

Radio Control Club of Detroit



The wind is our friend

Gravity wins!

Volume 56: Issue 2

Newsletter Date Nov. 2009

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EAA Chapter 13 & RCCD 2009 Fly-In

I climbed into the rear seat in the cockpit of Dave Shirey's Varga, strapped in and readied myself for a nice scenic ride over the St. Clair countryside. Dave warmed up the engine, slid the throttle forward and we taxied to the South end of the runway. After checking all the controls, Dave ran the motor up and we were racing down the runway at over 100 mph and I'm thinking..."I'm just put

Dave's Varga



my life in the hands of a fella I just met a short couple hours ago". Hmmmmmmmm! Too late to ponder that now. Once airborne, I got two photos shot out the window and heard, "...you wanna fly it?" I wasn't sure I heard right but I was quick with a "yes, I'd love to". Well, Dave said to grab the stick in front of me, the throttle is on the left and put your feet on the foot pedals and it'll be all yours. Holy Smokes! What a rush!

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Varga
Cockpit

The Varga was "mine" for a good half hour. We flew over the St. Clair River and "into" Canadian Air Space. Does that make me an "Aerial Alien"? Dave pointed out the GPS tracking and the line he wanted me to follow to get back to the runway. Wow, the marvel of modern electronics is something to behold. I guess the GPS is a required as there's no gas stations up there to ask for directions. Dave let me bring the bird around until we got onto "base" and then he took over the controls. I did notice that the runway space in the trees looked awful small. Dave said "...it gets bigger as we get closer". I did thank him for that.

Continued on page 3

The Presidential Podium



As I sit down to write this, it is the 17th of November and we are pretty much through our season. This season sure “flew” by. We have put some very successful events in the books this year and hopefully next year will be just as successful. We are planning on continuing with the same events as we had this year, with the addition of a pattern contest and also an additional event which will be announced at a later date.

I would like to thank the Field Committee (Bob, Larry, and Mel) for the great job they did trying to keep up with the grass cutting. It seemed like it needed to be cut every other day because of the wet weather, but they did an excellent job. Also, Bob has decided to step down as the head of the field committee, and Larry has stepped up to the plate to take over again. Please give him the proper consideration as he tries to keep ahead of mother nature.

This year (knock on wood) we had only a few minor injuries at the field, which is something that I am really thankful for, and the biggest problem was the hordes of Deer Flies that descended on most of us at the field.

We also had a full complement of ground schools, thanks to Noel, and hopefully next year will bring more of the same caliber. You should really plan on attending our ground schools as they are very informative and a great chance to get together with friends that have a similar interest.

We had been having a heck of a time trying to come up with a location for our business meetings as we had lost the use of the Rosso Memorial Hall, but the good news is that we have pretty much settled on the Tucker Senior Center in Harrison Township. Hopefully this will bring back some continuity to our meetings.

So far this year our treasury seems to be running about the same as it has the last couple of years, and given the economy, we should be quite pleased with where we are at with the bank accounts so far

Don't forget the Christmas party on the 15th of December and also club elections on the 3rd of December. See you at the field, 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 with the Club Secretary 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. I'd like to be the “editor” as opposed to the “writer”. ;)

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



2010 RCCD Membership Renewal

When filling out your renewal form, please read it carefully. Regular dues are \$75.00 and senior dues are \$55.00. If you have your work card to send in, you deduct \$2.50 for every hour worked up to \$25.00. With 10 hours or more, deduct the full amount of \$25.00, making the regular dues \$50.00 and senior dues \$30.00. Juniors are still only \$13.00.

This year let's everyone try to get those dues in before the deadline of January 31st. February 1st there is a \$5.00 late fee. March 1st you are dropped from the club roster and you'll have to pay the initiation fee again to get back in the club. Forms can be downloaded from our web site (www.rccd.org) or picked up at the meetings. Let's pay early, it saves you money and makes it easier on Bill and Steve.

Please sign your name and don't forget to enclose a self addressed stamped envelope and a copy of your AMA card along with your check and the completed form.

The Membership Committee

EAA Chapter 13 & RCCD FLY-IN 2009 (cont.)



Kitfox



Kitfox



Luscombe

This event was organized to share both of our hobbies...that of the EAA (Experimental Aircraft Association) with their full scale airplanes and RCCD (Radio Control Club of Detroit) with our Radio Control Model Airplanes...less than full scale. Our instructors took the EAA members “up” with an RC model using a “buddy box” which has a switch that allows the instructor to regain immediate control as necessary. This promotes absolute confidence building for the new pilot as success is assured and accidents can easily be avoided. The new pilot really gets a “feel” for flying an RC model Airplane.



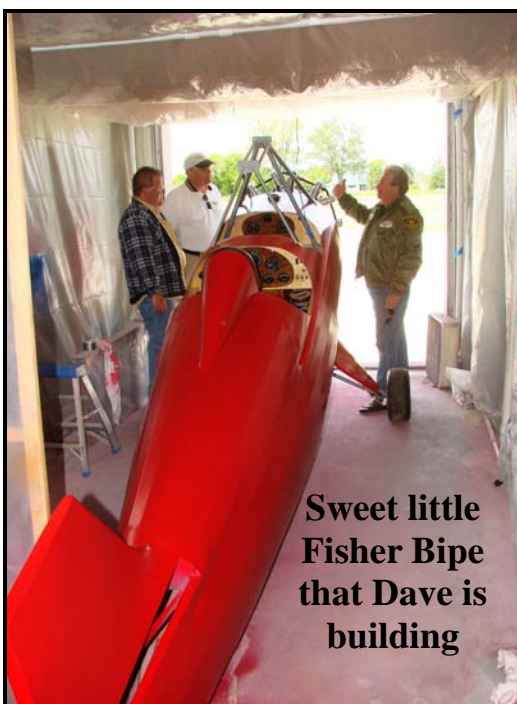
Dave's place

On the other hand, the EAA Chapter 13 members took any RCCD members, who were willing, up in a full scale airplane. The result was wide smiles from all involved. There was a myriad of different full scale and RC models on hand at this private airport on Dave's property...Dave's Landing. Dave lives right on the property and has several hangers for storage and building. He always has a something in progress.

As we stepped over to a “work hanger”, a huge Rotec 7-cylinder radial engine from Australia was our first inclination that something special was going on here. Dave has been working on this Fisher Bipe for sometime and it should be flying in a year or so. Most of the building and covering is finished and Dave has now moved on to the painting and assembly stages. What an incredible project.



**7-Cylinder
Rotec
Radial**



**Sweet little
Fisher Bipe
that Dave is
building**

Dave's Fisher Bipe, as of November, is complete and ready for federal inspection. I'm looking forward to seeing this ship in the air at the 2010 Fly-In. Very cool !



Continued on page 4

EAA Chapter 13 & RCCD Fly-In 2009 (cont.)



Tim Toutant-Bipe Prep

The entire day was interspersed with take offs & landings of Full Scale as well as RC Models. We all used the same runway and “airport control” by the Air Boss was handled very smoothly. There were demo flights by both the Full Scale pilots as well as the RC pilots. We had the RC instructors with students in the air along with club members flying their own planes for fun. The event was started off with a demo of Combat Flying by several of our members. Yup, Combat! The object is to cut a trailing streamer, not the RC model...though both happen on a regular basis.



**Team Gilkey
Combat Ready**



**Larry Chaltron
Readying for Demo Flight**



Full Scale RV-6 on a Low Fly By



**RCCD Avistar
Ready for Next Trainee**



Kitfox Lite

Whether you wanted to fly or be flown...Full Scale or R/C Model, the opportunity was there for everyone. There was also plenty of food available for lunch. We couldn't have wanted for anything.

One of the measures of success of this event was the continuing questions as to whether we will make this an annual event. So far, it looks like all are willing and we'll just have to keep our fingers crossed and put our heads together on the planning.

Thanks to Rex Phelps, Dave Shirey, Noel Hunt and all who made this great event happen.

Lou Tisch

2009 - 4th Annual Electrics Event



Our 4th annual Electrics Event was another resounding success. It has grown each year, partly because of the general growth in R/C electrics and partly because the word is getting out that RCCD puts on a great Electrics event. Fifty registered pilots brought and flew over 100 models representing a wide variety of electric-powered aircraft. There were small ones and big ones; fast and slow; beat up and show quality; helicopters and powered gliders; WWI bipes and EDF jets.

Highlights of the day were demonstration flights by Keith Shaw, of two of his larger

aircraft, an 82-inch, 14 lb., 1200 Watt Bearcat and a very rare Moeller Stomo. The original Stomo was designed and built by Hans Moeller, a 20 year old draftsman who was also an avid modeler. The Stomo was his first man-carrying plane and with it he competed in the local aero-competitions in the low horsepower class. It had a 25' span, weighed merely 560 pounds with pilot and 5 gal gas, and was powered with a horizontal twin motorcycle engine of 18 Hp! The plane won the speed event at 98 mph and the aerobatic class also. Later he upgraded it to a 40 Hp, 4 cylinder motorcycle engine that he modified to run inverted. It also won the aerobatics class and the speed at 121 mph.



Keith's 28% model spans 84" and weighs 7.5 lbs. It is powered with a geared Astro brushless 40 on 8 A123 cells turning a 15/10 APC prop. At full power it pulls just a little over 500 watts giving it excellent performance matched to a very efficient airframe. Flight times vary from 9 to 14 minutes, depending on throttle use.

Chris Haas also flew a large Bearcat. These three aircraft show how far Electric propulsion has come.



The midday breeze may have grounded a few planes but otherwise the weather was almost perfect. I was even able to fly the 4-engined Handley Page WWI bomber with its very light 4 oz/ft² wing loading. All the pilots seemed to have a good time and for that we thank the hard work of the numerous club members that helped out under the leadership of CD Mike Pavlock.



A special thanks go to the generosity of our sponsors: Castle Creations who have supported us all 4 years; Prop Shop Hobbies; Flight Line Hobbies; Air Land and Sea Hobby; and Air Hobby RC. Please favor them when you are making your R/C purchases. (It's not hard to as they all have great service, great products and good prices too).



By Noel Hunt

BIG BIRD FLY-IN 2009



Joe McMillan's
Taylor Craft

Fly-Ins are expected to be the best weather flying days of the year. But, as with many of our events, the Big Bird Fly In-2009 began wet & slow with planes covered with plastic (Joe McMillans Taylor Craft), waiting on the flight line. That wet weather lasted only a short time before the rain cleared out and the rest of the day was calm & perfect for flying. We had everything from Lou Tisch's Tundra Cub (big tires & 80.5" ws), through single IMAC, twin & 4-engine warbirds to a 3-engine camouflaged Ju-52 by David Stroup.



Lou's Tundra Cub-OS.70FS



Richard Javery performed well with his Yak 55. Gary Weaks flew nicely with his Piper twin & his P-47, both scratch built. This flying was accompanied by Chris Tucker with his Zero & Corsair with some nice single and formation flying. Jim Beavers flew his scratch built B-25 very scale like. Ken Sulkowski had some minor, last minute, field repairs to perform on his Military Cub.



Richard Javery
Yak 55



David Stroup
Junkers Ju-52



Gary Weaks
Piper Seneca



Gary Weaks
Zirol P-47 Jug



Jim Beavers B-25



Chris Tucker
Zirol Zero



Chris Tucker
Byron Corsair



Ken Sulkowski
"Just one more
Tap should do
it"

Continued on page 7

BIG BIRD FLY-IN 2009 (continued)



Jim McCoul
Fierce Arrow

Jim McCoul brought his scratch built flying wing with a Quadra gasser for power. John McCormick had the honor of the maiden flight of The Wing (Fierce Arrow), but aborted the take-off as there was not enough "up" elevator to get it off the ground, much less fly it comfortably. All it will take is a bit of adjustments and it will be ready for the air.

The big highlight of the day was a show & tell of "the Bear" by George Maiorana. George scratch built this model from the plug to the mold and then to the finished plane. The landing gear were built by George and are marvelous works of art. He also designed the counter rotating propeller unit for power and built the 4-blade props as well. This model took top honors at the Toledo Show in 2008 and George & Dave Pinegar (Dave is George's pilot in team scale) won 2nd best in Team Scale at Top Gun 2009 with "the Bear".

This Big Bird Fly-In continues to get better and more fun each year. Special thanks to our supporters, The Prop Shop, Flite Line Hobbies, Anchor Bay Models.

Lou Tisch



George Maiorana
"The Bear"
Carrying Jig



"Willie...your plane is over to the right !"





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2x2 Rally & Fly-In 2009

**Tim Toutant
Pitts Python**

**Jim Beavers
B-17**



RCCD needed something to address the models with multiple engines and multiple wings.....thus, an event was created specifically for models with "2 or more wings" or "2 or more engines". Tim Toutant with his Giant Pitts Python Bipe and Jim Beavers with his Giant B-17 are great examples of what we had in mind for this event.

**Wade Wiley-Curtis Jenny
105" ws RCS 45VT 4S**



**John McCormick's
Hawk & Ultimate Bipes**



**David Stroup
Junkers Ju-290**



**David Stroup
Junkers Ju-52
Transport**



The variety of planes was amazing. Wade Wiley with his huge Yellow Jenny Bipe with a 4-stroke gasser and John McCormick flying his Hawk and Ultimate Bipes. Dave Stroup flew both a 3-engine Junkers transport and a 4-engine Junkers Ju-290. Very impressive machines.

Junkers Ju-52



Cont. on page 9

2x2 Rally & Fly-In 2009 (cont.)



Jim Beavers with his Don Smith Plans, scratch-built B-17. This Bomber has Robart Retracts, 4 Saito FA91FS motors and sports a 139" wing span. On top of that, this giant is a great flier.



Just a quick pass by Wade Wiley with his Curtis Jenny. You can find some video of this Jenny on the club's web-site-video page.



The REAL THRILL of this entire 2x2 venture was a visit from a Twin Rotor, Chinook Heli out of Selfridge Air Base. This Giant dropped into the control line field and rolled out the carpet for us to tour. We were able to walk through the Chinook and ask any and all questions we had on the Chopper and it's Missions. The



crew was very accommodating and patient with children and adults (that would be the big children) While some of us were touring the Chinook, part of the crew took turns on the buddy box with our flight instructors and got some "hands on" stick time on an R/C Model. Now, even though they got stick time on the model, they were reluctant to allow the return stick-time favor on their Chinook. Ok...it was worth the try anyhow.

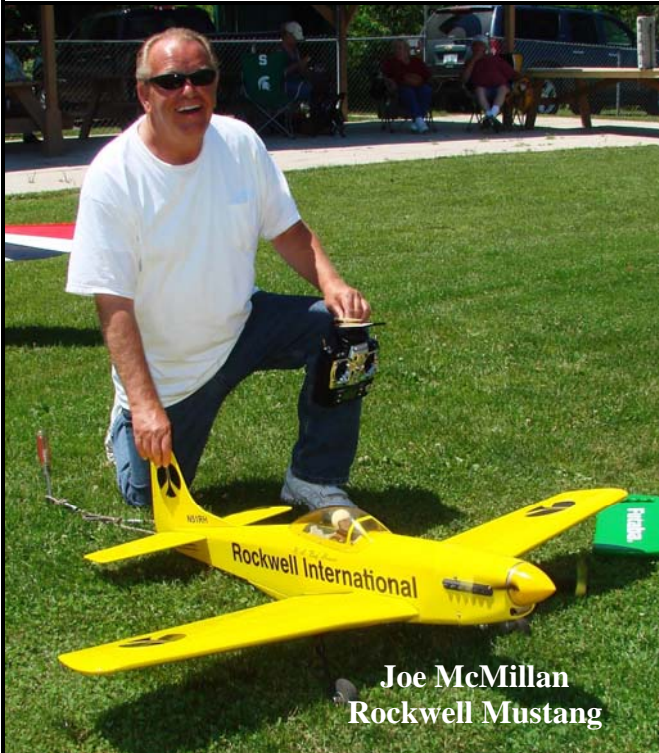
It looks like our 2x2 Event was a real hit and is in the schedule for 2010. You have the Winter to get ready.

See you later.

Lou Tisch



Scale Fly-In 2009



Joe McMillan
Rockwell Mustang

Looks like Joe McMillan is ready to get this Scale Event moving. The Rockwell Mustang is fired up, and ready for the flight line. Let's Rock!



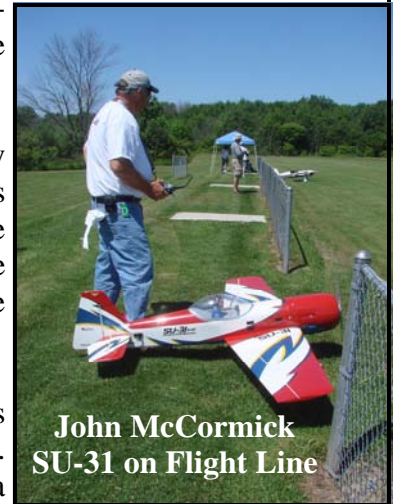
Tim Toutant
Electric Jet

Looks to me like Tim Toutant is right on Joe's heels, getting his Electric Jet into the air. Noel Hunt is cranking up his Goodrich Racer to get to the flight line but it looks like John McCormick has beat him to it with his SU-31 Sukhoi. Not that it's a big race to get to the flight line but it doesn't take long for the "pattern to be full" (that was a Top Gun reference) as you can see in the picture at the bottom left.



Noel Hunt
Fueling Up

It's somewhat of a rare event day NOT to have rain that everyone is looking to be sure to get into the air. Blue skies pretty much assure us that ...if you want to fly, there will be time and space.



John McCormick
SU-31 on Flight Line



**Looks like we've got
a Busy Flight Line !**

Peter Vanheusden, showing off his new Extra 330, prior to flying. There's no rush and it's always a good idea to get a nice shot of any new plane prior to a flight, to give you something to remember it by...just in case.

Peter Vanheusden
Extra 330



Continued on page 11

Scale Fly-In 2009 (continued)



**Lou Tisch
Corsair & J-3 Cub**

Lou Tisch is ready with his Corsair and Tundra Cub (big wheels). Both planes are flown with 4-stroke motors, Saito FA120 in the Corsair and OS.70FS in the Cub.

Joe McMillan's Taylor Craft is tied down, ready for fueling and flight. This is a great looking model in the air and flies very scale. This is an ARF that Joe has put a lot of extra detail into.

**Joe McMillan
Taylorcraft**



Larry Chaltron's ship

Larry Chaltron is taxiing out and ready for the air. It's nice to see this ship all in one piece, with it's landing gear intact and no holes in the side (that would be an inside joke).

Giant Chipmunk, awaiting fueling and flight. I don't recall who owns it.



Chipmunk



Culinary Cuties

Our Culinary Cuties deserve a round of applause as they keep the pilots fueled for flight. Thanks much ladies.

Special thanks also to a great job by CD Keith Jones, you put on an fun event that was enjoyed by all who attended.



**Tim Toutant
Electric Jets**

Plaques are presented by Keith Jones to Calvin Mitchell and Joe McMillan for their performances during the event.

Thanks All !

Lou Tisch

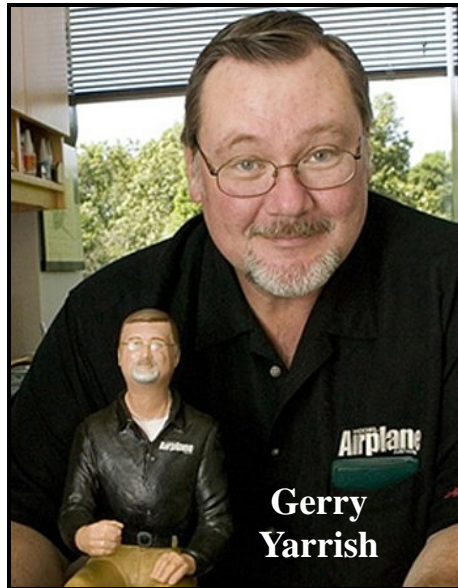


Pilot Portraits by Michael Brent

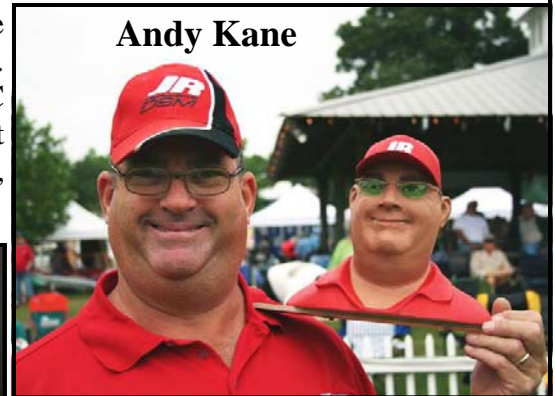
You've wanted to put yourself in the Pilot Seat...well, it's possible without having to pay thousands of dollars for that full scale ship. Now, you can have a personalized one-of-a-kind pilot for your R/C Airplane from Pilot Portraits, carved directly from Light-Weight contest-grade balsa to look JUST LIKE YOU. Meet Michael Brent, the incredibly talented artist who brings you this unique product.



**Brad
Parson**



**Gerry
Yarrish**



Andy Kane



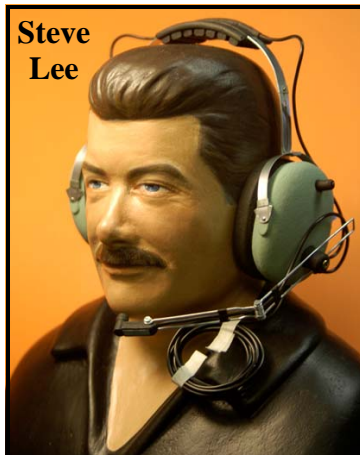
Michael Kranitz

Here's how to make this happen. Simply provide digital photos of yourself by following the guide below:

- 1- Measure the area within your cockpit from the canopy floor to the top of the clear canopy where your pilot will sit.
- 2- Measure the width of the canopy floor from left to right making sure this is the exact area where you will mount your pilot.
- 3- Provide 4 photos (jpegs if possible) of the person who will be carved in balsa: one of the front of the face; one of the left side of the face; one of the right side of the face. Finally, one of the back of the head.
- 4- Stipulate whether your radio control plane is 1/5 scale, 1/6 scale, quarter scale, 27%, 31%, 33%, 35%, 40%, 50%, etc.

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Michael Brent Email: mikebrent@charter.net
<http://www.mikebrentart.com/pilotportraits.html>



**Steve
Lee**



**Velvet
Sky**

Each pilot is made-to-order and scaled to fit your R/C Aircraft and yours alone.
 Lou Tisch

Four Stroke Rally-2009



Always a fun and well attended event, our **4-Stroke Rally** was a resounding success again this year. CD, Skip Gizowski, puts a lot of time, thought and planning into activities and prizes for this event and the results speak volumes for his efforts.



Continued on page 14

Four Stroke Rally-2009 (cont.)



Keith Jones
AKM Spitfire-Saito FA 100 FS



Don Veres II
Hanger 9 P-51-Saito 120 FS



Mustang Fly By
Hanger 9 P-51-Saito 120 FS



Larry Chaltron
Composite Star-Magnum 120 FS



Larry Chaltron (w/ Tx)
Mayhem-Saito 150 FS



Couple nice ships
Ready for flight



Joe McMillan
Cessna Skylane
Assist by Larry Chaltron



Continued on page 15

Four Stroke Rally-2009 (cont.)



**Pete Vanhuesden
Super Skybolt**



**Club Demo Plane
Avistar**



**Noel Hunt
Avistar-Banner packed**



**Mike Pavlock
Sig 4-Star w/ OS.70FS**



**Ken Sulkowski
Space Walker & Ultimate 40**



**Hank Lawson
Twist OS.70 FS**



**Hank Lawson
T-28 OS.91FS**



**Willie McMath
Scratch built Giles 202**



**Bill Hackett
Cessna Skylane-Roto 70 V2 Twin**



**Lou Tisch
J-3 Cub OS.70FS 80" ws**



**Skip Gizowski
Winner**



**Mike Andros holding for Lou
Cermak Pitts YS 110 FS**

Safety on the Flight Line



Safety on the flight line is no accident but there are many accidents just waiting to happen if you are not aware of what you are doing. We easily fall into “habit traps” and don’t continue to evaluate our actions.

These “Safety Benches” at the field are only as safe as the user. Too many times I’ve seen a motor started, a hand reached around the spinning prop and the glow starter removed. That’s the first danger. The second endangers anybody in the vicinity and that’s trying to lift the model over the uprights and striking the prop on the 2x4. This can damage the motor but the insidious danger is the shattering of the prop and subsequent spraying of the prop pieces. There are safer ways to operate.



Once the motor is safely started, step behind the airplane and hold the plane with one hand. This gives you control of the airplane and prevents accidental movement of the model. Grasp the glow starter firmly and remove.

After the motor is running smoothly, grasp the model firmly with full control. If the model is slippery from fuel.....stop. Clean the model and restart.



Secure a firm grip on the model, lift the model straight into the air a couple inches so as to clear the back of the bench.

Take a couple steps backwards to completely clear the upright pieces of the safety bench.



Now it’s time to get away from the bench. Take a couple steps to the side and you are safely and completely cleared of the Safety Bench. Watch the wing tip.

You can now step forward with your model and head for the flight line. Remember...set the model down behind the fence. Do not step out into the



field to set your model on the ground. Taxi into position on the runway and announce your intention to “take off”. Make a controlled roll out, take off and have a great day of flying.

Lou Tisch

Classified Section

Cessna Skylane

Built by Bill Hackett from Hostetler Plans

Wingspan: 115"

\$3000 obo

Engine: Roto 70 V2 Twin

Bill Hackett 586-749-9494

(if no answer, leave message or contact NL editor)



Miscellaneous

Crash & Burn

I'll give it an 8.5. Nice height, nice form, good pull over, excellent penetration though just a little twisted on entry. Nicely done.

We all have heard of the "Slow Poke" model. It's an excellent flying machine but it's named Slow Poke for a very good reason. It's meant to be flown ... slow. If you fly it fast, the elevator flutters, shatters and you now have a "Fast Poke"...or so John McCormick found out on one nice, balmy flying day. As I recall, this was Brag Day...go figure!



Radio Control Club of Detroit
Presents their

"14th Annual Swap Meet" Sunday January 24, 2010

Time: Open 9:00am – 1:00 pm Food and Refreshments: Waffle
Location: **Same as Last year!!!!** breakfast 9:00 – 10:00. \$2.00
Knights of Columbus Hall Lunch to follow
23695 Mound Rd

Warren, MI 48091
[1/3 mile North of 9 mile on the west side of Mound Rd]
(see map)

General Admission:

Adults - \$3.00,

Children under 12yrs old - \$1.00

Children under 5 - FREE!

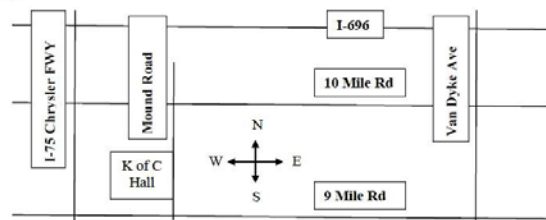
Free Parking

Door Prizes drawn every ½ hour

50/50 Drawings, Special Raffles all day

Contact: To reserve tables or for any other inquiries contact: Bob Hunt – 313-920-2329 or rahuntbuilders@gmail.com

Vendors: Tables \$20.00 each (includes 1 admission per table) \$18.00 if payment is received by Jan. 18th Table setup at 8:00 am. Vendors requested to stay until noon.



More Info: www.rccd.org

Classified Section

CG Ultimate BlueHawk Bipe-ST.90

This is a Carl Goldberg, kit built, Bipe ready to fly with your receiver. It is well built, very good condition, covered and painted but never flown. Has a Super Tigre (Italian) .90 2-stroke w/ 13x6 APC Prop, Pitts Style Muffler, 3" Aluminum Spinner, Battery (JR 4N 1100mAh), Switch & Charge Jack, Remote Fueler and Servos: Ail/Rdr/Elev (S9101) - Throttle (S148). If you need Tx & Tx, holler...I have several sets. Wingspan: 55", Length: 57" Asking \$550 obo



Aerodrome Flybaby Bipe

This is a Flybaby Bipe by Aerodrome, fabric & paint. It comes with an excellent running OS.48FS Surpass, all servos, battery and is receiver ready. Servos: Aileron (S148)-Rdr/Thr/Elev (HS425BB). Switch is included and installed inside the cockpit. I have put several flights on this and it's a nice flier. I'm moving to larger bipes so this one needs a new hanger. Wingspan: 44", Length: 38"

If you need a Rx & Tx to go with this plane, let me know as I have several sets available Asking \$450 obo

Ultimate & Flybaby Bipe
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 (see LSB card below). Currently, there are molds for 10 models, including: PBY Catalina (109" ws), Grumman Widgeon, Republic SeaBee (single & twin), Lake Buccaneer, 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 & Mike

Full Scale Aircraft photos courtesy of aircraft websites



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Barrell, Inc.**

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President

JERRY LIVINGSTON
General Manager

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

(leave message or contact NL editor)



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Qty	Heavy Duty JR or Futaba	Price	Ext price
Fut	JR	(22 gauge wire)	each
		4" servo extensions	\$1.50
		8" servo extensions	\$2.00
		12" servo extensions	\$2.00
		18" servo extensions	\$2.00
		24" servo extensions	\$2.50
		36" servo extensions	\$3.00
		3" "Y" splitters	\$3.00
		6" "Y" splitters	\$3.00
		12" "Y" splitters	\$4.00
		24" "Y" splitters	\$5.00
		Sw harness w chge lead	\$6.00
		Discount	%
		Shipping	
		Rev 1/31/08	TOTAL

Craft & Hobby Creations

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Email: jmccoulrc1@wideopenwest.com

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RADIO CONTROL CLUB OF DETROIT

Lou Tisch-Editor
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Gravity Always Wins !

We're on the web
www.rccd.org



"The Bear"

Coming Events-2009/10

- | | |
|---------------|-------------------------------|
| Dec. 06, '09 | Prop Busters Swap Meet |
| Dec. 15, '09 | Christmas Party |
| Jan. 01, 2010 | Informal Start of Year Flying |
| Jan. 24, 2010 | RCCD Swap Meet |

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

