Radio Control Club of Detroit

The wind is our friend — Gravity wins!

Volume 56: Issue 1 — Newsletter Date May 2009

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- Vice Pres: Noel Hunt
- Secretary: Keith Jones
- Treasurer: Mike Pavlock
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- Safety: Ray Wahl
- Editor: Lou Tisch
- Club Wear: John McCormick
- PR: Gordon Gibbons
- Membership: Willie McMath

Steve Surbaugh

Inside this issue:

Toledo Show 2009

If there is only ONE Model Airplane Show that is on the "do not miss" list, it would have to be the Toledo Show. I've been attending this show since 1977 and many of the fellas in our club have been going a lot longer than I have (must be they're a lot older too). ;") As many times as I've been there, I still feel the excitement of the coming Christmas morning all over again. I walk into the show and just …..breathe it in. It's almost electrifying. I typically make a run through the swap meet first thing to find out what I can't live without. Then I figure out what monies I've brought with me and see if that comes anywhere near my wish list. Usually….not!

Larger than Large

Every year carries several amaze-ments. 2008 brought us George Maiorana and his "Bear".

2009 delighted us with BIG, from a Huge Aerobatic Airplane to a monster 36 foot Rocket at 1/10 scale (translates to 360 feet long).

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The Presidential Podium

Greetings fellow RCCD members, please allow me to introduce myself. My name is John McCormick and I am your new club President.

I would like to express my appreciation to outgoing President Don Veres for the dedication and the marvelous job he has done as President for the past couple of years, and for the previous years he has spent as a board member. Don has decided to take a well deserved vacation from the club board of directors, although he has assured me that he will remain as active as ever in club functions.

I would like to welcome our new members that have joined this year.

The club calendar is set for 2009 and as usual, we have a full schedule of great events planned for the year. If you haven't participated in one of our events before, you are really missing out on one of the best reasons to belong to a flying club. The camaraderie with fellow members and the plain old fun of it are really rewarding experiences.

The 2009 swap meet is over, and it was a very successful undertaking for the club. Thanks to Bob Hunt for such a well run event.

Also, our Mall Show and Mini Toledo are history, and they were also very successful events for the club. Thanks to Gordon Gibbons and Earl Brown.

As I write this, we are looking forward to our first field events of the year, our Brag Day and our Electric Fly-In. Please come out and support your club.

I look forward to an enjoyable 2009 at the field. Have fun and be safe. Sincerely, John

The Editor's "Knife Edge of Reality"

The **Newsletters** are only **available via email** and are also downloadable from the Newsletter page of the website as a pdf file. Be sure to check the website and update your email address so you will be able to receive the newsletter.

Something worth checking into is the **AMA *Insider***...National Newsletter. As an AMA member, this is part of the advantages of membership. Go to: **www.modelaircraft.org/insider.** You can sign up and automatically receive the bi-monthly newsletter. It's an excellent and informative publication. If you have **something to contribute to the RCCD Newsletter**, an article or anything, please give me a holler.

duckguylsb@juno.com or (586) 790-2678. Thanks much, Lou Tisch

Announcements

1. If you have any "hints & kinks", please submit them to Noel Hunt for publication on the website.
2. 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.
3. If you have any outstanding VHS tapes or DVDs from the library, please return them.

Thanks all, Lou Tisch-editor

Toledo Show 2009 (cont.)

There is such a variety of modeling interest that it's hard to know where to begin. The warbirds were in attendance from WWI & WWII to Jets, along with Sport, Oldtimers (planes not people), Free Flight, Classic Pattern. Boats from all eras were in attendance, with a big showing from the Golden Age of Chris Craft, Hacker & Garwood. You could find finishes from the impeccable monokote work of Faye Stilley, Silk work of Dave Platt, Flight Metal of the War Birds to the slick Varnish work on the Runabouts.

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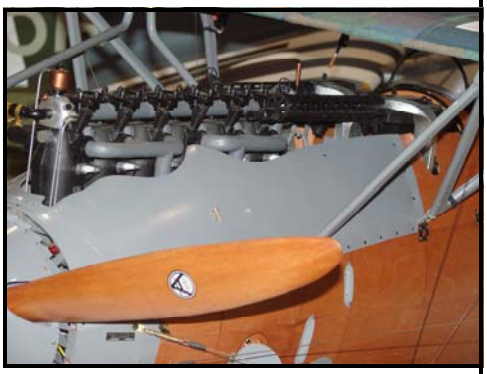
Toledo Show 2009 (cont.)

Well, I had a choice, I could write about all the cool stuff, planes, vendors and all the ambiance of the Show or….just let you see it….so, let's just look at some pictures. Since a picture is worth a thousand words, just think how much reading I've saved you in just this one page.
You're welcome!

Lou Tisch



RCCD Mini-Toledo 2009

Oh man, it's been a long Winter. I've got cabin fever, been locked in the model shop all season. The field is still wet & muddy from the rain and the thawing snow. I need to get out and play with some planes. The Toledo Show has fired up the juices and there's no-where to go. No, wait, RCCD has a solution. It's the Show & Tell where we get a chance to play with planes for an evening and see what everyone has been working on this Winter. It's our own, Mini-Toledo……..Bring it!

Earl Brown has put together this seasons great show and had it well organized. Noel Hunt was shooting photos for the website and had everyone fill out a sheet with information on the plane they had been working on (check out the website for more photos and info as I only got a chance to get a few shots). There is only ONE rule for the Mini-Toledo (how often does that happen in our lives)….the plane must be unflown. ……..Well that's what the Winter has been about.

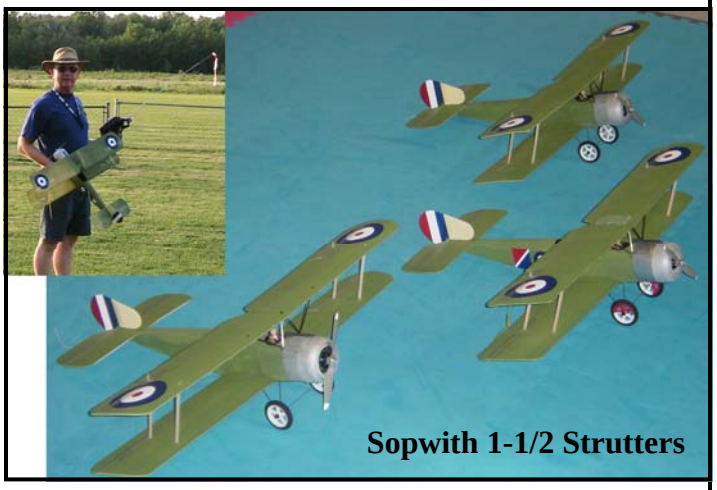
Lou Tisch

Sopwith 1½ Strutters

Don and Keith showed an interest in building and flying a small electric-powered bi-plane after seeing my ***DeHavilland DH-2***. I chose the ***Sopwith 1½ Strutter*** because it has a longer tail moment than most other WW1 Scouts, which I hoped would result in better ground handling, and it would be quicker to build than the DH-2 with its pusher configuration. I then designed it around an inexpensive 50 to 75 Watt power system. Over the course of a few months, we held "build nights" about once per week, to work on our 3 *Strutters*.


DeHavilland DH-2

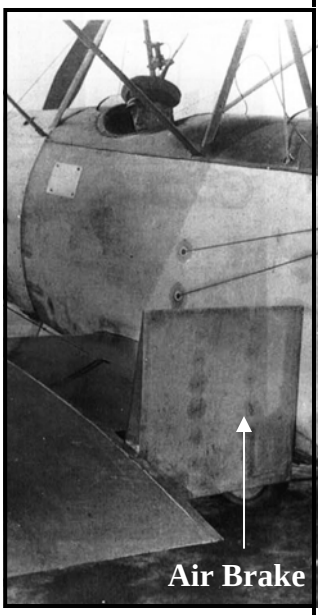
For its time, the ***1½ Strutter*** incorporated some advanced design features:


Sopwith 1-1/2 Strutters

- Until its introduction, most biplanes had a short center section of the upper wing supported on four cabane struts. The two upper wings were attached to this center section, while the lower wings were attached to the fuselage. Then there were four pairs of inter-plane struts between the upper and lower wings. The *DH-2* is an example. Sopwith eliminated the upper wing center section and campaigned the use of cabane struts in a "W" configuration. These were supplemented by only one pair of inter-plane struts per side.
- It was the first British aircraft equipped with an interrupter mechanism allowing guns to fire through the prop arc without the risk of shooting the prop.
- Also it was equipped with an early form of air brake: Upward-deflecting flaps on the lower wing.

Plane	**Specifications**
Approx' Scale	1/13
Wingspan	32 inches
Length	23 ½ inches
Weight	10oz
Motor	KDA20-50S Outrunner
Prop	APC 7x4 slow flyer (optional 8x4)
ESC	Castle Creations 9A, or 10A
Battery	LiPo; 11.1V (3S); 500mAh; 20C
Max Power	55 Watts
Receiver	Castle Creations Berg 4L
Servos	HXT500

The Sopwith Aviation Company designated this aircraft the *Type 9400*, but pilots nicknamed it ***"1½ Strutter",*** after the long and short cabane strut configuration, a name that stuck. Shooting through the prop arc was a great step forward, but the **airbrakes** were shunned by pilots because of the turbulence they created for the elevator.


Air Brake

The aircraft appeared in one and two-seater versions and were used as scouts (fighters), bombers and spotters. Sopwith built about 1500 *1½ Strutters* in England, but the French built between 4200 and 4500 under license. In recent times, the *Sopwith 1½ Strutter* appeared in the movie, *Flyboys* as the two-seater trainer and "girlfriend rescue aircraft"

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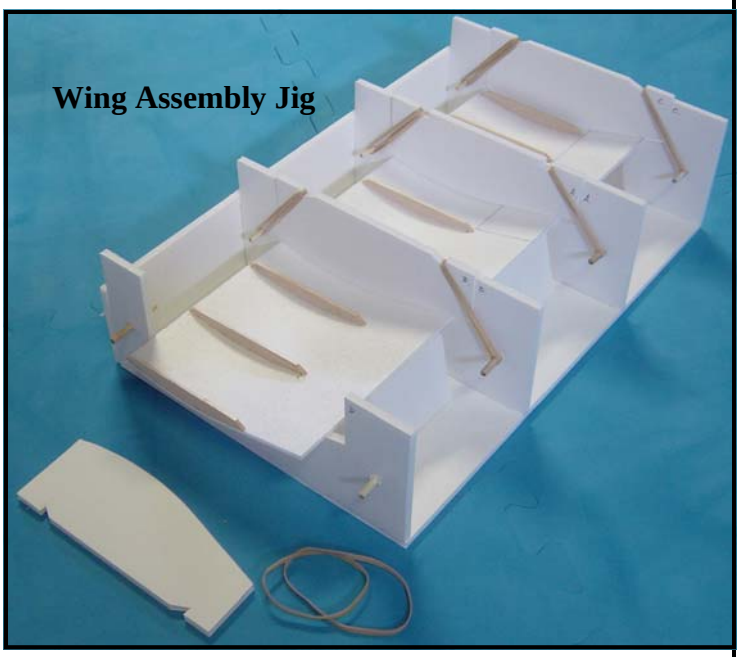
Sopwith 1½ Strutters (cont.)

The R/C Model Construction

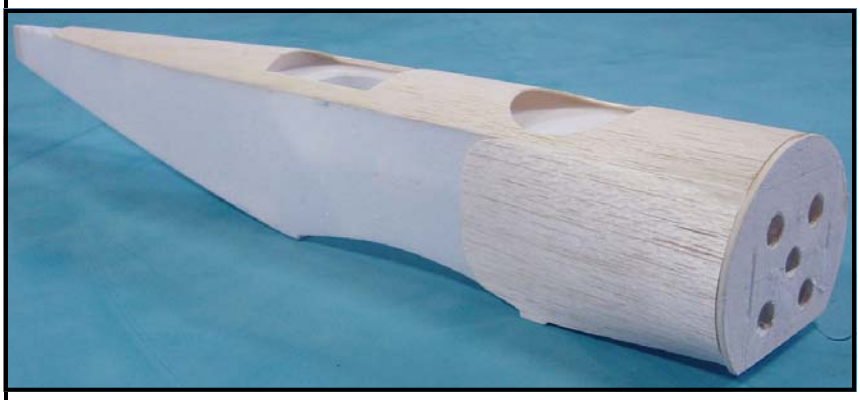
The model is constructed mostly from 3 mm foam, with strategic use of light ply, craft sticks, balsa and carbon fiber (CF). While this is not a build-along article, I'll describe the construction to assist anyone who decides to build something similar.



Wing Assembly Jig

Unlike wood, foam has no grain which makes it easier to minimize waste. The patterns are positioned on the foam sheets to make most efficient use. Keith spent a lot of time cutting all the balsa wing ribs for all three aircraft, and then spent even more time complaining about his numb fingers. But that was nothing compared to the complaining Don and I had to endure when he found out he had actually cut too many wing ribs! Wing panels are built in a jig to form the "airfoil" which is maintained when the wing ribs are added using hot-melt glue. Left and right wings are glued together with hot-melt glue and the aileron servo installed on the LE on the lower wing.

Interlocking fuselage parts are cut "full size" and then cut out where needed to form the interlocking tabs. 20-minute epoxy is used on the fuselage providing time for alignment. The fuselage decking is



1/32 balsa sheet, moistened to curve easily. The cockpits are cut out after the decking is in place. Cowl cheeks of 1/32 balsa, and hatches for servo and battery access completed the fuselages. The tail feathers were simply cut from 3 mm foam.

We needed cowls. Between Don and Keith, they turned and finished a wood plug from my drawing. I had the incredibly difficult task of drinking three Dr. Peppers, because they are the best-fit bottle for what we needed. With bottles empty and cleaned, we used a heat gun to shrink the upper portion over the plug. After persuading the ex-bottles off the plug, they were trimmed. Cowls done!

With all the sub-assemblies done, it was paint time. We scuff sanded the surfaces with fine sandpaper, vacuumed and then wiped them with isopropyl alcohol.

Painting & Final Assembly:

A light coat of primer was applied mainly to seal the balsa. For top coat, we used water-based acrylics from a craft store, thinned them with water and airbrushed them. The underside "linen" color was sprayed on, followed by the olive (actually avocado!) upper color. I did not mask anything, because the tape pulls the paint off the foam. I simply aimed the airbrush to avoid olive overspray from getting on the "linen" surfaces. A final scuff-sand with 000 Scotchbrite, gave a nice smooth matt finish to the planes. The cowls were sprayed with aluminum paint.

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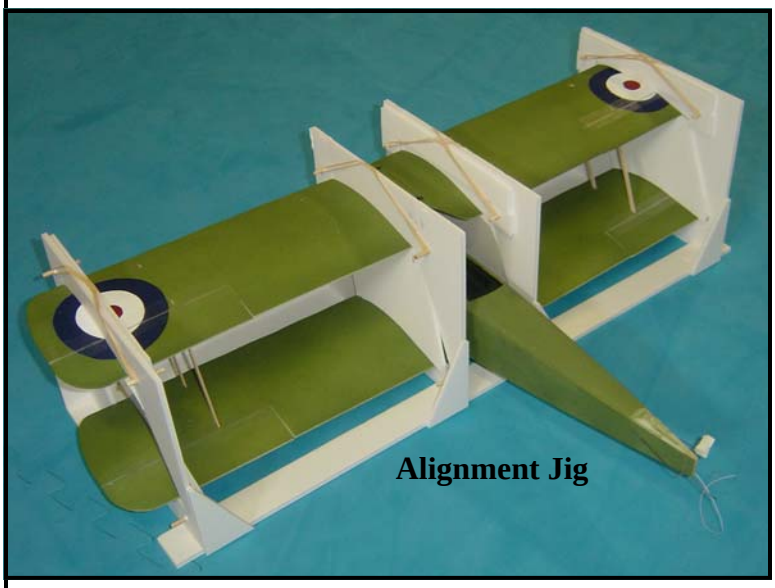
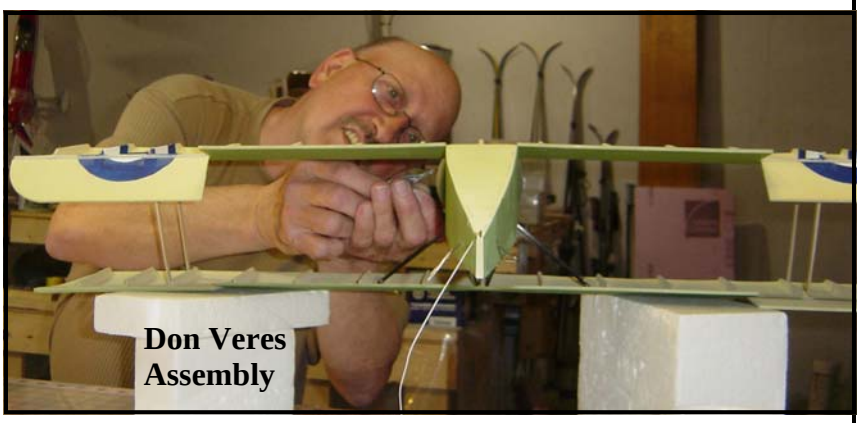
Sopwith 1½ Strutters (cont.)



Alignment Jig

All control surfaces were cut away, beveled and re-installed using Dubro hinge tape. The lower wing was glued to the fuselage, taking the usual alignment precautions. We used a fixture to hold the wings in the correct relationship to each other (positive incidence on the upper wing and wash-out on all wing tips.) while the craft stick inter-plane and C.F. cabane struts were epoxied in. While still secure in the fixture, 10 lb. *Spiderwire* fishing line was used for all rigging which is both functional and required. It adds significant rigid-ity to the structure. There is a knot at each end of the 4 wires and a drop of CA is applied at each point where the wire threads though a strut. Keith came up with a real clever idea to use an elastic band to maintain tension while the CA kicked.



Don Veres Assembly

The first plane could now be removed from the fixture for its aileron pull-pull controls. (The second plane went into the fixture. What a production line!) Control horns were added to all four ailerons and a single length of *Spiderwire* was routed from the servo arm to a wire guide in the LE of the lower right wing; back to the horn on the lower right aileron; through a reinforced hole in its TE; up through a reinforced hole in the upper right aileron; to its horn; to a guide in the upper right wing LE; across the upper wing LE to a wire guide on the left upper wing and then through a similar left wing routing all the way back to the servo arm. Phew! By the time we had the three aileron controls done, we all felt like we had 8 thumbs and two fingers! But it sure looks cool to have one servo drive 4 ailerons and almost no weight added.

The elevator and rudder controls with their pushrod-in-a-tube activation were simple by contrast. But first we had to glue on the tail feathers. The wire undercarriage struts were bent and soldered to the axle. Scale di-ameter wheels can handle reasonably mowed grass. Adding the motor, cowl, gun and a painted pilot com-pleted construction. The efforts were starting to look like *1½ Strutters*.

But a war plane must have markings. The roundels and other insignia are all hand painted, as was done in 1914-1918 war-time Europe! We had more good natured "digs" at each other over the pronunciation of "roundels". Is it "roundels" as the Brits and South Africans say it, or "roundels" as the Americans say. But then as Keith points out: The Americans do like to put the emphasis on the wrong syllable! Once we had fin-ished insulting each other, the receivers and ESCs went in - with the help of forceps.

Engines of that time were heavy so WWI planes had short noses. As models they are notoriously tail heavy so I designed the model *Strutter* with a slightly longer than scale nose. However with the batteries added, our planes were nose-heavy! We overcame this by shoving the battery back above the lower wing. Total weight with battery is about 10 oz.

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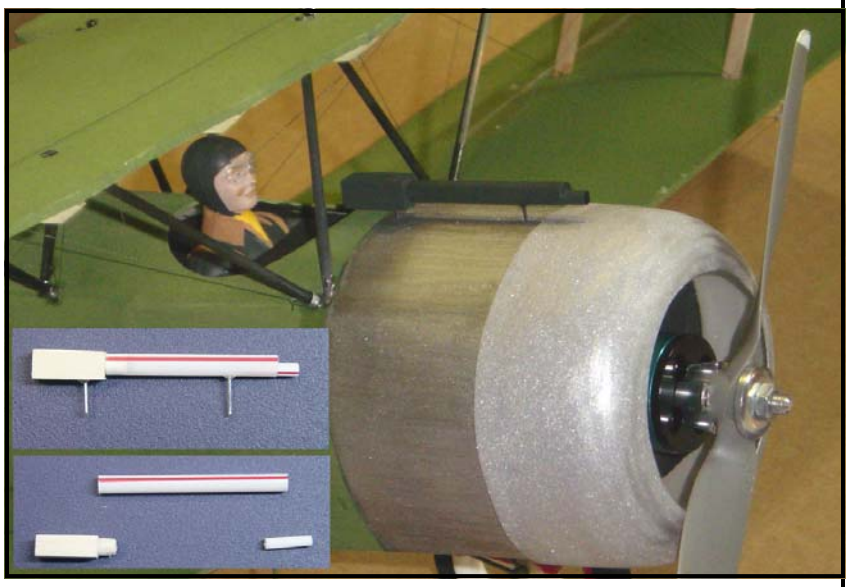
Sopwith 1½ Strutters (cont.)

Flight testing



As soon as one of the planes was complete, we took it to the field to test-fly it. If necessary, we might be able to make modifications to the other two prior to completion. A ground crew of three men is probably overkill for a 10-ounce plane, but the three of us gathered around for that first flight. Unlike an ARF that is supposed to fly, there is a significant element of doubt with one's own design. Taking off for the first time always gets the heart pumping a little harder, even for an inexpensive little 10 oz foamy.

The first *1½ Strutter* lifted off and headed for the heavens. A bunch of down trim was needed. Rudder and aileron were about right. Half throttle was plenty for scale flight. Because of the teamwork to build the Strutters, we each took the sticks for a few minutes of that first flight. Keith was third to fly, but first to commit it to a loop and found plenty of available power to pull nicely through the loop. If you are not looking for scale performance, loops can be extremely tight. Rolls are a challenge and need plenty of down when inverted. Sustained inverted flight is possible although not scale at all. A stall is just a hesitation in forward flight, before the nose drops and flight resumes. I have not yet been able to spin my *Strutter*.

This is a good plane on which to practice rudder use. Turns are significantly "cleaned up" with aileron and rudder coordination. I also like to climb at full power until the plane is hanging on the prop and starts to tail-slide, then kick full rudder for a great looking stall turn. On mowed grass, a nose-over on landing can be avoided by carrying some power all the way in. The extra air-flow over the elevator is enough to keep the tail down.

After our fuel-powered planes are grounded by the club's "one hour before sunset rule", the three of us spent some enjoyable evenings flying our scouts in the still air before sun-down. We enjoyed those still-air evenings until each of the *Strutters* met its demise. We all experienced a rib delamination problem discovering that with foam, any glue joint under tension (pulling) is very weak – especially when left in a warm vehicle. The ribs separated from the wing panels! Don has yet to fix his, but after Keith and I repaired ours, we managed to mid-air when trying to fly too close to each other.

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Sopwith 1½ Strutters (cont.)

An engineer believes that nothing exists that can't be improved. So after the mid-air which demolished my aircraft, I built a fourth *1½ Strutter*. This one has a scale nose length and the elevator and rudder servos mounted back in the fuselage so the battery can sit in the hatch opening. I reduced the wing incidence and added about 2° of motor down thrust to reduce the climbing tendency. For the wings, I added 1/32" balsa strips to which the ribs are glued to avoid the delamination issue. We are at the start of winter as I write this, so I may have to wait for warm weather to see if the latter is successful. This one flies like the others, but without the significant amount of down trim. *Strutter* number 4 also has a rear gunner to watch for enemy on my "six". He must be very good, because I have not been shot down yet!

We achieved our goal which was to build the small electric planes and introduce Don and Keith to electrics, but there are a couple of additional outcomes: There is a level of satisfaction in flying one's own creation; and frequently hearing "Who makes that ARF?" or something similar. The evenings devoted to model aviation, shared with guys with similar interests in model aviation were most enjoyable. We shared ideas, build tricks and occasional good-natured insults.

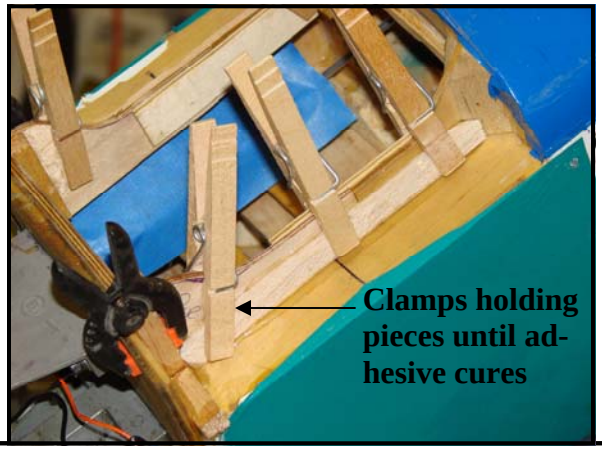
Here's to the 1½ Strutter that quietly influenced aviation in the 1914/18 war and the model that quietly flies the evening skies over the RCCD field.

By Noel Hunt

Tips, Tools, Gizmos & Gadgets

There never seem to be enough clamps when you want them The quick solution would be to use clothes pins but we all know that they pop off the work as soon as you apply them due to the non-parallel jaws. What if they had parallel jaws. Wouldn't that work? Take your wooden spring loaded wooden clothes pins, set them in a vice and saw some of the wood of the jaws until you get a relatively parallel set of jaws. Now they will behave as desired.

Clothes pins cut to give parallel jaws



Clamps holding pieces until adhesive cures

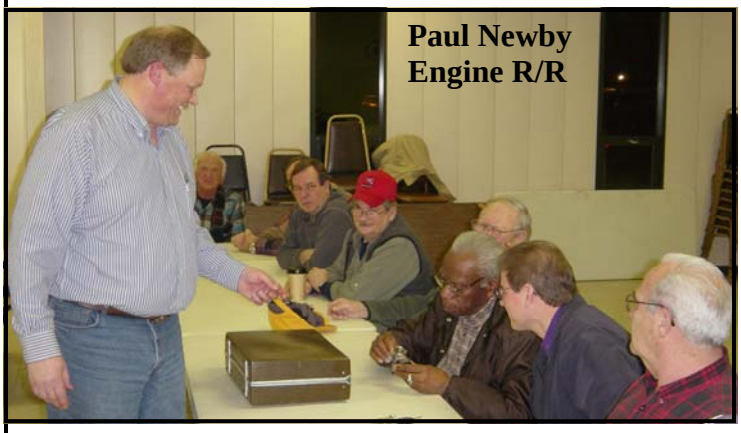
Now I suppose that the obvious solution would be ...don't crash so you don't have a need to repair but we all know that won't happen (thought I'd say that before my friends did)

Lou Tisch

Ground School at RCCD

While flying is probably the primary reason that we take an interest in model aviation, there are many other aspects that can enrich the experience. Aspects like learning about the planes we fly, how we can fly them better, how to maintain and repair them and their components, learning about emerging technology, becoming aware of new equipment, etc.

RCCD is fortunate to have a number of members with a breadth and depth of skills and experience in many facets of model aviation, and through the Ground School sessions, these guys are generously sharing their expertise. If you are new to model aviation, you won't find a better way to learn than by attending the Ground School, where you can see and touch stuff and ask questions of guys who know their subject. We are also seeing seasoned modelers in the audience at Ground School. They support the presenter, but are finding that they learn nuances that they may have missed in the past. As you can see from the pictures, in addition to the serious learning, there is some serious enjoyment going on too.


Paul Newby Engine R/R

Larry Parker "stored" a plane for a few months in the woods to the east of the flying field, so Paul Newby rebuilt the engine at the January Ground School showing us how, including replacing the bearings. When Paul talks engines, there is a wealth of tidbits that he adds, as well as a good dose of humor.


Darrell on Glassing

I led a look at the rapidly developing area of electrics, Adam Hartzel introduced us to helicopters, while Russ Hope and Darryll Rohrbeck covered (get it!) coverings. Film coverings like Monocote, as well as fabrics and fiberglass were demonstrated, with opportunity for hands-on learning.

We had a series of sessions that started with what to do before an aircraft's first flight to give it the best chance of a successful maiden; we looked at flight dynamics to help understand why aircraft fly, and more importantly why they stop flying – when we don't want them to; or don't fly where we want them to!; and finally we looked at what it takes to trim a plane for optimum flight characteristics.
This latter was done "live" on a plane at the field so the results of the adjustments could be seen.

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Ground School at RCCD (cont.)

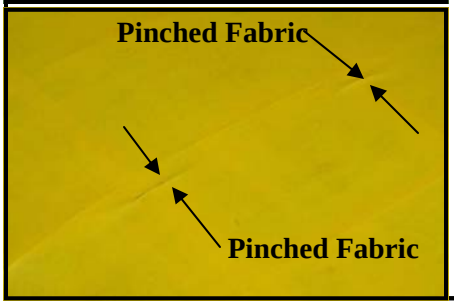
We even looked at the world of full-size aircraft. First, EAA Chapter 13 president Rex Phelps talked about constructing his home-built Kitfox and we got to walk around the plane and "kick the tires" at the Ray Community Airport. We were also privileged to take a look at the progress on the SPAD that is being built at Selfridge Museum, by a team of guys including RCCD members Sam Blaga and Darryll Rohrbeck.

Possible 2009 topics for Ground School include gasoline engines; hot-wire foam cutting; a visit to the Selfridge Museum to see the rest of the displays; trim and lettering using Monocote; a repeat of flight dynamics aimed at newer members; Buddy-box aerobatics; and flying helicopters – potentially with a chance to try it yourself!! If there is a topic you would like to see on the schedule, or one you can present, let me know.

Ground School is held in the evening, on the 4th Tuesday of the month. Check www.rccd.org for locations and starting times. These are great opportunities to share ideas and talk model aviation, so put down the CA bottle, turn off the re-run on TV, and join us.

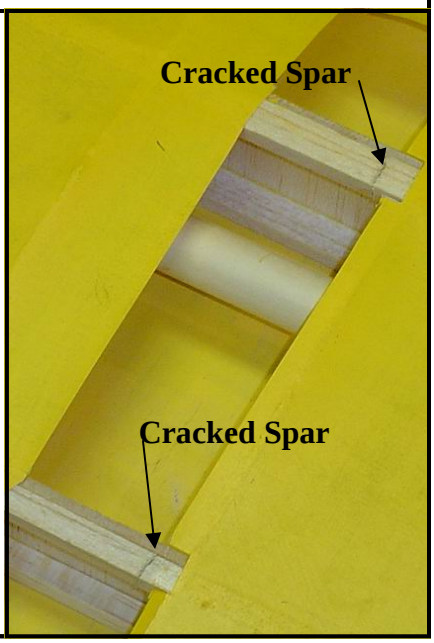
by Noel Hunt


French Spad at Selfridge



Post Flight Checks

The little Blue & Yellow PT-18.5 on the left is a favorite flier of mine. It behaves well and is predictable. After one Spring flight, I had a long roll out that dropped out of sight into the wet, low lying area at the NW end of the field. When I got to the plane, it was upside down but appeared to be in fine shape. When I got back to the bench, I noticed a couple of small "pinches" in the covering next to a rib. I almost ignored the pinches but decided to check the wing. When I flexed it, I found that when the plane flipped, 2 spars had snapped. The wing sprang back into position and the only "tell" of any problems were the "pinches" in the covering. Had I ignored that, I'm sure the wing would have failed on the next flight. With the covering stripped back (picture on right), you can see where the spars were snapped. It was an easy fix and I was back in the air the following day. Lou T.



Four Stroke Rally-2008

The sound of the four-stroke motor is like no other. There's that slow, methodical throat to it that is unmistakable. Now, put an entire day together with nothing but model airplanes with 4-strokers and you'll wonder why we don't do this all the time.

CD Skip Gizowski

This years Four Stroke Rally was again CD'd by Skip Gizowski and he did a great job. The flight line and pit areas were well organized and everyone was able to get in plenty of flights. If you didn't fly enough to suit yourself...it was your own fault. Reminds me of a saying…"...I didn't say it was your fault, merely that I was going to blame you". Well there was nobody to blame but self if you missed out. Following the event, there were plenty of prizes, grab bags and awards for all. I would also like to extend a huge thank you to all our sponsors who made this event possible with prizes and products.

Whatever it was, it appears that Don liked it!

Continued on page 14

Four Stroke Rally-2008 (cont.)

Flight Line.
There was no shortage of planes.

Dave Durocher-GP Super Chipmunk
81' WS-OS200FS-18x8 MAS Prop

Steve Surbaugh
Super Sportster OS 70 FS

Wade Wiley-Curtis JN-4 Jenny.
105" WS, powered by a RCS 45VT FS

Jim McCoul— scratch built Antoinette. It's powered by an OS.91FS.
96" WS & take special notice of the carved cylinders to match the motor.

Four Star

Funtana

Waco

Stearman Bipe

Jenny in Flight

Continued on page 15

Four Stroke Rally-2008 (cont.)

Ernie helping Skip with his YAK

Dave Keats-profile stunter

Towline Glider

Lou Tisch & Cub
ARF with OS 70 FS

Willie McMath-Giles 202
72" WS, YS 120, Scratch Built

Intro Pilot Instructor Russ Hope.
Dustin Bramos & Nick Koppitch

John Miklas-Hellcat. Everything is ready for flight and gets his son's...go ahead. Once in the air, the cowl slid forward, tearing up the cowl, shattering the prop and downing the plane….doh. Now, folding wings, it's perfect for Carrier Duty.

Merlin McClellan and Don Veres prep-ping Merlin's B-24 for flight.

Keith Jones-Spitfire
ARF with Saito power.

Great Day of Flying …..Lou Tisch

Swap Meets & Unique Aircraft

It's well known that I'm a swap meet junkie and always on the lookout for unique craft. This Spring brought a doozie. The fella I bought it from knew nothing of the plane so it was up to me to do some research. Three things from the model jumped out at me so I lit up Google. A quick search for Hawks Aircraft, Gruen & "Time Flies". I quickly found that the full scale plane had been designed & built by the Granville Brothers (Gee Bee designers) for Frank Hawks (Hawks Aircraft), sponsored, in part, by the Gruen Timepiece Company and named "Time Flies". Frank

even raced this craft against the famous Jimmy Doolittle.

Interestingly, during take off, the pilot seat was elevated but then dropped down during flight with the canopy dropping

down onto the top of the airframe for aerodynamic advantage. Viewing during a race was through the teardrop windows on the sides of the aircraft. Inevitably, the plane had crashed and was rebuilt by a fella named Miller and renamed the Miller HM-1 and a proper cockpit was added.

This model sports some nice scale detail, from the hand made insignias & cowl printing to the scale exhaust and motor. The 5 cylinder radial was reproduced by carving 4 extra cylinders in the same style and color as the ASP 1.08 Redhead, 2-cycle motor that was installed for power along with a unique Maloney-125 exhaust. This Hawks Gee Bee (as it had been called) sports a 72" wingspan and should be an interesting model to fly. This must have been somebody's Winter Scale Project and a lot of care went into this model. This is going to be a fun Summer and I hope I can do this model justice.

Thanks...Lou Tisch

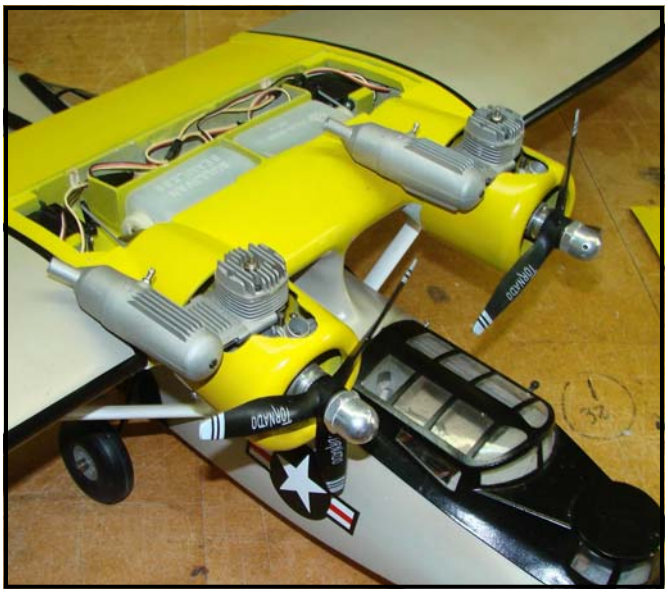
Classified Section

Cessna Skylane

Built by Bill Hackett from Hostetler Plans
Wingspan: 115” **$3000 obo**
Engine: Toto 70 Twin
Contact: Bill Hackett 586-749-9494

PBY Catalina

Manufacturer: Unknown
Very well built
Clean installation of motors & radio
Requires balancing, fuel lines & Rx Installation
Wingspan: ~60” **$400 obo**
Engines: pair of OS .25 FX
Radio: Futaba T6XAs
Everything new, unflown, unfueled
Contact: Len Centala 313-884-1081
SCS/GP area



Classified Section

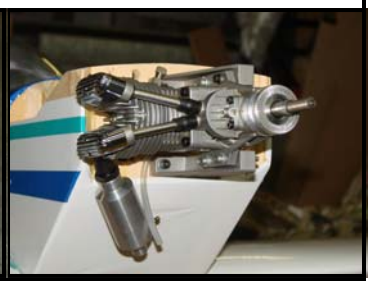
ACE RC-EXTRA 230-RTF

This is a kit-built, ACE RC, Extra 230 with a 96" wingspan & length of 75", G-62 Motor w/Bennett Smoke Muffler, Receiver, Servos, Smoke System and it is ready to fly. I do not know who manufactured the kit. This Extra 300 is monokote covered and appears to be unflown but I am not positive. It is in very good condition.
Asking $700 obo


Hanger 9-CAP 232

This is a CAP 232-120 by Hanger 9 and is recently built, new and unflown. It comes with a new Saito FA180 FS with one tank of fuel run through it on the bench. Has a Dynathrust 18x8 Nylon Prop with 3" Tru-Turn Aluminum Spinner. Also has Aileron (2 NES 517), Rudder (HS 645MG) & Elevator (2 HS422) servos installed with control rods & Pull/Pull on rudder also installed. Switch is included but is not installed on the fuselage yet (see pic). It has an upgraded tail wheel assembly. I have not installed the fuel tank, or throttle servo but that is included.
Asking $700 obo

Contact: Lou Tisch
duckguylsb@Juno.com
586-709-5378 (cell)
(see business card this page)
Lock Stock & Barrell, Inc.

Anchor Bay Models

(renamed from MALT Model Aircraft)

Mike Andros & Lou Tisch purchased Grant's Custom Aircraft out of St. Clair and relocated the operation to Lou's Shop in Clinton Township & added 2500 sf to the operation (see LSB card below). Currently, there are molds for 10 models, including: PBY Catalina (109" ws), Grumman Widgeon, Republic SeaBee (single & twin), Lake Buccanneer, Christen Eagle, several Mustangs, Pylon and fun-fly ships.
The 1st kit to introduce will be the SeaKing (Red plane shown below)
As operations progress, we will be presenting the model kits in succession. Keep your eyes open for the introduction of our first kit.

Thanks all, Lou Tisch & Mike Andros

Full Scale Aircraft photos courtesy of aircraft websites




Classified Section

Bill Hackett's—Super Decathlon—101" Wingspan

This Super Decathlon is another excellent model built by Bill Hackett. It has a 101" wingspan and has 5 great flights on it. He wasn't sure at the time just what motor is in it but you can give him a holler.

Asking: $2000 obo
Built by Bill Hackett
Wingspan: 101"
Contact: Bill Hackett 586-749-9494

RADIO CONTROL CLUB OF DETROIT

Lou Tisch-Editor
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Email: duckguylsb@juno.com

Gravity Wins !

We're on the web
www.rccd.org

Coming Events-2009

May 01, 2009	Informal Flying at Field
May 02, 2009	Brag Day at Field
May 03, 2009	Electric Fly-In at Field
May 05, 2009	NO Club Meeting
May 16-17, 2009	Great Lakes Combat Championships
May 26, 2009	No Ground School
June 09, 2009	Kid's Night (R/D TBD)
June 13, 2009	Big Bird Fly-In
June 14, 2009	2x2 Rally (Multi Wing/Multi Engine)
June 23, 2009	Ground School-Selfridge Museum
June 28, 2009	Great Lakes Scale

Please check the website for updates and changes to the schedule: www.RCCD.org