



Skywriter

Skymasters R/C Club Newsletter - December 1997
See Skymasters on the Web at www.geocities.com/~skymasters

President's Message

Its hard to believe this is my 24th President's Letter... Where has the time gone! Swap shop season has taken a break for the holidays, but we still have 2 events coming before the end of the year.

Our December 'meeting' is our annual Christmas Party on December 10 at Larson Middle School (normal meeting time). Please come and bring your families, and be sure to bring planes to show! There will be food, fun, and maybe even a visit from someone up north with gifts for the kids! Some gifts have already arrived to be given away to some of the pilots bringing planes with them!

Also coming is the Crazy Snow Fly on Sunday, December 28. Steve Fredericks has the chili cooking to keep us warm! Will we need wheels or skis this year?? Come on out and see... So keep those planes ready to fly!

Our officers for 1998 have been elected. Your new President will be Joe Finkelstine; Vice President will be Gary Weaks, Paul Shurtliff will continue as Secretary; and the Treasurer will be Graham Overton. Congratulations to all and thank you for volunteering! I am sure you will all give them the same support you have given me.

Our web page has been growing thanks to our Webmaster Pete Foss. There is now a much shorter URL to access our webpage with: www.geocities.com/~skymasters Surf on over and take a look!

There are many people I would like to thank for their help over the last two years. I became President after less than a year as a Skymaster, but with many years of flying. The Board and the membership (and families) were always there to help out.

First to the Board of Directors... With their help and guidance, my job was easy. A special thanks to the other 1997 officers: Carl Long; my Vice President for the last two years, always willing to do whatever was needed; K.C. Satchell who stepped up to be Treasurer when we needed one last year, and to Paul Shurtliff who will be starting his third year as Secretary in 1998. And to all the Past Presidents (and one Past Vice President) that have remained active in the Board for their help and advice.

Thanks to all of the event directors that made our activities a success all year! Thanks to Randy Machmes for coordinating our meeting programs again this year. And a special thank you to all of our Flight Instructors, without which our club would not be able to grow as it has bringing model aviation to more people.

Thanks to the Skymasters Membership and their families for all you have done! I cannot even try to list them all here... there would be no room for anything else in the newsletter this month.

And a special thanks to our Newsletter Editor, Gary Walling who will be stepping down after this issue. He has been editor for four years now, and has done a great job keeping the membership informed. I will find out first hand how much work he has put into this, as I have volunteered to be the Editor for 1998.

And of course thanks to my wife, Denise, for all her support and help (and a beautiful baby girl!).

Have a very Happy Holiday Season, and for 1998...

Happy Landings,
Greg Cardillo
GMCardillo@Juno.com



1997 Club Officers

President:	Greg Cardillo	2086 Cedar Key Ct, Lake Orion 48360	248-391-6803
Vice President:	Carl Long	47278 Jeffery, Utica 48317	810-254-0048
Secretary:	Paul Shurtliff	1915 North Lake Drive, Troy 48083	248-689-3489
Treasurer:	K.C. Satchell	821 River Valley Dr, Lake Orion 48362	248-693-8213
Editor:	Gary Walling	3403 Nichols Dr, Auburn Hills 48327	248-299-4654

Articles must be received by the 20th for next issue.

Articles may be reproduced from Skywriter

October 22, 1997 Meeting at Larson School

- Minutes from previous meeting were read and accepted.
- Treasurers report gave a balance of \$10,143.83 in the bank, \$217.00 in cash and checks, for a total of \$10,360.83.

VISITORS

Tom Tucker

PRESENTATION

Mr. Randy MacInnes did a slide presentation on Oshkosh. Randy attended two full days at Oshkosh 97 and stated that he was not able to see the entire event. He said that 12,800 planes were on display last year. Randy spoke about the various activities/festivities, such as, watch air shows, watch wing walkers perform, go for a ride in a Ford Tri-Motor, attend swap shops, go to an auction, visit a museum and visit the AMA booth. **Thanks Randy!**

Gene Thuringer - Gene brought in a House of Balsa P51 Mustang which was powered by a Russian 61.

Joseph Rubinstein - Joseph showed us a Polikarpov Fighter that he was building. It will have an 84" wing span and is from a 1982 German kit.

Darrell Watts - Darrell showed us a modified Super Hots that he had just purchased from George Maiorano.

NEW BUSINESS

- Bob Burns mentioned that the Retiree Monday Morning Breakfast is beginning on 12/1/97. It takes place the 1st and 3rd Monday at 9:00 AM at Denny's Restaurant, 714 N. Rochester Road. Show up to chat and eat.

OLD BUSINESS

- Elections for 1998 club officer positions will take at our 11/12/97 Wednesday meeting.

November 12, 1997 Meeting at Larson School

- Minutes from previous meeting were read and accepted.
- Treasurers report gave a balance of \$9,108.77 in the bank, \$150.00 in cash and checks, for a total of \$9,258.77.

VISITORS

Dave Andrzejewski

PRESENTATION

Mr. Howard Steele did a presentation on Hot Air Balloons. Howard has been ballooning for 14 years and got hooked when he gave his wife a balloon ride for a birthday gift. Howard mentioned that he had purchased his first balloon shortly after getting involved with ballooning. He spoke about what is required to achieve a student, private and commercial pilots license. Howard spoke about competing in contests and displayed a navigational chart he used in competition. Balloon fabric is typically either a ripstop nylon or polyester which is used to contain shapes from typically from 55,000 to 105,000 cu. ft. Howard's balloon is 90,000 cu. ft. and can carry 4 adults and himself. His burner runs off of propane and puts out **26,000,000 BTU's!!!** (I would hate to see Tim "The Tool Man" Allen get his hands on that bad boy; it would help out at our corn roast). Howard spoke about watching weather reports days before heading out and mentioned the various gadgets he uses when figuring out his flight plan. He also brought along slides of various balloons. **A Great presentation, Thanks Howard!**

SHOW AND TELL

Joe Hass - Joe was sporting a Goldberg Tiger 60, which was built by his son David. The wing was emblazoned with computer cut lettering which appeared to spell out the name of a lumber company sponsor. Joe mentioned that youngest son Christopher, twice played a major role in re-engineering the wing.

Tom Day - Tom displayed a Norcal PT-19 which was powered by a Saito 65 and covered by Ultracoat.

Harold Reuter - Harold showed us a Sig Cadet Junior which was powered by an HP 21 4 stroke. (Harold won the gift certificate).

Dick Freiwald - Dick displayed a Tower Hobbies Uproar. It was powered by a Super Tiger 40 and was prominently labeled "GRUMPY".

NEW BUSINESS

- Bill Dezur mentioned the Scout Conference that is taking place at the Scripps Road school on 12/6/97. He also spoke about his and his son's Jamboree trip.
- Greg Cardillo mentioned that Carolyn Foss and Denise Cardillo won gifts for their fund raising at the Heart Walk event.
- Elections took place this evening. For 1998 the officers are as follows: President - Joe Finkelstine; Vice President - Gary Weaks; Treasurer - Graham Overton; Secretary - Paul Shurtliff

Skymasters 1998 Swap shop

Folks, its that time again ! I am starting to get things organised for our 1998 Swap Shop which will be held on Wednesday 25-Feb-1998. As part of this we will be scheduling people to work for 30 mins slots during the evening helping with various jobs - kitchen, door, selling raffle tickets, giving out prizes. You will be able to sign-up at the December and January meetings. Please volunteer - its fun and it spreads the load for everyone.

Gary Walling

**Skymasters Radio Control Club
1998 Application for Membership**

Information:

Date:	_____	Birth date:	_____
Last Name:	_____	First Name:	_____
Street:	_____	Home Phone:	_____
City/State:	_____	Zip Code:	_____
R/C Experience:	_____	AMA #:	_____

Other Family Members who fly:

Name:	_____	AMA #:	_____
Name:	_____	AMA #:	_____

Optional Information (to include in roster):

Work Phone:	_____	E-Mail:	_____
Significant Other:	_____	Other:	_____

Field Rules

- 1) Field hours are 10 AM - 8 PM (NO EXCEPTIONS)
- 2) Noise limit for 1998 is 95 dB at 10 feet.
- 3) All transmitters must be narrow band (Gold Sticker equivalent) excluding 53mHz
- 4) All receivers must be AMA approved narrow band (dual conversion or ABC&W) excluding 53mHz
- 5) Membership card must be placed in slot on frequency board when pin is removed
- 6) You must not fly behind the flight line.
- 7) AMA Safety Code must be followed.
- 8) All vehicles at field are required to have 1998 State Park Permit.

I have read the above rules and agree to abide by them and all other Skymasters and AMA rules and regulations.

Member's Signature: _____ Date: _____

Club Officer Use:
Date: _____ Dues Paid: _____ AMA Verified: _____

To renew by Mail, send:

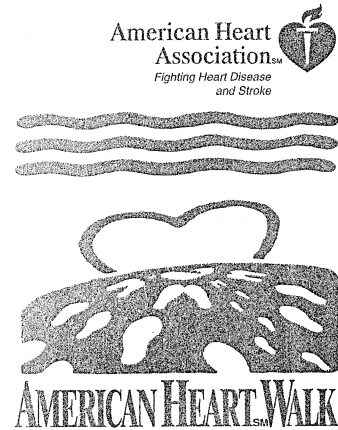
- 1) Check for \$50 (\$55 after February 28,1998)
- 2) Photocopy of 1998 AMA Card
- 3) 1997 Skymasters Card
- 4) Self addressed stamped envelope
- 5) Signed Application!!!

To:

**Graham Overton
8530 Northfield Road
Oak Park, MI 48237**

October 21, 1997

Greg & Denise Cardillo
 Skymasters
 2086 Cedar Key Ct.
 Lake Orion, MI 48360



Dear Greg & Denise,

On behalf of the American Heart Association, we extend our sincere appreciation to you for your generous contribution that helped make the 1997 North Oakland American Heart Walk a success. To date, over \$82,000 have been raised to fund life saving research and community health education programs. Companies and residents from the communities of north Oakland County will directly benefit from this united effort by promoting awareness of heart disease and stroke while raising funds for the American Heart Association.

Once again, we were fortunate to have beautiful weather, an enthusiastic crowd and the inviting Bald Mountain Recreation Area as our host. We hope you will continue to support the North Oakland American Heart Walk on an annual basis and encourage others to do so. It really takes a combined community effort to conduct a successful event, and to promote "heart healthy" behaviors among co-workers, family and friends.

Again, I appreciate your support and look forward to working with you in the future.

Sincerely yours,

Susan

Susan Lowell
 Regional Director
 North Central Metro Region

My thanks to your entire Skymasters Club. you really add a special touch to our event.
S.

make tracks
save lives

Schedule of Events

December 27: Krazy Snow Fly at Skymasters Scripps Road field south of Lake Orion. Hot food and drinks. Contact Steve Fredericks, 810-693-6686.

December 30: Red Eye Fly-In at Detroit Aero Modelers Rouge Park flying field; midnight. Contact Stan Spiewak, 313-534-3300.

January 1, 1998: The Chesaning Area Model Flyers Annual Snow Fly. The Battle Creek Balsa Bees, the Charlevoix Area Buffs, and the River District Eagles are among the clubs that an informal get-togethers on New Years Day. Call the club contact persons for information.

January 11: Detroit Aero Modelers R/C Swap & Shop; 10 a.m.-3 p.m. at the Monaghan K of C Hall, 19801 Farmington Rd., Livonia, between 7 & 8 Mile Rds. Raffle. For table reservations, call Tom Weedon, 313-697-0875.

January 18: Metro Miniature Air Association Swap Meet at Wayne-Ford Civic League. Call Larry Dalrymple at 313-722-2489.

February 1: The Flying Aces R/C Club 9th Annual Swap Meet; 9 a.m.-2 p.m. at Flint Baker College, 1050 Bristol Rd., between I-75 & I-475, south of I-69. Raffle. Big screen TV with RC videos. Call Steve Polen at 810-635-9392.

**AMA
OFFICIAL IDENTIFICATION
ISSUED BY THE
ACADEMY OF
MODEL AERONAUTICS**

This is an experimental model which may be lost in flight. The fuel tank may contain gasoline or other flammable fluid which should be drained before transporting or storing. Keep away from fire. Finder should notify owner immediately. Model should not be given to any claimant unless positive identification is provided.

License No: _____
Name: _____
Address: _____
City: _____ State: MI
Phone Collect: _____

**UNAUTHORIZED POSSESSION OF
THIS MODEL CAN LEAD TO
PROSECUTION UNDER LAW.**

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● Tips and Techniques

The Model Doctor Fiberglass Hint

How do you get the creases or lumps out of the fiberglass cloth we use to reinforce the center section of the wing? This method will probably eliminate them. Prior to applying the fiberglass cloth to the center section of the wing, take the time to iron it flat with your clothes iron. This will make it soooooo much easier to achieve a FLAT surface. Next, place the glass cloth on the center of the wing and tack it down to the surface with one drop of CyA (each corner, top and bottom). This may require that you have to pull the cloth taught, but don't overdo it! Now you should have the cloth resting smoothly on the top of the wing. Now apply the resins (or CyA) over the cloth. You may find that after 3/4 of the cloth is attached that you now have puckers along one edge or the other, but this is easy to fix. Lift the material where you tacked it to the wing (remember I said to tack it down, not permanently attach it), pull taught, and tack it down again. there you have it!

Polish That Gear

Have you ever found that the aluminum landing gear that came with your new pride and joy looked so ragged that you either wanted to paint or replace it? here's a way that will not only make it look better than new, but will take less than 30 minutes! First you'll need the following materials:

400 to 600 grit Wet-or-Dry Sand Paper

Emery Cloth

Twinkle Silver Polish

Aluminum "Mag Wheel" Polish

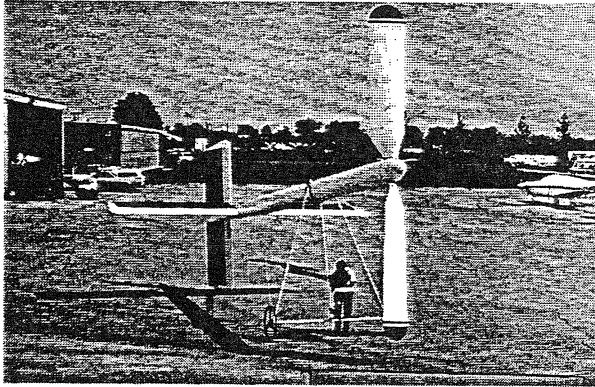
If your landing gear looks really crappy and has a lot of scratches, the first thing you'll need to do is to wet sand the aluminum (sounds a little strange but this goes pretty quickly). Keep your sanding strokes long and lengthwise along the gear. After most of the scratches are gone, the next step is to go over the landing gear with the Emery Cloth (don't wet sand with Emery Cloth, use it dry). Just as you did earlier, keep your sanding strokes long and lengthwise along the gear. Now wipe down the gear to remove all the dust and crud. After that, apply the Twinkle silver polish and buff. Don't try to get the gear to shine at this point, that will come after the next step. Now go over the gear with the Emery cloth lightly. This will bring the aluminum to its optimum sheen. This is the real trick, and I must admit it was discovered by pure dumb luck. As a final step, go over the gear with the mag Wheel Polish to protect the luster of the aluminum.

You'll be quite amazed at the looks of your "new" gear. The only drawback to this process is that your fingers will get a little dirty (okay, really filthy) with the aluminum dust, but the finish looks stupendous!

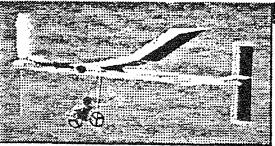
both from Jeff's R/C Aviation Web Page via The Flightline
Tom Minger, Editor
1715 Ponca Court
Fremont, CA 94539

RUBBER BANDIT

Without It's	71ft. Wing (under const.)
Wing Chord	4 1/2 feet
Wing Area	730 Sq. In.
Aspect Ratio	16.47 to 1
Empty Weight	220 lbs
Wing Loading	1.60 lbs psi w/180 lb pilot
Motor	90 lbs/model aircraft rubber
Propeller	18 feet diameter
Speed	32 MPH
Flight Range	1 1/2 miles



If you've received the November issue of the EAA magazine, Sport Aviation, you already know and have seen the pictures of George Heaven's "RUBBER BANDIT". It's essentially a giant model airplane in which he hopes to become the first to fly by means of rubber band power. If you did not get the EAA Magazine you can get an idea of the enormous size of the thing from the picture with its pilot standing by the cockpit. When the wing is completed, it will have a span of 71 ft, a chord of 4 1/2 ft. and an aspect ratio of 16.47 to 1. Empty weight, nevertheless, will be just 220 pounds. The wing loading with a 180 pound pilot will be 1.60 lbs. per sq. in. The fuselage, which is tapered carbon fiber and kevlar tube, will house a 90 pound bundle of model airplane rubber bands that will initially turn the 18ft propeller at about 550 RPM. That, calculations show, will propel plane and pilot to between 50



and 100 ft of altitude and cruise them at 32 MPH for a distance of as far as 1 1/2 miles. The rubber band motor will be wound by means of a power take-off on a tractor. Interestingly, the "RUBBER BANDIT" is a two-control airplane (rudder and elevator) with no direct pilot-to-control linkage. The pilot will fly the aircraft by means of a model RC radio system. To prove the concept, a 17ft dynamically accurate model of the aircraft was built and tested. (small picture) It flew well, so construction of the full-sized version was undertaken. For additional info on the project contact, Rubber Bandit Rubberworks, Hangar 6-5, 16644 Roscoe Blvd., Van Nuys, CA 91406. Phone 818-779-1316

Credit to Bob Ditsler for furnishing this article

When Your Plane Tries to Tell You—

Once upon a time your author had a new pattern plane. On the first few days of flying it, everything was fine. But one day, on the first flight, it required several clicks of down trim (odd . . .) after take off, and after each turn or maneuver, the pitch trim would be off again (VERY odd . . .). Only when it took full down stick to fly inverted (JEEPERS!) was your author smart enough to realize something was wrong. After landing, the problem was obvious: I had not bolted the wing to the fuselage!

But the plane DID "try to tell me." I just wasn't listening. Only new, tight-fitting wing dowels had saved the plane from destruction—it certainly wasn't the pilot! Recapping later, I thought of a number of things that would have caused similar symptoms; servo or servo tray loose, bad servo centering, broken elevator hinges, loose control horn, et cetera. The point is, ALL of those things are BAD! And with the plane not behaving properly, WHY did I keep flying??

Just suppose you're getting an occasional glitch from your radio, something that doesn't normally happen. This could be an antenna problem. It could be metal-to-metal vibration causing home-grown interference, or a loose crystal. Will any of these get better while you keep flying? And speaking of vibration, what if you start hearing it in the air? It's your plane talking to you—loose muffler, engine mount, warn wing dowel holes, loose cowl mounting. Again, such problems don't get better, only worse.

One more example—this has happened to all but the most careful pilots. Your engine goes lean and sags at the top of a loop. It's TELLING you that the mixture is too lean. But, you don't listen and keep flying. A minute later, while doing another loop, you're suddenly dead stick!

The sky gods know—we have enough problems that pop up suddenly, and we don't have any opportunity to prevent them. Other times the plane "tells you" that there is, or will be, a problem. Unless you really enjoy repairing or rebuilding—LISTEN! Cutting a hop short to check out a possible problem is much quicker (and vastly cheaper) than building another plane!

from Sam Says

Dennis Woodcock, Editor

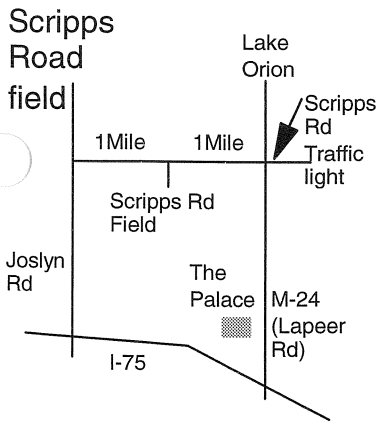
PO Box 6351

Salinas, CA 93912-6351

Flight Level Fisticuffs

Turkish Airlines has fired the captain and copilot of an Airbus A340 who fought each other on the flight deck during an argument over the altitude that had been assigned to their flight by ATC after departure from Bangkok, Thailand. Flight attendants had to separate and restrain the feuding pair. A deadheading pilot who was in the passenger cabin took command for the remainder of the flight to Istanbul.

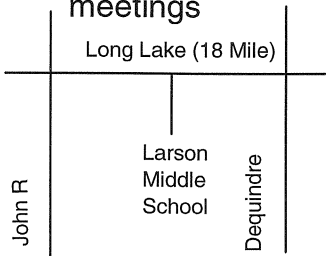
Skymasters information



Skymasters (AMA club # 970) field is located within the Bald Mountain State park (see the map). State park permits are required and can be obtained from the Park Station located on Greenshield road which is couple of miles south of Scripps road on M-24. Flying is permitted from 10AM to 8PM. The noise limit for 1997 is 95Db at 10' - this noise rule is strictly enforced.

Wednesday evenings during summer is student night and there are usually instructors around all afternoon. Student night is also 'pot-luck' buffet night so that you can fly-n-feed (though not usually at the same time). Students are encouraged on other days and weekends and it is a great idea to come on a Wednesday, meet the Instructors and then co-ordinate for more instruction time together. Chief Flight Instructor : Pete Foss 810-652-8756, Assistant Chief Flight Instructor : Graham Overton 810-628-1651.

Winter meetings



From June to August Club meetings are held at the field on the first Saturday of the month at 12 noon - a great chance to fly and gossip too ! Winter meetings are held at Larson Middle School (on Long Lake just east of John R - see map) on the second and fourth Wednesday of the month and they start at 7:30PM. Show and tell, coffee and donuts, and model-speak are the order of the evening. Come along - they are fun.

The Skywriter newsletter is sent to all members, local hobby shops and other local R/C clubs. Any and all contributions are welcomed, please pass any articles to the Editor. If you know of anyone who may be interested in our hobby (friend, relative, neighbour, colleague or acquaintance) - why not give them a copy of this newsletter or a copy of an AMA magazine - it may spark their interest and get them into our hobby !



Skymasters

Radio Control Club of Michigan

G Walling
3403 Nichols Drive
Auburn Hills
MI 48326