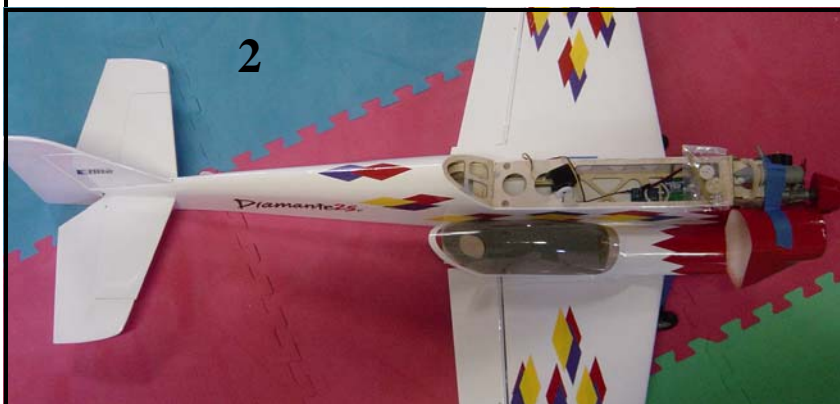


We are seeing fewer articles about converting glow-powered planes to electric, than we were just a year or two ago. With the explosive increase in ARFs specifically designed for electric propulsion, there is little need for E-conversion articles. But perhaps this is a look into the future: What I call a g-conversion, or taking a plane that was designed for electric power and converting it to glow power.

I bought the E-flite® Diamante 25e (**pic.1**) with every intention of using out-runner and LiPo power. Then I realized that the equipment I had was un-suitable and I'd need a new motor and ESC. However, I did have a Norvel .25 glow engine without an aircraft assignment.

Norvel .25; Diamante 25e - Mmmmm!

To estimate if the CG could be achieved without having to add weight, I did a minimal assembly of the plane and temporarily attached components either where they had to go or where I could place them to achieve the required balance (**pic 2**). This revealed a slight tail-heavy tendency, even with the rudder servo in the pull-pull location. I would need the engine as far forward as the cowl would allow. A side-mounted engine would



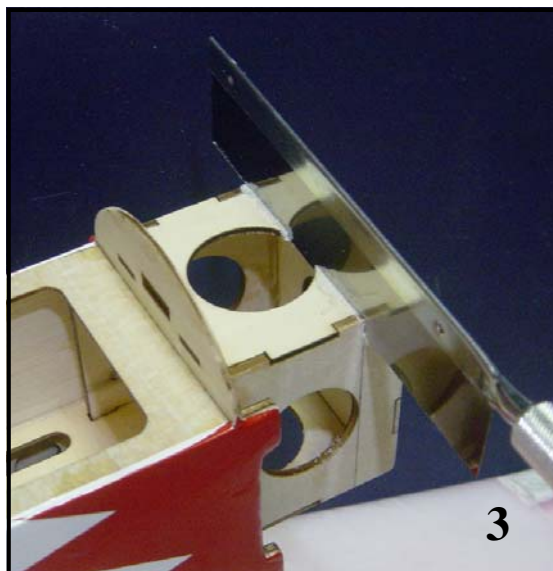
get the carb' center close to the tank center height, but there would be interference between the exhaust and the bottom of the fuselage. A Sullivan 6oz flex tank would fit nicely in the battery compartment.

If a throttle pushrod is free from friction, there is almost no load on the servo. A lightweight Hitec HS55 throttle servo would be OK, but forward locations for the throttle servo and the flight battery pack would also help the CG.

Until this point, I had not committed the plane to glow, but now it was time for "surgery". The motor mounting surface needed to move back 7/16" to achieve the correct spinner to cowl relationship. After careful 9/16" measurement from the front face (7/16" + 1/8" for a firewall), a line was drawn on all four sides of the motor box and the excess was cut away using a razor saw (**pic 3**).

A firewall of 1/8" aircraft ply, 1/8" light ply backing and 3/16" triangle spruce joint reinforcement, was epoxied in place. Using the old "firewall" as a guide, the new firewall was marked for engine mount center (off-set for side thrust) and from that center, the engine mount holes were marked and drilled.

With the engine mounted, the location of the exhaust clearance "tunnel" was marked. The covering was removed from the area and a "tunnel" was hand-sanded using a 3/4" sanding drum.

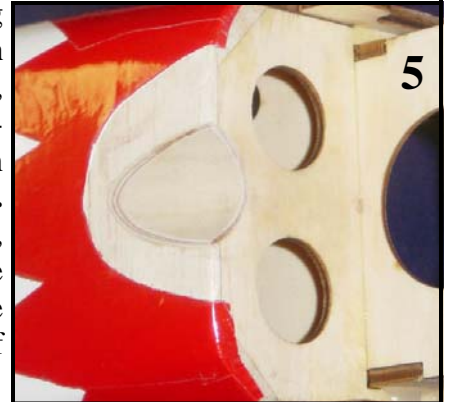


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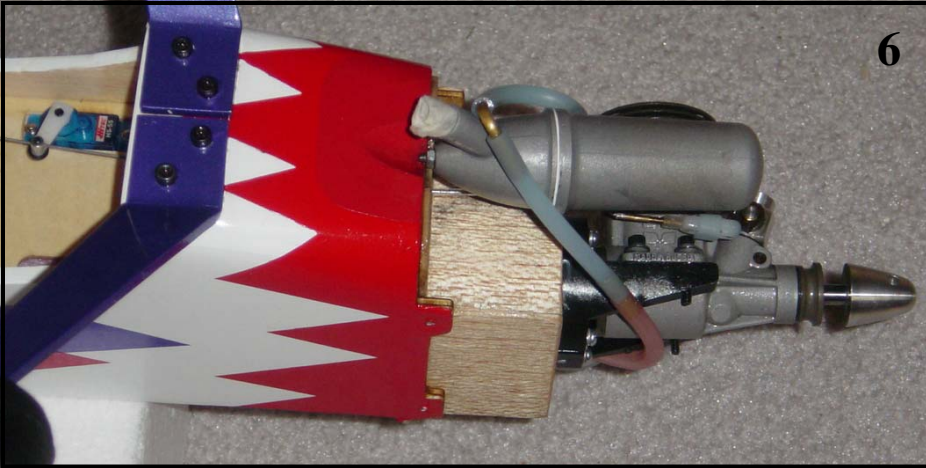
G – Conversion (cont.)



The resulting opening was closed out with wet, curved 1/32" ply, sanded flush, and re-covered with iron-on film (**pics 4 & 5**). While the iron was hot, the cooling hole in the lower, rear area of the fuselage was closed off with film.

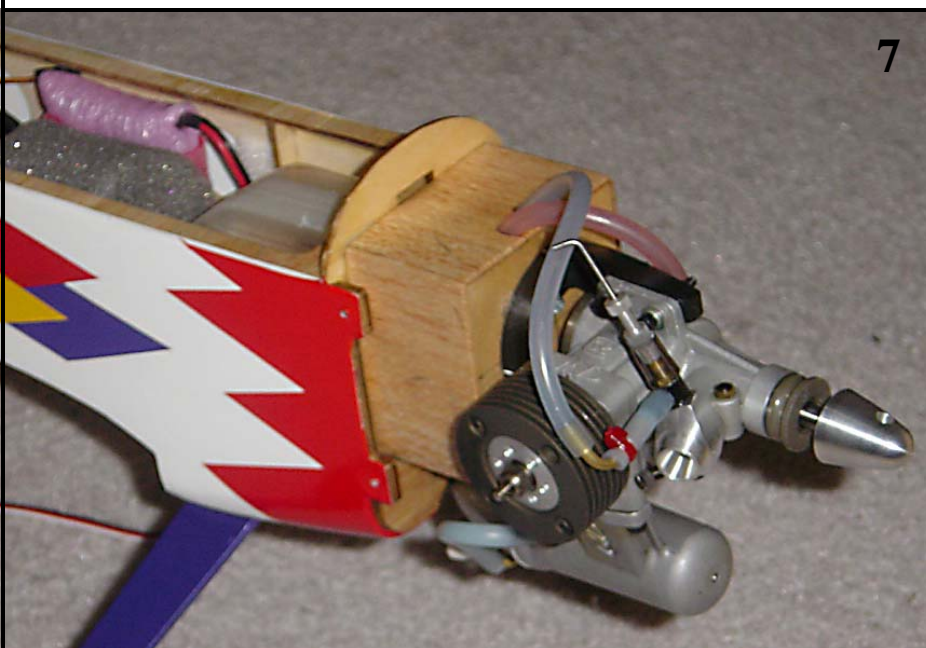


One of the slots intended for a hook-and-loop battery "seat belt" was enlarged for the throttle servo. The engine, throttle servo and fuel tank were reinstalled and connected by throttle linkage and fuel line respectively. With all the routings figured out, the lightening holes in the motor box were closed off using 1/16" balsa sheet, with appropriate holes drilled for the fuel lines and throttle push rod.



The entire engine area (**pics. 6 & 7**) was then fuel-proofed using thinned epoxy (1 part 30-minute epoxy: 1 part hardener: 2 parts denatured alcohol). I also fuel-proofed the front of the fus' hatch, and the front of the wing around the mounting dowels.

The beautiful cowl (**pic. 8**) needs cut-outs for the engine head, exhaust and needle valve. I use a variation of the card-taped-to-the-fuselage method to obtain accurate cut-outs. For the "card", I use clear, overhead projector transparency sheets taped to the fuselage aft of where the cowl edge is expected to be. Being transparent it is easy to see, mark, and cut the openings, which are then transferred to the cowl.



The final "dry" weight was 3lb 3oz; or 3lb 9oz with a fuel. This compares very favorably with the specified range of 3lb 9oz to 4lb 3oz for the e-powered plane. The CG came out as expected, with some flexibility to move the battery rearwards, if needed.

Continued on Page 9

G – Conversion (cont.)

I have described only the g-conversion assembly considerations, because the overall construction has been reported elsewhere. I experienced the wheel pants problem those reports describe, and chose to discard the wheel pants as they would probably take a beating on our grass field.

So how does the Diamante 25g fly? The radio checked out OK, so with the club peanut gallery watching, I started the engine, set the Diamante down and taxied it out. The Norvel hauled the Diamante off our grass field and into the air effortlessly. Once at a safe height, I found the trims were close, but needed a few clicks on both elevator and aileron.

As with the build description, the flight performance has been covered elsewhere, so I will restrict my comments to impressions of the glow power. One of the first things I like to check out after trimming a new plane for straight and level, is how it is going to feel when slowed way down. Wow! This thing just keeps slowing down until it stops, then loses altitude in an elevator-style descent. The slight wing rock can be cancelled by aileron control! Let go of the elevator and the nose drops and flying resumes. Horizon Hobby claims that “The E-flite® Diamante 25e ARF was designed by champion pilot Peter Goldsmith to provide intermediate to experienced pilots a precision aerobatics platform with excellent stability and benign stall characteristics”. Peter certainly got that last part right, and the lighter wing loading I have with glow power only enhances slow flight.

OK, how about the “precision aerobatics” part of the claim? The Norvel provides plenty of motivation to the plane for this style of flying. The careful measurement and modification of the firewall paid off: The engine thrust angle checked out OK.

The initial prop was a Master Airscrew 9x4 and I also tried a 9x6, both Master Airscrew and APC. All were good for traditional aerobatics.

The Diamante is not promoted as a 3-D plane, but the large control surfaces beg to be tested. From a hover, there was not much reserve thrust to pull out with those 9-inch props. Switching to a 10x3 helped, but the Norvel 25 definitely does not overpower this plane. I consider myself a novice when it comes to 3-D, so for a 3-D evaluation I’ll solicit the more capable hands of Scott Pavlock when he is in town.

On a full-size aircraft the main reason that the prop is right in front of the pilot is to keep him cool. It’s true! See how he sweats when it stops! And although I could not feel the airflow of the Norvel while it pulled the Diamante around the sky, I too felt a little warmer when the Norvel went silent on that first flight. With the thin airfoil and slender fuselage I expected the glide to be long and flat, but the Diamante lost altitude quite quickly. Otherwise the deadstick landing was uneventful.

The Norvel had not been used in a while, so I spent some time with it on the starting table, setting the fuel mix. After about 3 flights it is back to its reliable self. With the reassurance of thrust, I find landing with the throttle stick a couple clicks above idle works best on this plane. And with flaperons deployed, it can descend with very little forward movement. Again, I think the light wing loading is a factor.

I am really enjoying the Diamante and I consider the glow conversion successful. The Diamante could benefit from additional power, and it could easily handle the ounce or two of additional weight in the nose by moving the battery aft and perhaps mounting the rudder servo in the alternative tail position.

At a glance:

Aircraft:	E-flight Diamante 25 e (now g)
Length:	50 in
Wing Span:	48 in
Wing Area:	485 sq in
Dry weight:	31b 3oz
Wing Loading:	15oz/sq ft
Power:	Norvel 25
Prop:	APC 10x3, 9x4, or 9x6. See text.
Transmitter:	Futaba 7CAP
Receiver:	Castle Creations Berg 7P
Flight Pack:	650 mAHr NiMH 4.8V
Servos:	Hitec HS225 for aileron (2); rudder (1); elevator (1); HS55: throttle (1)

Article and Photography by Noel Hunt



SEPTEMBER 8 KIDS EVENT

By Paul Garceau



The final 2007 kids' event (this one should be called Kids Day) was held on Saturday afternoon, September 8. This event was originally scheduled for August 14. In addition to the radio control flying experience the attending children also were given the opportunity of building and flying their first model airplane. Our club members supervising the building of the Delta Darts were Ken Sulkowski, Skip VanKirk, Scott Schultz, James Bungard, and Don Wioskowski. It was noted that the teachers enjoyed the experience as much as the children!

Prior to the flying portion of the event Noel Hunt conducted a ground school that introduced the kids to the use of the transmitter and what controls an airplane while in flight. This is an excellent introduction to the theory of flight and a most worthwhile educational benefit for the children.

After the ground school, the kids were guided around the sky via buddy boxes by Intro-Pilots

Having all the pilots watching and grimacing at the tree line is....not a good thing!



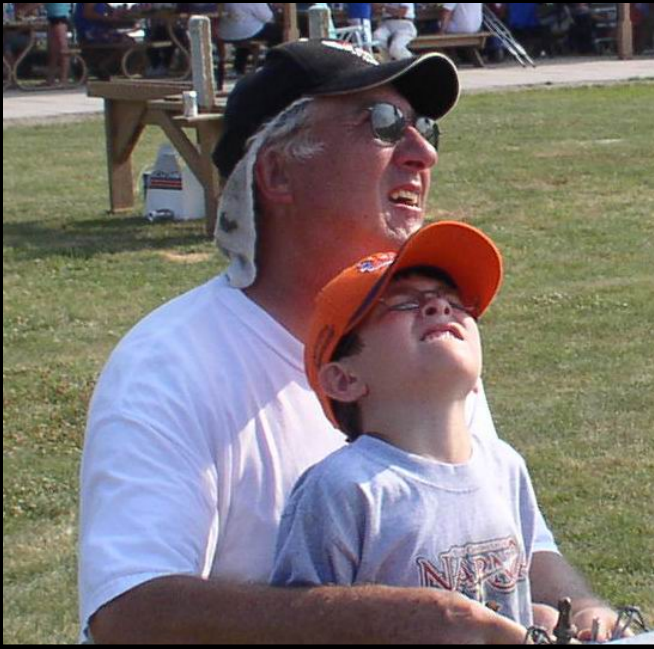
Willie McMath is ready for flight. Now he merely needs the pilots to realize it.

Don Veres, John Miklas, Keith Jones, and Noel Hunt. Assistants included Richard Javery, Skip VanKirk, and Scott Schultz. Also available to help were Lou Tisch, Jack Sanzoni & Willie McMath.



Cont. on page 11

SEPTEMBER 8 KIDS EVENT (cont.)



It appears that Keith is giving instructions on the proper expressions for combat flying!

While the flying and building sessions were going on Rainel Veres and her crew of Luella Veres, Jennifer Schultz and Don Veres, Sr. prepared the usual hot dog and hamburger treats. Those flying for the first time will be given one of Ken Sulkowsk's certificates recognizing their first flight achievement. One of the reasons our club introduced the model-building sessions into our kids' events is the hope of creating new modelers. It appears we succeeded at this event. Before leaving the field the two eleven-year old boys from Turning Point asked for and received two more model kits to build later. Perhaps a few years from now they'll be joining our club.



Look at all those trees



All past kids' events have been held on non-meeting Tuesday evenings during the summer vacation months in order to take advantage of the longer daylight hours. We should continue this policy and refrain from using weekend dates after Labor Day and the beginning of the school year. We lost nine kids from two foster homes at this event due to other scheduled obligations. Regardless, a good time was had by all.Paul Garceau



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December 12, 2007

Dear Radio Control Club of Detroit,

I would like to take this special time of year to recognize and commend the club for the outstanding community work you each do for our organization. Year after year, your club continually goes "above and beyond" with thoughtfulness, kindness and generosity!

The events that you host for Turning Point's children is a true demonstration of your desire to make a difference in the lives of the children who have endured Domestic Violence and Sexual Assault.

One event, one child at a time, allowing them to have a new learning experience and fun is so crucial to their emotional needs and welfare!

Everyone who has ever attended appreciated the sincere warmth they felt and received from each member they encountered and had the pleasure of meeting!

The children are honored when they receive their Certificate of Achievement and pictures of themselves flying the planes and making their model planes.

A sincere "thank you" to everyone who helped with the planning and preparing of the BBQ, the children don't get to participate in many!

Finally, I wish to express my gratitude for your continued monetary donations at this holiday time. Due in part to that kindness, the Children's Department is afforded the opportunity to take the children and give them new and fun-filled adventures, otherwise we could not!

May each and every member and their family have a fabulous holiday and we look forward to seeing you at the upcoming Kids Nights: June 10th and August 12th!

Sincerely,

*Connie Wruble
Child Advocate*

SOLD-Now Let's Get It Shipped

The advent of eBay, RC Universe (and many other classified sites) has given us a worldwide market for our models...and everything else. The biggest problem is safely getting your model to the buyer. By far, the least expensive and most reliable way to ship is via Greyhound Package Express. I box the item and drop it at the Greyhound Terminal in Detroit, using the Howard Street/Cobo Exit off the Lodge Freeway. Their size restrictions allow for a package at 30" x 40" x 80". That will accommodate most models you will be shipping. I had a model shipped to me with an 84" wingspan by having the fella put the wing into the box on a diagonal. Let's explore the packaging of a Slow Poke I recently shipped.



Decide upon your longest & widest dimensions and build a box to suit. The Fuselage & Wing are wrapped in foam and bubble wrap for protection. The Fuselage is then position in the box, away from the sides. I glued foam pieces to the bottom of the box to "trap" the plane from moving. The 3M #78 spray foam is safe for foam and holds very well.



Several empty boxes were then glued down to the bottom and sides of the box to further hold & protect the Fuselage. A couple foam blocks were then glued in to support the wing. Most of the foam and boxing material can be picked up from appliance stores. Refrigerator boxes work very well and are free.



The wrapped wing is then secured and you can see that more spacer supports are installed to prevent crushing. Place a large piece of cardboard over the top of everything and close up the box by creasing and folding the sides. I staple the box together but you can also use the 3M #78 as well.

Create a shipping label that has the customers name, address & phone number along with the Greyhound Terminal where it will be shipped. Also, identify that you are shipping a Model Airplane and use the words FRAGILE all over the box. The customer will be called by Greyhound when your package arrives at the destination terminal. I have shipped via Greyhound Package Express all over the Country and have never had any trouble with damage. It's fast, efficient and allows for large package shipment to accommodate our Model Airplane Addiction.

.....Lou Tisch

SCALE FLY IN-SKYMASTERS 2007



I took the opportunity this Summer to do a bit of flying at events put on by various clubs. One particularly interesting Fly In was the Scale Event put on by the Skymasters Model Club. Wow, what a gathering of planes. This event is loaded with World War I planes and BIG planes. Instead of going on and on about the Fly-In, I'll just let the pictures do the talking. This will be an event I'll be sure to attend in 2008. Lou Tisch



SMUCKED....Yup, The Inevitable.....Just..... Happens!

Mike Andros spent the balance of the summer perfecting his flying skills with his first trainer...dreaming of solo flight. On a nice sunny day in September, Mike passed his flight testing and Earned His Wings. What a great day!

The very next day, Solo flying became a reality and Mike was off the Buddy Box. I did remind him that even though he'd earned his wings, it didn't mean he'd never crash. He made it to the 3rd solo flight before he flew through the very tall tree at the West End of the field. They are proven plane eating trees over there.....doh! Mike is now a believer in "Height is Right".

The Day I Earned My Wings!



The Day I Lost My Wing!



Lou's Edge 540



This was the Summer of big & scale for me and it's been tons of fun. This Edge 540 (78" ws) had been the best performing plane I'd flown to date. I was breaking in a new motor (OS 1.60 FX) and it was coming along just nicely, until I didn't continue to lean the throttle as I was breaking it in. The motor loaded up and quit. No problem, I've done several dead sticks with it but you have

to be sure that you don't lose air-speed when making your set up for final. The results were predictable.

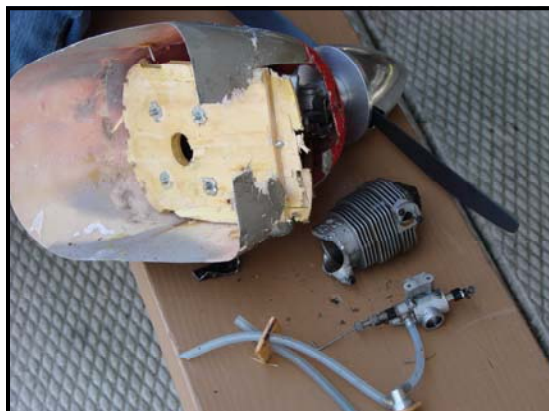
The CAP 232 had been my favorite and I had flown it a lot in high winds. I got over confident and got bitten. All of a sudden, on a turn, the plane was upside down and the rest is...History, just like the plane.
Lou



Lou's CAP 232



Ken's Mustang



Ken Remenchus' Mustang was performing very well...until it was noticed that the elevator was fluttering wildly. He gave a valiant try at a rescue but we know that once that harmonic gets running, its hard to stop. Well, he was not able to overcome the flutter. Doh!

Lou

RCCD
(THE RADIO CONTROL CLUB OF DETROIT)



PRESENTS ITS 12th ANNUAL
SWAP MEET

Sunday, January 27th 2008

NEW LARGER LOCATION

Knights of Columbus Hall
23695 Mound Rd,
Warren, MI 48091

(1/3 mile North of 9 mile
Rd. on the West side.)

Admission: \$3

Under 12: \$1; under 5: Free

Tables \$20 ea. with 10%
(\$2) discount if payment is
received by Jan 20th
(includes 1 admission per table)

Open 9:00am – 2:00pm
Table setup - 8:00am

Hourly Door prizes
50/50 Drawing

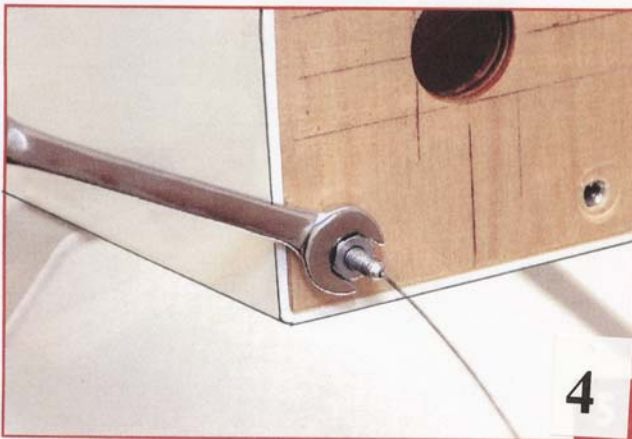
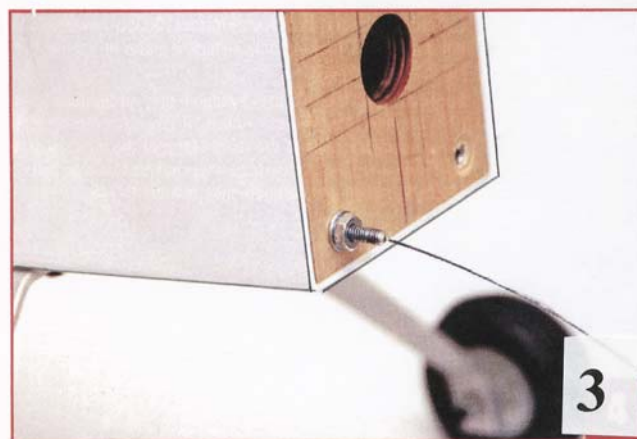
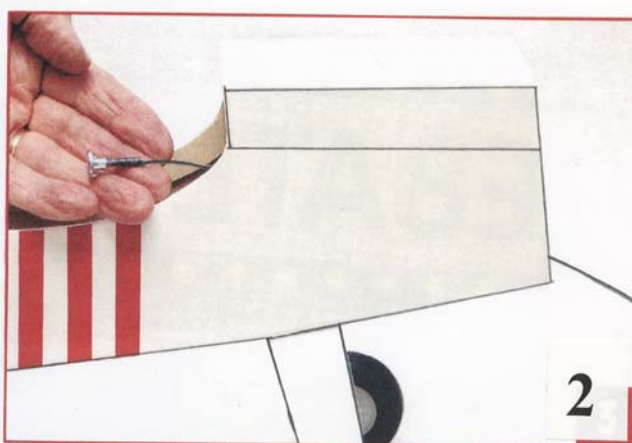
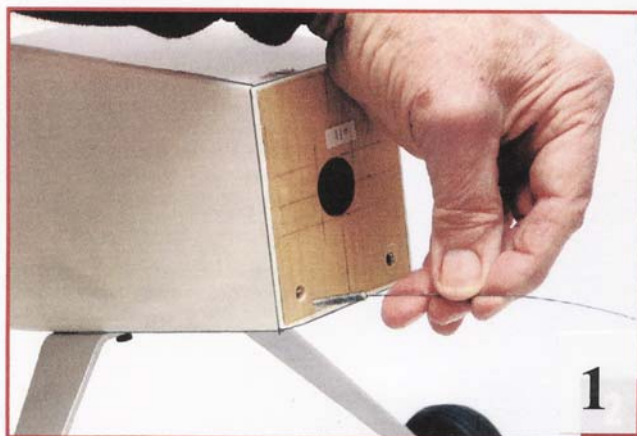
Food and refreshments available
More info? www.rccd.org

To reserve tables, contact
Keith Jones

Phone: (586)-786-1474

KAYDEEJAY9@YAHOO.COM

BLIND NUT INSTALLER



1 – ONCE THE MOUNTING HOLE IS DRILLED TO THE PROPER SIZE FOR THE BLIND NUT, INSTALL THE THREADED STUD THRU IT.

2 – PUSH THE TOOL THROUGH THE HOLE AND INSTALL A BLIND NUT ON THE THREADED ROD WITH SEVERAL TURNS.

3 – GRASP THE CABLE AND PULL THE THREADED ROD THRU THE HOLE WITH THE BLIND NUT AGAINST THE BACKSIDE OF THE FIREWALL. INSTALL THE WASHER AND THE NUT ON THE THREADED ROD AND TIGHTEN THEM WITH YOUR FINGERS.

4 – USE A WRENCH TO TIGHTEN THE NUT, DRAWING THE BLIND NUT IN PLACE UNTIL IT IS FIRMLY SEATED. IT IS RECOMMENDED THAT YOU APPLY SOME GLUE TO THE BLIND NUT TO KEEP IT IN PLACE AFTER IT IS INSTALLED.

THIS WAS COPIED FROM MODEL AVIATION MARCH 2007

**CRAFT & HOBBY CREATIONS
WWW.WIDEOPENWEST.COM/~MMC9892**

Contact Jim McCoul for American and Metric sets of the Blind Nut Installer.
(see business card in Classified Section)

Classified Section

LASER 200 1/3 SCALE



This is a Rousch Manufacturing, kit built, Laser 200. It is used and in very good shape. Requires a 2-4 hp gasser.

Airframe only

Wingspan: 90"

\$400 obo

Lou Tisch 586-790-2678

duckguylsb@Juno.com



Cessna 182-kit built-RTF

I rebuilt this model (see 0704 NL), added Futaba servos, R127DF Futaba Rx & Skysport 6 Transmitter (ch. 15) and Saito FA.65 FS motor. Runs & flies well. 66" WS.

\$375 obo

<u>PLANES</u>	<u>ENGINES</u>	<u>RADIO</u>
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

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.

\$800.00 obo

New-unflown-unfired

Lou Tisch 586-790-2678

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Classified Section

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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.
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Warren, Michigan 48089

RCCD 12th Annual Swap-Jan. 27th, K. of C. Hall,
23695 Mound, Warren, MI (1/3 mile N. of 9 Mile).
Admission \$3.00, under 12=\$1.00
Reserved tables \$20-Keith (586-786-1474) or
Kaydeejay@yahoo.com www.rccd.org

Skymasters Swap-Wednesday, Feb. 27 at 6pm
Lawson Middle School-2222 E. Long Lake Rd (18 Mile
Road), East of John R in Troy Michigan
www.skymasters.org
Joe 248-321-7934

MID-MICHIGAN R/C Model Swap-Sunday, Feb. 3
from 9am-3pm at Baker College, Gute St., Owosso, MI
Chesaning Area Model Flying Club
Marshall (810-638-5877)

16th Annual Flying Aces Swap (Flint)-Feb. 24, 9am-
2pm at Lake Fenton High School, 4070 Lahring Rd,
Linden, MI Admission-adults \$5.00
www.rcflyingaces.com
Bill (810-845-3007)



Speaking of Injuries

Instead of
somebody
running into
a wall, this
is a case of a
Wahl running
into something.
Names with-
held to pro-
tect ...me.

RADIO CONTROL CLUB OF DETROIT

Lou Tisch-Editor
36568 Boyce Drive
Clinton Township, MI 48035

Phone: 586-790-2678
Fax: 586-790-2653
Email: duckguylsb@juno.com



Gravity Wins !

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



Coming Events-2007

- Jan. 27, '08Swap Meet
- Feb. 26, '08.....Ground School-Update on Electrics
- Mar.15/16,'08..Mall Show-Macomb Mall
- Mar. 25, '08....Ground School-Helicopters
- Apr. 15, '08.....Mini Toledo
- Apr. 22, '08.....Ground School-Flight Dynamics
(Cause & Effect in Flying)
- Apr. 26, '08.....Spring Clean Up (Rain date: 4/27)

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

Too much amp draw.....nah!

