Radio Control Club of Detroit

The wind is our friend! Gravity always wins!

Volume 60, Issue #1 Newsletter Date: March 2012

RCCD Scratch Build "Stick" Project 2011

The desire to scratch-build and fly something unique is alive and well – at least at RCCD (Radio Control Club of Detroit). ARF models provide a level of "instant gratification" for many of us, but there also exists a creative side that ARFs just don't satisfy. For some time I had been looking for a way to foster model building in our club's membership. From conversations with many of the club members, I recognized that we have members who want to build but do not know how to get started, and there are those who can build but need motivation to start cutting balsa again.

Independent of my desire, four friends got together to scratch-build almost identical models and had a great time working together. In a conversation with one of the four, Pete *Rattlesnake* Mlinarcik and I brewed a plan to expand this idea for more club participation. The aircraft was a custom *Stick* design and the timing was ideal – the beginning of the winter building season.

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Dick Babisch, Pete Mlinarcik, George Dudek and Joe Svatora…
the four friends who started it all.

Hello fellow flyers,

The new year is just beginning and the club is ready to get started on another great season. All of our sanctions are in and approved by the AMA for our events. Our Christmas party was very enjoyable as usual and if you missed it you missed out on a great time. Thanks again Rainel for pulling it off without a hitch. Club elections took place at the first meeting in December, (which were quite comically MC'd by Darrel Rohrbeck) and the result was that the entire existing board will return for another year with a few changes. Noel will now be our club Secretary and Peter will take over the Vice Presidents duties. I can't express how pleased I am that Noel, Mike, and Peter decided to remain on the club executive board. These three guys are a big reason that our club is in such great shape, and it is truly a pleasure not only to serve with them, but to count them as friends. Next up for events is the Swap Shop, which Bob Hunt is heading up again, and he tells me it is all set and ready to go. After that is the Model Airplane Show at Gibraltar, which according to Gordon is also ready.

I would like to thank Larry Chaltron for all the work that he has done over the years as our field Supervisor. Larry has decided to take a much needed break from the position, although if you know Larry, he will be ready whenever and for whatever we need him. Jim Fitch has volunteered to take over for Larry, and I know he will also do a great job. Please do not hesitate to give Jim a hand when needed.

Also, I would like to thank Ray Wahl for the job he has done as our club safety officer. Ray has also decided to step down from the position, although he has informed me that he will still be available to do our club CPR presentations and the like. Phil Laperriere has volunteered to become the club Safety Officer.

Don't forget to get your membership renewals in before March 1st to avoid the penalty fee.

Also, the club airplane building project is well underway. I believe we have over 45 members in the project this year, which is almost double last years involvement. The project will be the focus of several of our ground schools this year, so plan on attending. They usually make for an enjoyable evening.

If you have questions concerning anything dealing with the club, from field rules to scheduling to our instruction program, please consult the club website (**www.rccd.org**). It is a great resource to find answers to pretty much any question you may have.

Lastly, I would like to bring to your attention that this is the 60th year for the Radio Control Club of Detroit. I am still amazed that through all the moves and events that have took place in the past, the club is still viable and flourishing to this day. Please join me in pledging to do our best to keep it that way.

John

Officers:

- President: John McCormick
- Vice Pres: Peter Van Heusden
- Secretary: Noel Hunt
- Treasurer: Mike Pavlock
- Culinary: Jerry Laperriere
  Rainell Veres
- Web Master: Noel Hunt
- Field: Jim Fitch
- Safety: Phil Laperriere
- NL Editor: Lou Ti sch
- Club Wear: Herb Mills
- PR: Gordon Gibbons
- Membership: Willie McMath
  Steve Surbaugh

Inside this issue:

Editor's Tiny Little Edge of Reality

We recently had two magazine articles published from our club activities. The first article is an Online Exclusive Feature on the AMA website. Go to **www.modelaviation.com** and click on "Online Features". Once on the features, scroll down to "RCCD/EAA Joint Fly In". This is a collaborative article by Noel Hunt, Rex Phelps and Lou Tisch about our 2010 Joint Fly In. It is published complete, as it was submitted, including over 50 photographs from the event.

The second article is published in the Fall 2011 issue of High Flight Magazine (page 107), the quarterly publication of the International Miniature Aircraft Association (IMAA). This is the Chapter Report (Chapter 206) on our June 2011 RCCD Big Bird Fly In and we received a full 4 page spread in the magazine.

Holler if you have anything you'd like published in the newsletter from a quick tip to a full blown article.

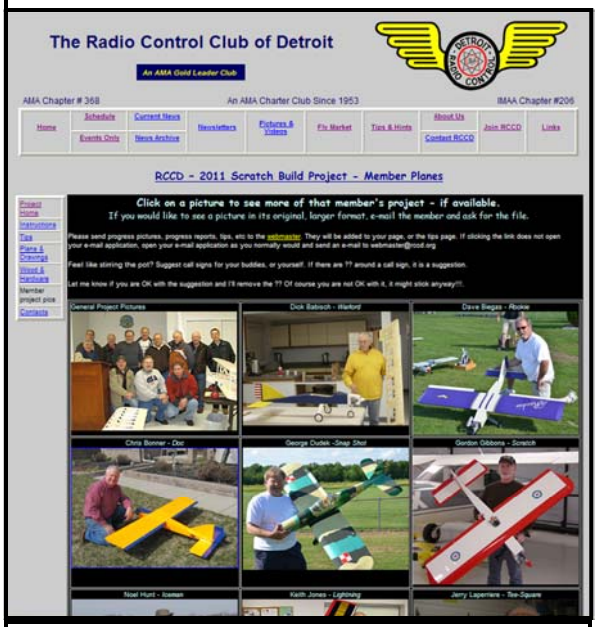
Thanks all, Lou Tisch

Link to online AMA article: **http://www.modelaviation.com/eaa2010flyin**

RCCD Scratch Build "Stick" Project

Hearing of the idea, club secretary Peter ***Maverick*** Van Heusden offered the use of his company's laser cutter. Twenty four club members committed to building the planes. Skill levels ranged from guys who had just overcome the challenge of assembling their first ARF trainer, to veteran builders who wanted both to share their experiences as well perhaps to try a few new techniques.

Prop Shop, our very supportive local hobby shop bulk-ordered the wood for us. ***Rattlesnake*** then compiled cutting layout files on his PC for the laser cutter and the laser cutting was done during the Christmas holidays. The "kits" were handed out at the first club meeting in the New Year and construction began.

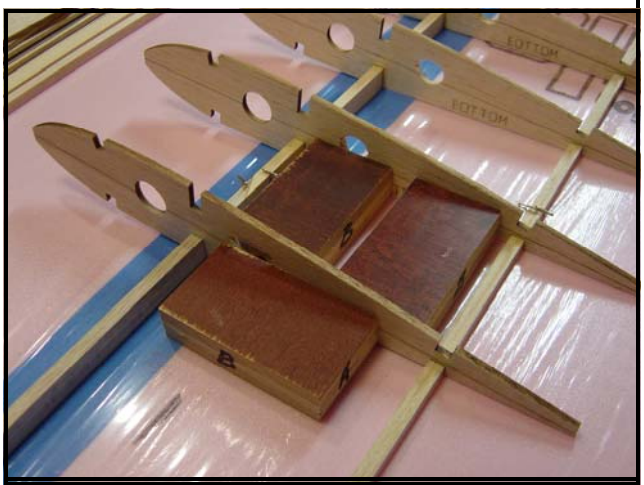


Information is shared on a dedicated area of the club website, including build instructions; tips; a page for each builder to display pictures and describe progress on his plane

We established a dedicated area on the club website for sharing information (see sources at the end). *Rattlesnake's* detailed build instructions are posted for download; a tips page was started; and each builder has his own page to display pictures and describe progress on his plane. Someone started using call signs and the idea spread. Some call signs were requested, but most were earned. It soon became apparent that these web pages were being monitored by more than just the participants. Many club members were finding the build web pages of interest while some e-mail comments and questions came in from the other side of the world.

One very satisfying aspect of the project was the help that members gave each other: Building together; sharing ideas at the ground schools; or simply being at the other end of a phone call. And naturally the communication also took the form of encouragement and good-natured ribbing: Like when Don ***Hollywood*** glued in a couple of wing ribs upside down despite laser-etched "BOTTOM" on each rib, there was a suggestion to change his ***Hollywood*** call sign to ***Bottoms-up***!

Don Veres II powered his Stick with three OS engines: One .32 and two .25s.



Plans were not needed because of simple, well thought out design. Three construction lines on a flat work surface sufficed

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RCCD Scratch Build "Stick" Project

RCCD holds a club ground school once a month. We used the first few of the year to showcase progress on our projects; discuss challenges, solutions, intentions; and conduct instruction sessions on aspects of building, such as covering and equipment installation. Club members who were not participating in the project were encouraged to attend the ground schools to share in the information exchange, whether as teachers or learners, or perhaps both.

Of course individual aircraft progress varied as a function of experience, available time for building, or building priorities. Keith ***Lightning*** Jones lived up to his call sign. He was the first to complete his, in about 4 weeks. By the mid April spring clean-up of the club field, many more of the planes were nearing completion.

Ground school meetings were used to showcase progress on projects, discuss intentions, challenges, solutions and conduct instruction sessions on aspects of building.

Pete Mlinarcik who did much of the design work, with his two creations.

From the outset, individuality in the build of each model was encouraged. The pictures highlight the success! A biplane; a twin; a tri-motor; influences from various full-size planes; creative covering schemes; glow and electric power. A few members chose to explore electric power for the first time. Then of course some found building the plane as intended was all the challenge they wanted to take on. The following are just a sampling of the models and the variety of interpretations, but they highlight how scratch building satisfies one's creative side.

Rattlesnake's **Bipe:** Once the decision was made to build his as a biplane, Pete had two sets of wing ribs laser-cut. He then had to decide on such parameters as amount of forward wing stagger and wing separation. A flurry of e-mails and mocking up the wing positions produced a "that looks about right" set up. The fuselage basic structure was inverted and to the top of that, were added turtledeck formers and stringers fore and aft of the cockpit area. He then discovered what many modelers discover with biplanes: It was becoming tail heavy. He had to extend the nose length. The ***Rattlesnake*** bipe garnered a lot of the attention at the monthly ground schools, both for the transformation of an Ugly Stick to a good-looking bipe, as well as the great workmanship throughout the frame, but particularly in the cabane and interplane strut design.

Pete Mlinarcik's bipe lifts off on a mail run. Did that really start out as a *Stick*?

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RCCD Scratch Build "Stick" Project

***Snapshot's* PZL P-62**: George modified the build of his model to resemble the prototype Polish PZL P-62 fighter, development of which was halted by the outbreak of WWII. For the model he, like Pete, inverted the fuselage and added planked top decking. Wing, and tail feather outlines were modified to hint at the P-62, and retracts were integrated. A "deleted" Sukoi provided a canopy which only required minor trimming, and the cowl is shaped balsa.

Clint's* & *Tee-square's* Morane-Saulniers:** Brothers Phil ***Clint and Jerry ***Tee-square*** Laperriere chose to style their planes after a WWI Morane Saulnier, beautifully capturing the spirit of the French monoplane. Presenting their completed planes at a club meeting, they shared a poignant observation: "We have not spent this much time together in a long time". The results of this brotherly cooperation are a pair of spectacular models.

Rookie's* Rookie**: One of the highlights for me was assisting Dave ***Rookie Biegas get his first scratch-built plane in the air. As his call sign implies this is ***Rookie's*** first year in R/C model aviation. The unmodified, but well-built plane required only minimal trimming to fly well. The reason for Dave's big smile after the successful maiden flight was obvious. My smile was from the satisfaction of knowing that Rattlesnake and I had met our original objective. We have cultivated at least one new "builder".

Powered by two Russian made Norvel .40s, Noel Hunt's RUStik includes flaps that also aid aileron function when the high rate switch is selected.

Iceman's* Twin**: My inventory of power plants did not include an un-assigned 60-size engine. Two unused Russian-made Norvel .40's in a drawer drove the decision to build a twin and call it the ***RUStik. I also wanted the flexibility to use the plane as a test-bed for other power systems so the nacelles and nose are made to be removable. The plane can be set up as a twin or a single, or even as a tri-motor! (Don *Hollywood* heard about the idea and decided to build a tri-motor from the outset). To get the correct nacelle to fuselage spacing, an extra 1½" rib bay was added to each wing at the root giving an overall wingspan of 70". To compensate, the tail group was moved rearward, without changing the fuselage sides. The vertical fin hinge line is two inches aft, and the horizontal stabilizer hinge line is one inch rear of the design location.

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RCCD Scratch Build "Stick" Project

Getting the Sticks together for a fly-in only seemed natural - - and so did the event name: ***"Stick Together Sticnic***"! As this was just an excuse for club members to have fun, any plane that could trace it's lineage to ***Das Ugly Stik*** was welcome. After all it is about doing something we enjoy; with those who's company we enjoy; and sharing our achievements (and mishaps) with them. Either constructing from scratch or assembling an ARF, it is model aviation that draws us together. Over 21 sticks made a good photo opportunity. Winds of 20 mph and up grounded all but two brave pilots, but over 50 people gathered for a hotdog BBQ and social event that evening.

Club members "stik together" at the RCCD field. Any model that could trace it's lineage to *Das Ugly Stik* was welcome

As we approach the next building season, we decided to try a slightly more advanced project. However, is the desire to scratch-build and fly something unique still alive and well at RCCD? The answer is clear: Our participation has almost doubled to 42 members. It seems that the desire to scratch-build may only need a little encouragement.

www.rccd.org

www.propshophobbies.com

Article by Noel Hunt

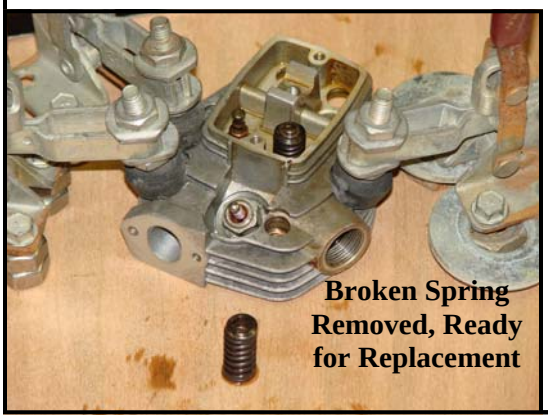
TIPS, TOOLS, GIZMOS & GADGETS-Valve Spring Jig

Destaco Clamping Jig Holding Head in Place

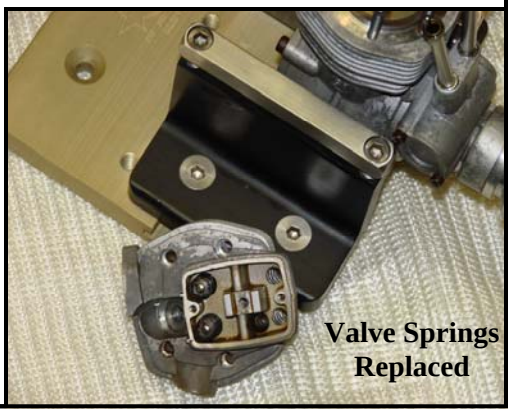
Compressing Spring

Broken Valve Spring..ack! So, let's get creative. I had a few Destaco Clamps laying around the model barn (yup, knew where they were too). Pulled the head off the OS.91FS and laid out the clamps to best hold the job. After a little shimming the jig was ready. I put a piece of lead (with foam pad) under the head and clamped it down, thus keeping the valves in place and my hands "free". A handy dandy staple remover with an appropriate sized hole allowed me to push down on the spring, remove the keepers and replace both springs easily. Job went easy and no springs flying through the air. Engine is now back in the Ultra Stick and ready for the air.

Lou Tisch



Broken Spring Removed, Ready for Replacement



Valve Springs Replaced

MOTOR CITY MUSCLE

"Departure Ceremony"

On Saturday, December 10th 2011, there was a Departure Ceremony held at the Selfridge ANG base for the Det 1 Co B 3-238TH MOTOR CITY MUSCLE. This is the Michigan Army National Guard Unit that flew over and landed at our flying field and setup a Chinook static display during our 2009 2x2 Rally. They spent most of the day with us, guiding our members through the Chinook, enjoying our event and flying our trainer using our buddy box system. This is the unit that invited us to visit them at Selfridge for one of our ground schools. They were also scheduled to fly in and set up another static display for our 2011 2x2 Rally, when they received orders to deploy to Afghanistan for a year. Due to their scheduled deployment, the static display was canceled.

Chinook at RCCD Field

Don Veres II & granddaughter in Chinook

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MOTOR CITY MUSCLE

George Dudek, Joe Svatora, and Pete Mlinarcik with our wives were invited to attend the departure ceremony. On behalf of the RCCD flying club, we extended our gratitude, and our best wishes to the solders in the unit.

Chinook on display in Selfridge Hanger

Chinook crew in the hanger, prepping for flight out.

L to R: Joan Dudek, Kathy Mlinarcik, Pete Mlinarcik, Joe Svatora & Carol Svatora

Kathy Mlinarcik, Matt Zelenak & Pete Mlinarcik

Joe Svatora, Matt Zelenak & Pete Mlinarcik

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MOTOR CITY MUSCLE

The event was well covered by the local T.V. Stations and aired on their evening news broadcasts.

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A Nose-heavy Plane Flies Poorly . . . by Noel Hunt

Most of us have heard this quote: *"A nose-heavy plane flies poorly. A tail-heavy plane flies once"*.

The concept is simple: You can keep a nose-heavy aircraft in the air; but a tail-heavy aircraft is almost impossible to fly. A tail-heavy plane has its center of balance behind its center of lift. This is inherently unstable. Right after takeoff the plane will likely pitch up alarmingly; the pilot inputs down elevator, but little happens until there is excessive down elevator deflection; then the plane suddenly pitches down; excessive up is required to pull out of the plunge toward the gopher patch and suddenly the plane pitches up severely again; and so the oscillations continue usually culminating with the plane and the gopher patch becoming "solidly re-acquainted"! The tail-heavy plane has had its one flight.

From early on we learn to avoid this by making sure our planes balance toward the nose-heavy range before the first flight. The first flight will not be the only flight – at least not due to a balance issue. The nose-heavy plane has a center of balance forward of the center of lift. In this case the plane takes off and may seem a bit sluggish. To achieve level flight, we must counteract the excess nose weight in some way. We may need elevator up-trim; a negative horizontal stab incidence; positive wing incidence; or some combination of these to get straight and level flight. Once trimmed, we can fly the oval pattern at speed with no problem.

To return to the gopher patch, we cut the throttle and the nose drops so we land fast, holding some up elevator to avoid nosing in. Our plane flies and it is ready for a life of poking holes in the sky. But wait . . . . Don't forget that second part!

"A nose-heavy plane flies poorly . . ." You are not done yet. Not if you want to get more enjoyment from your plane. A correctly balanced plane has its center of balance at or very slightly ahead of the center of lift. The center of balance is also referred to as the center of gravity, or CG.

So how do we get from nose-heavy to balanced, without flirting with a tail-heavy disaster? Most model aircraft of conventional layout, should balance somewhere between 25% and 30% of MAC (mean aerodynamic chord). There are ways to calculate MAC, and therefore calculate the 25% and 30% locations. But the only real way to decide on the correct balance point for a plane is in the air - flying.

There are a few easy maneuvers to perform that will give an idea of the plane's current state:

Method 1: I have found the best is the steep, power-off dive. To understand this test, keep in mind that during level flight, if the plane is nose heavy it will want drop its nose. To avoid this, you have to have some air-induced nose-up force – usually some elevator up-trim. However, the faster the plane flies, the more this up-trim will cause the plane to pitch up, and the slower the plane flies, the more the nose will tend to pitch down. Simply flying fast and slow however, may not indicate anything if the plane also has down thrust in the engine. The down-thrust will counteract the pitch up as speed increases.

Diving with power off allows the plane to accelerate without being influence by the thrust angle of the engine.

So take the plane high – very high – now a little higher - reduce throttle to just above idle and let the plane slow down. Just before the stall, push the nose over to a steep dive – about 45 degrees. Take your fingers off the sticks to assure there is no stick influence and observe the dive: Does the plane pull out of the dive? Stay at the same angle? Or gradually change to a steeper dive? Repeat this a few times if the answer is not obvious.

What does each condition indicate? At first it seems counter-intuitive!

A gradual pull-out of the dive indicates a nose-heavy plane. Yes that's correct. As the speed increases in the dive, the up-trim that was needed to maintain level flight sees faster air on it, and pitches the nose up.

A straight angle dive means the balance is neutral. There is no up-trim condition to be affected by air speed.

If the dive angle gets slightly steeper, the plane is slightly tail-heavy. Note that if the plane was very tail-heavy, you probably would not have kept it in the air long enough to get to this test!

CAUTION: A flat-bottom airfoil is designed to lift more as speed increases. For such planes, pulling out of a dive could be the result of the increased lift, not up-trim.

Method 2: A second method is to fly straight and level (with no stick input), then roll to a 45 degree banked angle and release the sticks. If the nose drops, it can indicate a nose-heavy plane. If the tail drops it can indicate a tail-heavy condition.

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A Nose-heavy Plane Flies Poorly

Method 3: The third method is to fly straight and level with no stick input, then roll to inverted flight. Take your fingers off the sticks. If the nose drops, it can indicate a nose-heavy plane. If the tail drops it can indicate a tail-heavy condition.

Although I believe the power-off dive is the most reliable test, I usually try all three to confirm that there is not some other factor involved.

Adjusting balance:

If you are lucky – or deliberately set the plane up at the aft end of the recommended CG range – you have a balanced aircraft. But more likely you'll discover that the aircraft is nose heavy. What should you change and by how much?

Before you change anything, accurately measure the location of the existing balance point. For low wing planes, suspend them inverted either using a CG machine (preferred), or your fingers. For mid wing and high wing planes, suspend them right side up. Place strips of masking tape on each wing in the general area and accurately mark the CG on the tape on each wing.

CAUTION: On biplanes and cabin-type high wing planes, the top wing is too far above the center of mass to get an accurate balance location. It will hang like a pendulum. It is better to devise a way to suspend the plane somehow at a lower location nearer the centerline or center of mass of the plane.

To move the balance point aft, try to remove or move components, rather than adding weight. The best candidate is the RX and/or power battery. Rudder and elevator servos can sometimes be mounted in the tail. Slight balance changes may be made by moving the engine/motor rearwards, if cowl clearance permits.

If surgery to the plane will be needed to do any of these, use stick-on weights to achieve a good CG and confirm it in flight. Once confirmed, do the surgery (like the illustrated battery hatch), relocate the components and remove the weights so you end up with the same final balance condition.

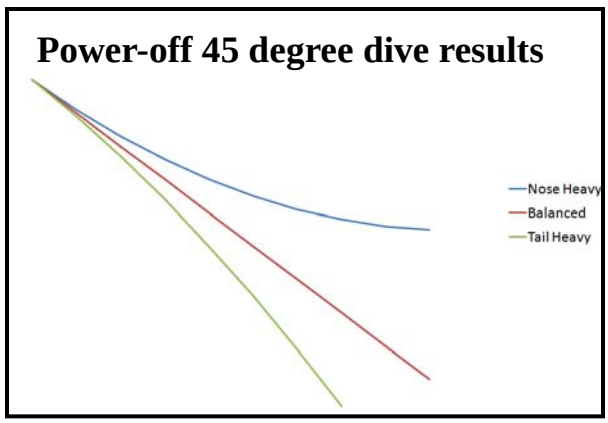
On the question of "how much?" On a fairly typical wing chord of about 10 to 12 inches, move the CG no more than 1/8 to 1/4 inch at a time. (You may have to move the battery or other weight more or less than that depending on its starting location.) Go fly and evaluate again.

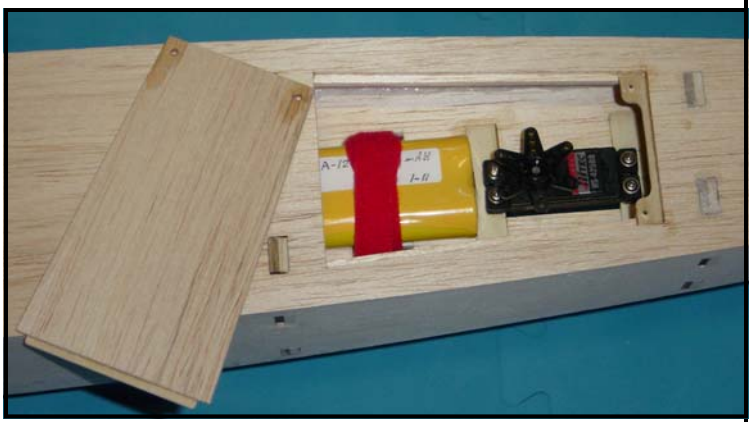
This may seem to be a lot of trouble to go through on a plane that is already flying, so what improvements can you expect?

*Tail draggers will be less likely to nose over while taxiing.
*Take off is much easier, especially on marginally powered planes.
*The plane will respond to input much better at all speeds, but particularly at slow speed. The plane will just seem lighter on the sticks.
*Rolls will be more axial. The nose will be less likely to drop during the roll.
*The plane will have less tendency to lose altitude in a turn.
*The stall speed is slower so you can fly slower without getting in trouble. This makes the landing so much easier.

Take the time to achieve a more neutrally balanced plane.

You WILL notice the difference.

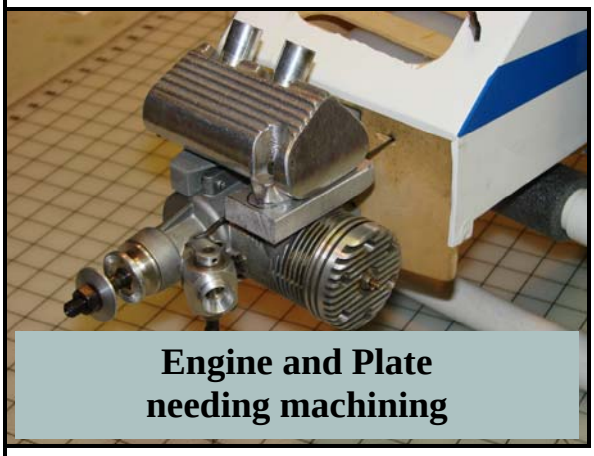




Battery hatch in the fuselage behind the wing area. In this case the elevator servo occupies the same hatch.

"A nose-heavy plane flies poorly. A tail-heavy planes flies once, but a correctly balanced plane flies the best!"

Need an Exhaust Adapter...Make One

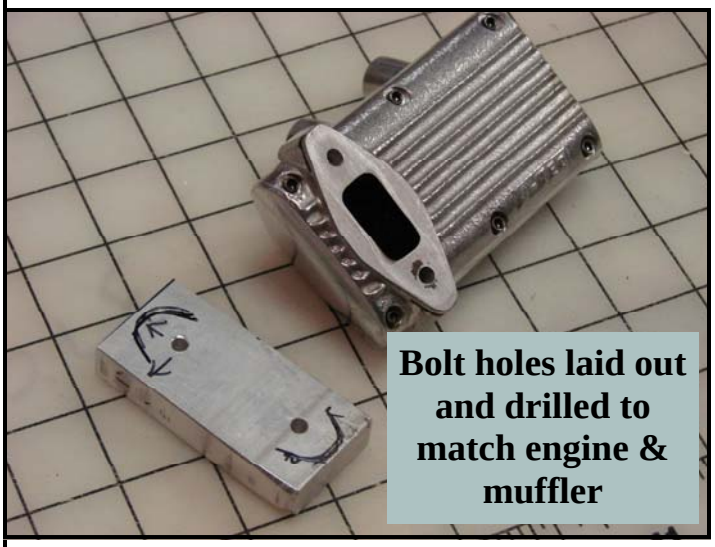


Engine and Plate needing machining

Poor little orphaned Hanger 9 CAP 232 with a Webra 120 Speed, hanging in the model barn and the Tatone Muffler will not clear the motor mount. I've checked around and can't find an exhaust adapter that will fit….what to do! Ok….guess I'll just have to make one.

I had a 1/2" thick aluminum plate laying around the model barn so I cut out a piece to fit the job and laid out the bolt holes to locate the muffler, adapter and engine. Ready to Rock!

A little bit of "magic marker bluing" and I had the exhaust hole laid out for machining...and I use that term loosely.



Bolt holes laid out and drilled to match engine & muffler

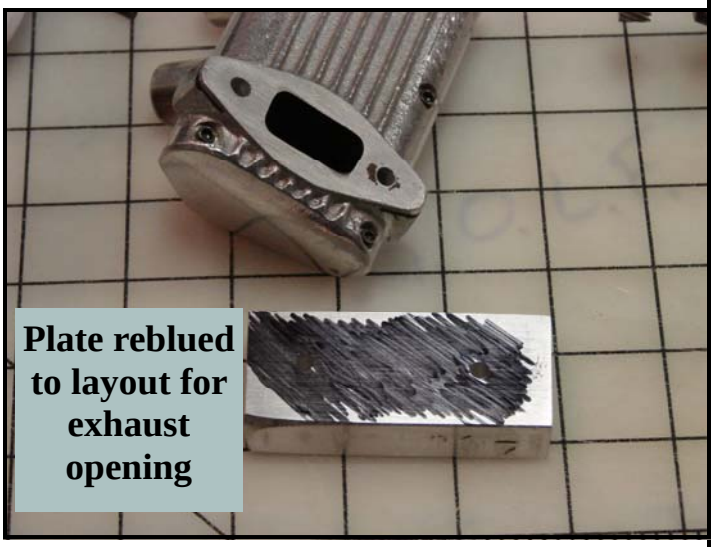
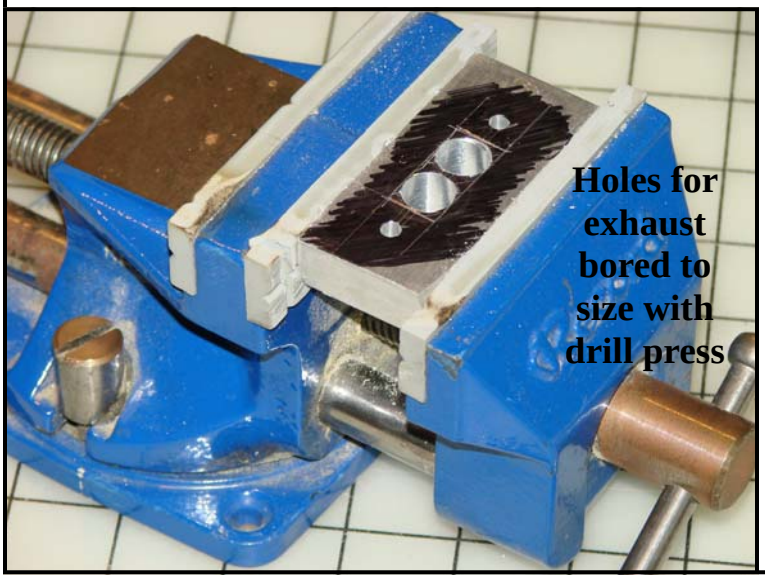
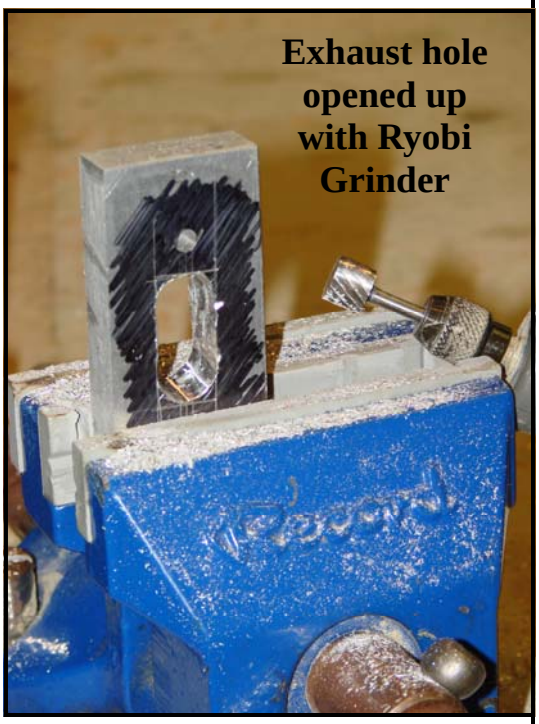


Plate reblued to layout for exhaust opening

This entire process is very low tech. I scribed the exhaust opening with an awl and then, using the drill press, I bored 2 holes at the extreme ends of that exhaust opening. The opening was then finished off with a Ryobi die grinder until the opening matched my engine.



Holes for exhaust bored to size with drill press



Exhaust hole opened up with Ryobi Grinder

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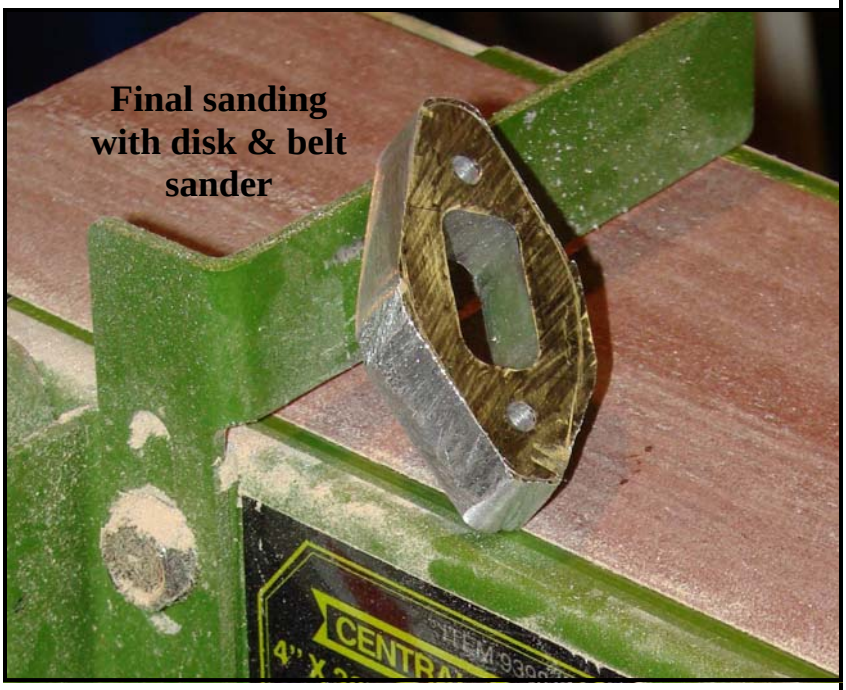
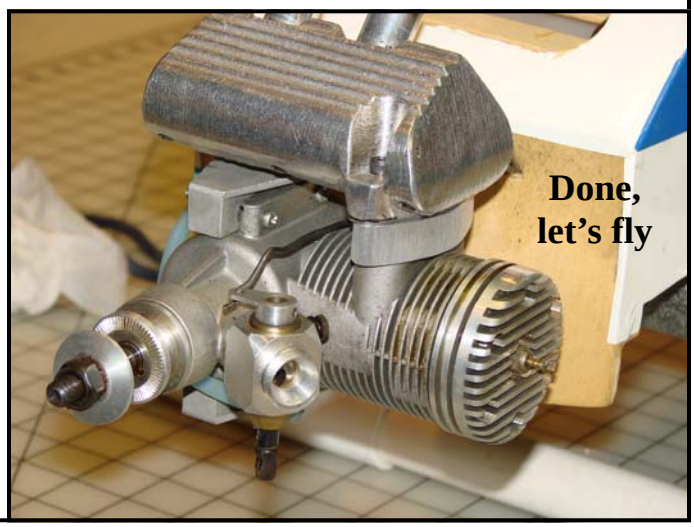
Need an Exhaust Adapter...Make One

The adapter plate was then re-blued and installed onto the engine and the Tatone Muffler bolted in place. Quick tracing was accomplished with an awl and the plate was ready for more "machining".

The low-tech approach with the hack saw removed most of the excess metal and made it easy to finish off the adapter with a stationary/bench top disk & belt sander. Shaping was easy though I forgot about cooling the aluminum at first when machining. I'd recommend a water tank close or you will not be able to handle the aluminum...or so I've read.



Once final shaping was done, the plate and muffler could be installed and the CAP is ready for the air. Thanks all, Lou Tisch



Rehab for Models

I'm a sucker for a deal. Got a chance to purchase a Saito FA125 at a good deal and what made the deal...great...if I wanted the crashed plane that the engine was in...I could have it. Couldn't turn that down and it wasn't too bad. After inspecting the airframe and doing a bit of deconstruction (removing the section forward of the landing gear), the only damage was to the underside when the landing gear ripped out from an improper altimeter setting on the landing approach.

Model ready for rehab

Discovery-opened up to find extent of damage

I cleaned up the landing gear mounting plate and epoxied that back into the airframe since all repairs are based off that mounting bracket.

LG mounting plate clamped and epoxied in place.

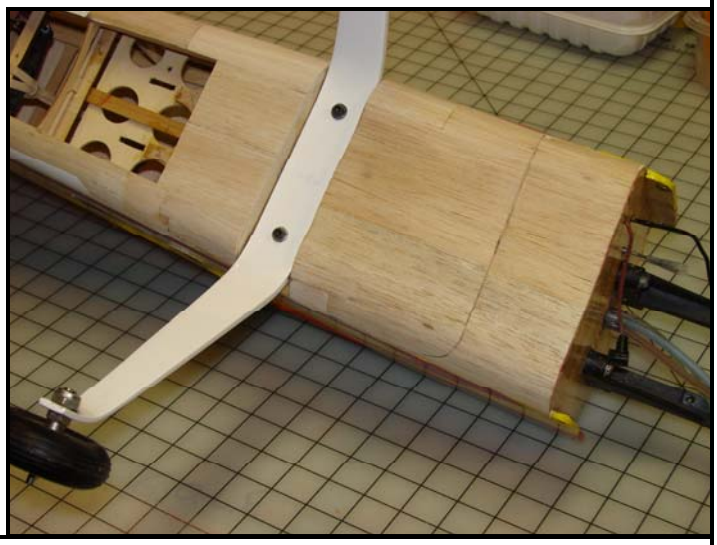
Now that the LG plate is installed, I made a template for the undercarriage contour and set the lower front cover back into position just ahead of the LG plate. The contoured template provided the framework to begin re-planking the substructure to prepare for covering.

Front lower cover set into place & contour template installed to allow for planking behind the LG plate.

Planking begun on undercarriage contoured section.

Continued on page 15

Rehab for Models

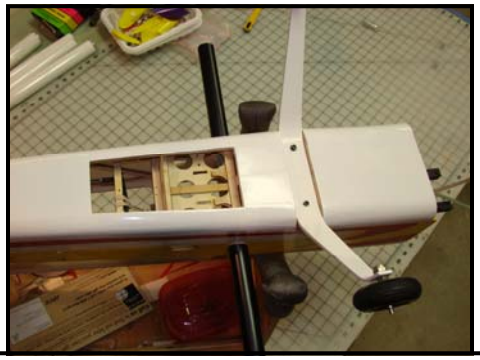


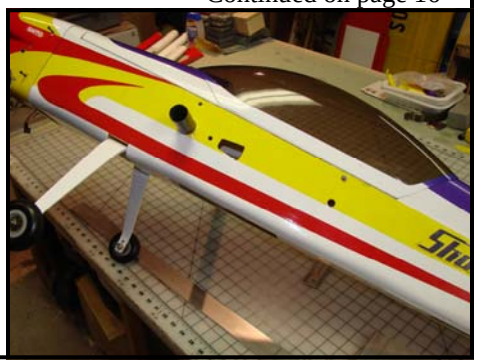
Fitting the planking a piece at a time gave a nice finished look and the LG could be installed.

Now that the Fuselage repair is finished, I can move to the wing repairs...minor but in need of work. As the LG were dislodged, a couple bays of each wing were destroyed. A simple rebuild of ribs and cap strips and this ship is ready for covering.

The fuselage (below) was a simple job of covering. I made sure to sand everything smooth and vacuum the dust and lightly wipe the surface with a tack rag. The tack rag is a critical step so that you are ironing the covering to the structure...not to the dust. Covering was cut to size, tacked into place and then ironed around the contours. A little trim work to the red/yellow and the fuselage was done and we're ready for wing work.

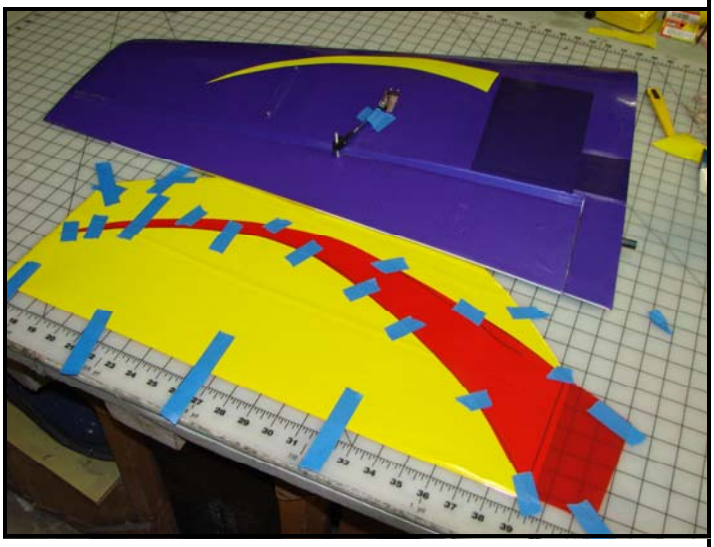
Continued on page 16



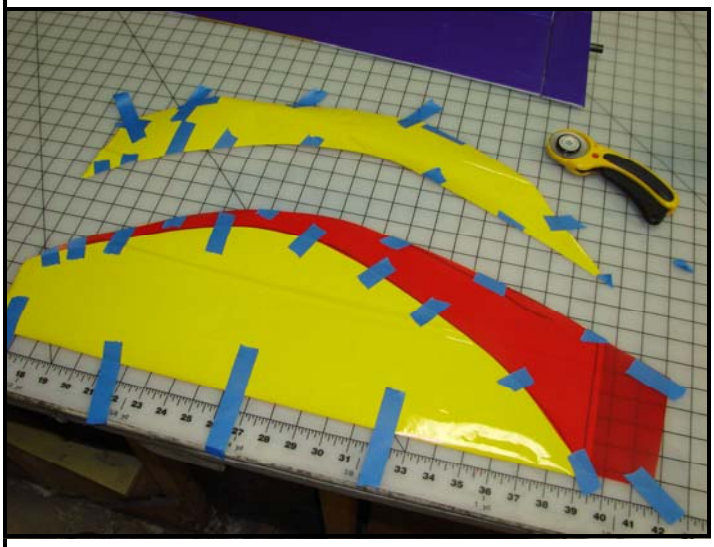


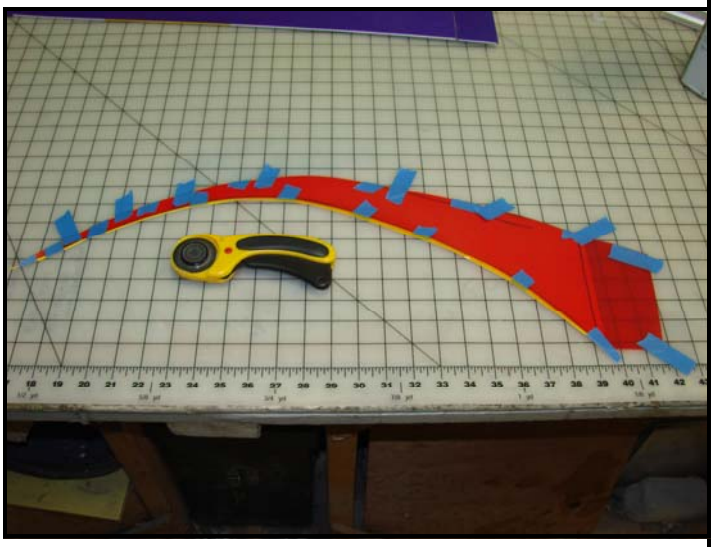
Rehab for Models

After the repair patch was ironed on, I traced out a trim template onto SeeTemp and cut it out.

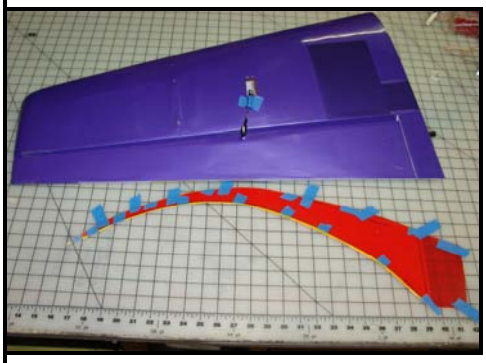


I positioned the SeeTemp onto the iron-on covering to best utilize the material and minimize waste.





Using a rotary cutter (picked up at JoAnne Fabric) I free-handed around the template, staying as close as possible without cutting into the template. After the 1st cut, I repositioned tapes for the 2nd cut.



After cutting both trim pieces, the templates were removed and the yellow trim was ironed onto the wings after cleaning with a little Acetone to remove all grease and oils. Voila...another plane ready for the air. It's going to be another great season of flying

Lou Tisch

THEY ARE ON THEIR WAY

The actual departure of the six Chinooks flying in formation was scheduled for December 12th at 9:15 am. Part of their route was to fly West near Hall Rd. and turn South just West of the Van Dyke Expressway on their way to Texas. See the attached photos of the flight heading West near Hall Rd. and the Van Dyke expressway. Article by Pete Mlinarcik

“GOD SPEED & PROTECT THEM”

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Lou Tisch
See Business Card
To the Right →

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 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 & Mike

Full Scale Aircraft photos courtesy of aircraft websites

Classified Section

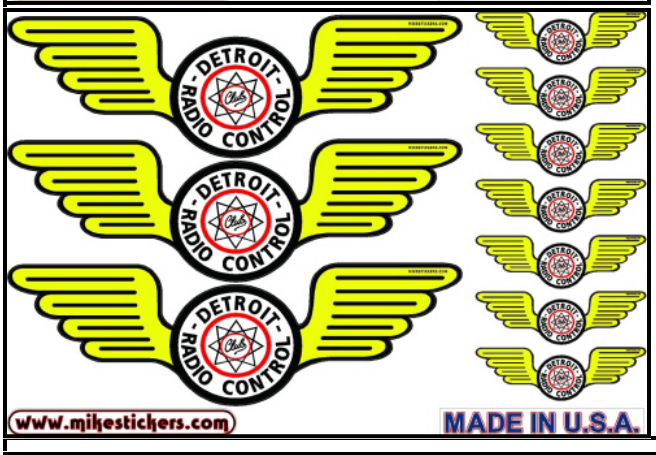
RCCD Decals for Bumpers, Windows and Models

Finally, an easy way to dress up your vehicle & plane to identify you as a member of the Radio Control Club of Detroit...yes, that's a good thing.

Go to: www.MikeStickers.com and click on the RCCD Logo. This will take you to a page with the vinyl stickers along with ordering instructions. As well as stickers for your models & bumpers, you'll find the reverse sticker for the inside of your windows.

This is also the place that made the Pilot Stickers that were given out at the Christmas Party. Be sure to let MikeStickers know that you are a member of RCCD.

Lou Tisch



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RADIO CONTROL CLUB OF DETROIT

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Gravity Always Wins !

We're on the web
www.rccd.org

Ok, Ok...I know...I've broken the rudder...again.
I promise not to ever do that again, let me off this bench!
Now!!!!!

Coming Events-2011

Club meetings the 1st & 3rd Thursday of the month.

March. 10-11, 2012	R/C Aircraft Show-Gibralter
Apr. 19, 2012	Mini Toledo-Club Meeting
Apr. 21, 2012	Spring Clean Up-Field
May 19-20, 2012	Watts Over Wetzel
June 9-10, 2012	Great Lakes Combat
June 12, 2012	Kid's Night #1 (RD-14th)
June 23-24, 2012	Great Lakes Scale
	Warbirds ONLY on 23rd
July 14, 2012	Work Party at Field

Please check the website for updates : www.RCCD.org

Come on down, the fun is just beginning!