



Sky Writer

See Skymasters on the web at www.geocities.com/~skymasters

President's Message

Hello all,
I have had a number of inquires about information for the new comer in RC. Many have asked me if we could have a meeting dedicated to new students. We just don't have enough meetings before flying season to do a meeting like that, so I thought I would take a few minutes here to go over things a student typically wants to know, or should know. This version is according to Ross, (Greg may jump in at any-time), as the new student will soon find out if you ask 3 people the same question, especially about what type of equipment to buy, you will get at least 3 different answers. (Same as if you asked 3 people what kind of a pop to buy)

If you are new to RC airplanes most of your first decisions won't be extremely critical. Futaba, Airtronics, Hitec, JR, Hobbico, Thunder Tiger, OS, Goldberg, Sig, and the list goes on and on, most of your choices will yield you good quality equipment to start out with, if you buy new. The first decision you must make that is absolutely critical is this, (according to Ross (*and Greg Ed.*)); **YOU MUST BUY A TRAINER AIRPLANE.** I repeat, if

you are new, your first plane must be a trainer. Believe me, I know you like the Corsair, the P51, the aerobatic Cap 232, or some other fancy low wing, super fast, sleek, wow isn't that cool airplane, DON'T be pencil neck. (Some one called me that once, I thought it fit here). Buy a trainer. **IF** you don't, **YOU WILL SMASH IT**, or hurt someone, or never learn to fly. Trust me, Buy a trainer. There are many good ones; I'll talk about that a little later.

The other thing you must do, fly with an instructor. Ok, lets say you don't like Skymasters, join another club. You need an instructor. Don't even mention the fact that you will learn to fly faster with an instructor, he can save you time, and \$\$\$ money. This I know from experience. The instructor cannot get you out of all problems that can occur. However, I have seen instructors save a student and his airplane every day that I have seen students fly. Also, be a little patient. I know you want to fly on your own fast. Take your time, learn good fundamentals, and then go on to a second plane. (Still not a Corsair or P51)

There are many good trainer planes out there. I will put them into 3 categories. (There are more; these are the

three I find most popular)

1) **Kit Trainer**

This trainer is one you get in a box as a bunch of sticks and parts. You get to glue it together, install the servos, the radio, the covering, the engine and everything else. This may give you a real feeling of accomplishment and a satisfaction that it is built strong.

2) **ARF Kit** (Almost Ready to Fly)

This trainer is one you get in a box and is mostly built. It is covered on the outside and you get to glue the wing together, install the, servos, the radio, the covering, the engine and everything else. It goes together much quicker than the kit above, but the cost may appear to be higher. In some cases the quality of the end product may not seem as good as the kit above, (the one your friend built), but you were flying it 3 weeks before your friend.

3) **RTF Plane** (Ready to Fly)

This trainer comes in the box, (A large box), fully assembled. You take it out of the box, (Have an instructor inspect it), add fuel and go. Yes, it has the engine, servos, push rods, radio, and everything else installed. (Sometimes you must attach the wheels). This gets you in the air

(Continued on page 2)



Academy of Model Aeronautics

Chartered Club #970

2001 Club Officers

President:	Ross Hardy	3385 W. Sutton Rd,	Lapeer	48446	810-797-4917
Vice Pres:	Mark Smith	1955 Hopefield	Lake Orion	48359	248-391-5970
Secretary:	Gary Weaks	2512 Red Fox Trail	Troy	48098	248-540-8358
Treasurer:	Bob Donohue	260 Four Seasons Dr	Lake Orion	48360	248-391-1385
Editor:	Greg Cardillo	2086 Cedar Key Ct,	Lake Orion	48360	248-391-6803

Articles must be received by the 20th for next issue.
Articles may be reproduced from Skywriter.

President's Message

(Continued from page 1)

quicker. If you don't like to glue things together, (I happen to like to glue them together), this is the quickest way. With this type of trainer you typically don't get to pick different type of components. For instance, I have a Thunder Tiger ARF, I like OS engines, The RTF gives me a Thunder Tiger Engine. *This is the 3 different opinions part.* There is nothing wrong with Thunder Tiger Engines, I do have one, but I prefer OS, I know how to set them up and it's a personal thing. If you are in a hurry, you don't like to build, and don't have a favorite type of equipment, this is for you.

Many have asked me, what else do I need? You, as a bare minimum need: Fuel, a Glow driver, a pump of some kind to get the fuel into your plane, and a chicken stick to flip the prop. What I also recommend is a flight box, a tail stop, and an electric starter. If you go on into this hobby I think you need a voltmeter, like a Hobico, a quick charger (some may disagree), a few spare props, another glow

driver, possibly a power panel, and a timer if your radio doesn't have one. After you get to the 4th or 5th plane, you may need a cycler, a larger vehicle, a hobby budget and a very understanding spouse. (*OH yes dear you are very understanding*)

The other things you need to know are not as exciting. When you begin with a club you are a student. **Being a student means you need an instructor to fly. Our club rules state you are not allowed to fly alone until you are signed off,** (In our club by 2 instructors), then you are a Pilot and can fly on your own. Most students learn on a buddy cord. This is a cord that attaches your new radio, to a buddy box. The instructor holds your new radio, while you hold the buddy box. Typically the instructor takes off, (Take offs are optional, landings are not, (*wish I said that! Ed.*)), and then he climbs to a safe altitude, (almost to where you can barely see it {;-}), then he says you ready, you say yep, or uh huh, or no please land I wanna go home. Seriously, after you say yes he

makes certain you are looking at the correct plane, he holds a switch that gives control over to you. **YOU ARE FLYING.** He may take the plane back several times, don't get mad, you want him to do this, until many flights when he has you take off and land by yourself.

At our club every Wednesday is student night starting May 30. IT is not just at night, it is pretty much all day. We do eat at night, around 6pm, and even if the weather is not good for flying, it is always good for eating. Student night means students have priority. There are instructors there, some bring a plane of their own to fly, but if there are students in the blocks, we yield to students. So bring a dish to pass, something for the grill, and your trainer, (if you don't have yours built yet come anyway, you can fly mine, Let me know so I don't leave it home).

Until then, keep it in the air and in front of the flight line.

Ross

From

Welcome to the May 2001 issue of Skywriter! It appears the flying season has arrived – with a beautiful weekend last weekend! Hope you got a chance to fly too.

Did you make it to Toledo? I spent two days there, and came home with a few goodies... Saw quite a few Skymasters there as normal. Three Skymasters entered planes in the competition – Steve Fredericks and his Maule M-7 Rocket; Al Mrock and his Sikorsky 39C; and Vince Pettke and his Cesna 182.

Great planes! I have pictures from Toledo – and Involvement Day – but no room this month...



Look for them next month.

Our event season is upon us – 2 float flies this month; Kid's Day and Electric Fly in June. Look for details inside.

As we start a new flying season – and hopefully a lot of new students – time for a few reminders:

* *Students* – you must fly with a club instructor until you are signed off by two instructors. This is part of our club rules – which must be followed along with the AMA Safety Code for our insurance to be valid. I know the temptation is there if you get to the field and no one is there – but please do not. You jeopardize the field for all of us if something were to happen...

* *Pilots* - The instructor list is in-

cluded in this issue. If your name isn't on it, you may not teach! If you want to be added, please talk to our Chief Flight Instructor – Greg Brausa.

* *If you haven't renewed* with Skymasters, please do so before flying this year... **The gate combo changes May 20. If you renewed, the new combo is on your mailing label this month!** Note our treasurer has a new address – see front cover – if you are mailing in your renewal.

Please send me any input you may have for the newsletter. I'll include as many as I can. Note items must be received by the 20th for inclusion in the next issue. Please send via email to GMCardillo@att.net, or by mail to my address on back cover...

Bal

Mark Smith

This Year we had 5 main jobs on our to-do-list. Ross Hardy led a group re-shingling the Cherry Ridge Shelter, Dan Devine brought his air nailer to speed things up. Bill Stark took his group and hit the new Paint Creek connector trail clearing brush and installing culverts. Gary Weaks' crew took on the lower dam digging trenches and putting in a drainpipe with stone at the bottom of the dam to stop erosion. Bill Leppard's brush hogs cleared brush & trees from the upper dam and an emergency spillway to promote grass growth and stabilize the dam. Another group led by the DNR'S Ranger Blake to the Lake Orion boat launch to remove old handrails and in-

stall new split rail fence. Others took on sign painting at headquarters. Even with a little rain delay, WE FINISHED ALL OF OUR JOBS!! Jim Schwarz did an excellent job in the kitchen keeping everyone fat & sassy with some of his home made cuisine. The DNR said we saved them about 2 month's work, if they had to do it themselves. I also want to thank Steve Fredericks for helping set everything up and for the use of his tractor. On behalf of Skymasters I would like thank everyone who helped out at this years Involvement Day! Great job.

(Thanks to Mark for coordinating our efforts this year and to the over 50 Skymasters that came to help out! Our efforts are appreciated by the park we call our airport! Ed.)

Skymasters Events

Wednesday, May 9 - 7:30 PM

Skymasters Meeting -Larson Middle School, Troy

Heat Shrink Covering for the Rest of Us! We have all seen the spectacular covering jobs by some of our members. For those without that level of patience – what can we do? Gary Weaks has offered to facilitate a sharing of ideas and tips – bring your favorite tools and tips – feel free to demonstrate and hopefully come away with some additional ideas!

Saturday, May 19 - 9:00 AM

Seven Lakes Spring Float Fly, Seven Lakes State Park

Get those floats ready! Charge those batteries! And come fly off water for our first flying event of the season. We are on the beach of Big Seven Lake in Holly. I75 to Exit 101 – Grange Hall Road; 5 miles West to Fish Lake Road (traffic light); turn right. The park will be on your left about ¾ mile down.

Sunday, May 20 - 10:00 AM

Bald Mountain Float Fly, Seven Lakes State Park

Got everything adjusted yesterday – then come out to Trout Lake in Bald Mountain (main beach) and fly again! One more day of float flying before summer starts! The main park entrance is on the west side of M24 between Silver Bell and Greenshield. **Note the Scripps Road Field is closed during this event as the beach is too close for safe operation. The field will reopen between 2 & 3pm.**

Wednesday, May 23 - 5:00 PM

Work Party -Scripps Road Field

Time to get the field ready for Spring – and the upcoming student nights! We have some projects to do, and general maintenance as well. Come on out to help. We will light up the grill for dinner – Skymasters will provide hot dogs and brats. Bring a dish to pass and stay for dinner. No flying till the work is done!

Wednesday, May 30 - 6:00 PM

Student Night Begins! -Scripps Road Field

Every Wednesday till Labor Day is Student Night. 'Night' may be a misnomer as folks are known to be out there at 10am if the weathers good. Even if the weathers bad, we still eat at 6pm – hence the saying “we always eat, we sometimes fly.” How does this work?

Flying – there are always instructors out there. Students have priority for flying. It can be a busy night, but use it as a time to meet instructors, find out who you work well with, and arrange another time to meet them. Obviously we couldn't do this without the help of our instructors, and many others that form the “ground crew” to check out planes and help with repairs.

Eating – dinner is at 6. If you would like to join us, we ask that you bring enough meat for the grill to feed you and your family – and a dish to pass. You may or may not eat what you brought, but it insures enough food for all. We will have a board of needed supplies for next week. If you would like to bring one of these instead of a dish - that's fine. The club does not fund the dinners – the participants do.

Saturday, June 3 - 12:00 Noon

Skymasters Meeting -Scripps Road Field

Summer meetings are short – bring a plane and come fly!

Sunday, June 3 - 10:00 AM

Kid's Day -Scripps Road Field

A day we let Kids of all ages try our planes! We have logged over 100 flights in a day – with lots of help from our members! We need trainers, instructors, helpers, ground crew, etc. Gary Weaks is organizing – call him if you can help out!

Saturday, June 9 - 10:00 AM

Small Fry, Electric, and Sailplane -Scripps Road Field

Glow engines up to .25 2-cycle; or .30 4-cycle; any size electric or sailplane. Tow planes are permitted with larger engines. This was a new event in 2000 and had a great start!

Meeting Minutes

Date: March 14, 2001

Location: Larson Middle School

Introductions:

President	Ross Hardy
Vice President	Mark Smith
Treasurer	Bob
Donohue	
Secretary	Gary Weaks

First and Second Time Visitors:

Ted Widdley (2nd)
 Tony Ruhala (2nd)
 Jim Allen
 James Foley
 Dennis Pauza

Previous Minutes:

Minutes from last meeting read and accepted.

Treasurer's report.

Upcoming Meetings and Events:

Now – End of April - Fuel Buy – Greg Cardillo and Al McGee, Morgan fuels. 10% cool power. Al fills all bottles the same day. Price for bulk 10\$/gallon (others also available) Sign up sheets at meetings. End of April is deadline. April 6, 7, 8 Toledo Show – Joe Finkelstine is organizing a group to travel to show.
 April 11 – Tom Wieler - IMAC
 April 21 Bald Mountain Involvement Day

Mark Smith needs 5 volunteers for team leaders and a meeting with Bob Reemer, Jim Schwartz – food organizer. Reminder: This is the real "rent" for the field. Need to have lots of man-power show up. Gift certificates will again be distributed to those in attendance.

April 25 – In gymnasium – Bill Lepard – Rubber powered
 May 9th – Last Larson School meeting of season.
 May 20th - Bald Mountain Float Fly.

May 23rd - Field Work Party: All slabs are to be removed. New pilot barricades – PVC pipe. Also tables will be removable. Fill in low spots with soil and seed and encourage grass to grow.

Presentation:

Bill Oberdieck was not available as originally planned so the presentation was a discussion of issues from the floor. They included batteries, muffler. Cycle batteries. Check and replace if necessary. Greg already found two batteries not living up to what they should this spring.

Sound check measurement process needs to be investigated. Sound checks over the grass can be different than over thick grass. What is the right way? Consistency. Some experience sound checks pass at home but not at field. AMA at Muncie got it's first noise complaint during TOC competition.

Our nearest neighbor complaining is to the south of our field. Objectionable is a subjective term. Just don't break our rules, make sure you are 94 or less decibels at 10 feet. What effects sound. Three component. Exhaust, prop, and intake. APC is quieter than wood. Check RPM as well as sound. Going up in pitch or diameter can reduce RPM's and thus sound. Adjust pitch and diameter. Wood is stiff so power and noise are high. Soft-mounting the engine helps. Airframes can transmit the vibration into sound. Manufactures make soft-mounts or you can soft-mount your own. Check the mounts periodically. Muffler design. Most sport-sized stock engines and mufflers today will meet the field rules. Larger and older engines and mufflers may have problems with noise. Rounding the square edges of the props can help. Intake noise, some carburetors are mounted on the back-side or have tubes to take air from inside the plane. A hard rubber washer on 2 strokes behind the prop can quiet the prop-induced vibration and noise. Lots of experimentation can help. DB meters at radio

shack Digital costs \$64 analog-\$49. Multiple setting, use A and slow settings. Upwind of plane. (Sprit is what is measured on a calm day) 94 DB or lower. Avoid under sized props. DNR witnessed some of our flying and where impressed with rules and organization. Jet Engineering is advertising round mufflers for better noise control. *Next two meetings – dB meter calibration.*

New Business:

The JR Buddy Box Cord at the field is missing. Please return it if you know where it is.

Show and Tell:

Darrell Watts – Large scale G&P Sales Widgeon kit, just started.
 Darrell Watts – ½ scale Howard "Ike". The plane was scratch built from three view drawing and flown (marginally) on a ST 4500. The plane weighs 29 ½ pounds without the engine and radio.
 Tony Ruhala – Sig LT- 40
 Gene Thuringer – Hanger 9 ARF Aspire electric sailplane (Won at the Holiday Party!)
 Ross Hardy – Morris Hobbies Fun-Fly with pilot figure by "Pilots by Jack" (Fleming)

Motion to adjourn and second

Date: April 11, 2001

Location: Larson Middle School

Introductions:

President	Ross Hardy
Vice President	Mark Smith
Treasurer	Bob
Donohue	
Secretary	Gary Weaks

First and Second Time Visitors:

Wayne Thomas
 Ryan Ladamann

(Continued on page 5)

Meeting Minutes

(Continued from page 4)

Jim Allen

Reports:

Treasurer's report - \$6886.93 in treasury, \$1800 March expenses, \$ 960 March deposits.

Upcoming Meetings and Events:

Db Meter calibration next meeting
Now – End of April - Fuel Buy – Greg Cardillo and Al McGee, Morgan fuels. 10% cool power. Al fills all bottles the same day. Price for bulk 10\$/gallon (others also available) Sign up sheets at meetings. End of April is deadline.

April 21 Bald Mountain Involvement Day

Mark Smith needs volunteers for teams. Jim Schwartz – food organizer. Reminder: This is the real “rent” for the field. Need to have lots of man-power show up. Gift certificates will again be distributed to those in attendance.

April 25 – In gymnasium – Bill Lepard – Rubber powered

May 9th – Heat Shrink covering Techniques – G. Weaks and Members. Last Larson School meeting of season.

May 20th - Bald Mountain Float Fly.

May 23rd - Field Work Party: All slabs are to be removed. New pilot barricades – PVC pipe. Also tables will be removable. Fill in low spots with soil and seed and encourage grass to grow.

Presentation:

Gene Payson presented an overview of IMAC scale R/C aerobatic competition. Gene's personal interest in this segment of the hobby started when he realized that the small, speed-designed planes he was flying were becoming too noisy for most fields. Wanting to keep the hobby challenging for him he entered IMAC competition flying and did very well in his first year winning most of

his events and the regional trophy. Excited about the prospects of growth in IMAC flying, Gene purchased the rights to Troy-Built models, which produces the famous One-Design along with the Michigan-designed Staudacher. Gene also is a sponsor for Chris Panzel, on the full-scale aerobatic circuit.

Most IMAC aircraft are larger (30-40% scale) but don't have to be. The Troy-built One Design is an example of a typical entry level ship. Many of the competitors will have around \$7000 invested in their competition aircraft and will usually have a back-up plane as well. Engines are typically 100 to 150 cc and develop thrusts up to four times the weight of the aircraft. Propellers are typically carbon fiber three-bladed designs and one can invest \$200 to \$225 for each. Mufflers can run as high as \$100.

Money alone will not make you competitive, Gene practices 4 hours a day on his routines. The secret to winning is practicing and competing in as many contests as you can. Truly competitive pilots must be ready for any kind of wind condition and direction. Aerobatic sequences of figures must be flown constantly correcting for the wind. Unlike sport flying, rudder and throttle are constantly being used along with elevator and rudder.

There are five levels of competition starting with basic going up to unlimited. The basic sequence contains 10 known figures, each having it's own weight of difficulty (or K-factor). Each is worth 10 points and points are deducted by the judges for any imperfections observed during the performance. Each flight is typically two rounds of sequences back-to-back. Sportsman and above levels also contain “Unknown” sequences which are revealed to the competitors when they arrive for the competition.

Gene described the symbols used in the diagrams used to detail the figures flown in each sequence.

Gene finished his presentation by showing the tools and techniques used to set-up and trim a plane for proper flight characteristics. A list of suggestions was distributed to the membership.

New Business:

Remember to help out at Bald Mountain Involvement Day, Saturday, April 21. This is our best chance lend a hand to the State Park as they get ready for the busy summer season just around the corner.

Show and Tell:

John Hakala brought in a scratch-build electric Aeronica Champ (built like the Comet stick-models) Power is an electric 380 speed motor. John also brought in a scratch-built Sky Crawler electric park flyer. John made a jig for routing out the ribs.

Jim Held brought in a Top Flight giant scale P-51 under construction. 300 hours has the plane ready for glassing and painting. Power is a Mokki 210. Retracts are Robart. The plane weighs 18 ½ pounds minus radio and finish. Jim used an automotive filler, *Evercoat*, for forming fillets and filling. It sands well and sets up in as fast as 5 minutes. *Evercoat* is available at most automotive supply stores.

Ron Thuringer brought in a Great Planes Slow Poke under construction. The plane is ready for covering. Ron added a cowling and wheel pants and removed the dihedral from the wings. Power is an O.S. LA 0.25.

Greg Charbeneau brought in a Sig Cap 231 ARF with a YS120 for power.

Ross Hardy brought in a Midwest Cap with Mokki engine for power.

Greg Brausa brought in a Troy-built One Design with a twin cylinder OS four-stroke for power. Monocoat covering.

Motion to adjourn and second

Skymaster's Events



Skymasters R/C Club

Join the Skymasters Radio Control Club for an R/C Aircraft event

Seven Lakes Spring Float Fly

Saturday May 19, 2001

at the Seven Lakes State Park, Holly (see map).

Event flying starts at 9AM.



Skymasters R/C Club

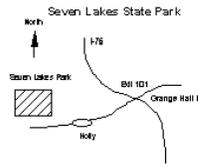
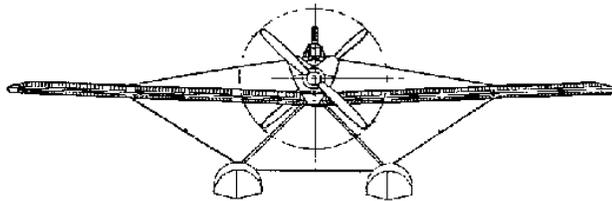
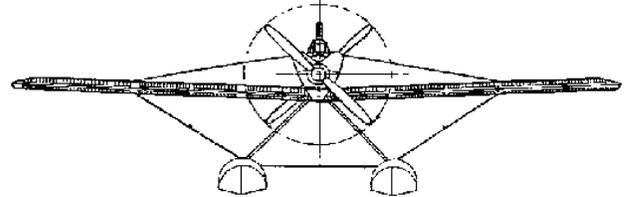
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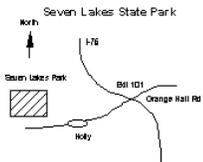
Event flying starts at 9AM.



- * Lots of parking.
- * Refreshments available at events.
- * Pilots prizes.
- * Great chance for the public to see this exciting hobby in action.
- * Toilet located at field.

All cars need either an annual or day Park permit which is available at the event.

For more information call Chet Brady 810-469-3079
www.geocities.com/~skymasters



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Two Float Flies to start our flying season! Join us at Seven Lakes State Park in Holly on Saturday, May 19, or at Bald Mountain State Park on Sunday, May 20!

Other Area Events

Jun

1-2-3	Whirlybirds	Heli meet, FAI-Class 1-2-3, Sci,Free	At Grosse Isle	Roy Dietz	313 839-4143
2-3	RCCD	R/C Scale combat	Warbirds Over Lenox"	Dave Wagensomer	313 881-9967
2-3	Weak Signals	Q-500 Pylon-428	Std & Exp	Phil Smith	734 429-4707
2-3	Pontiac MAC	IMAC Meet	Big Birds Over White Lake"	Don Hines	248 681-2752
15-16-17	Bellville Strawberry Festival	Air Show & Static Display	Bellville, MI		
16	Weak Signals	Sailplane	MSL Meet	Phil Smith	734 429-4707
23-24	Pontiac MAC	Giant Scale Fly-In	80 inch monoplane, 60 inch bipes	Frank Vella	248 627-8060
30-Jul 1	RCCD	Big Bird	IMAA Meet	Rich Vukmirovich	810 468-1360
30-Jul 1	Signal Seekers	Precision Aerobatics		Bob Kane	734 281-8514

Skymaster's Events



Skymasters R/C Club

Join the Skymasters Radio Control Club for an R/C Aircraft event

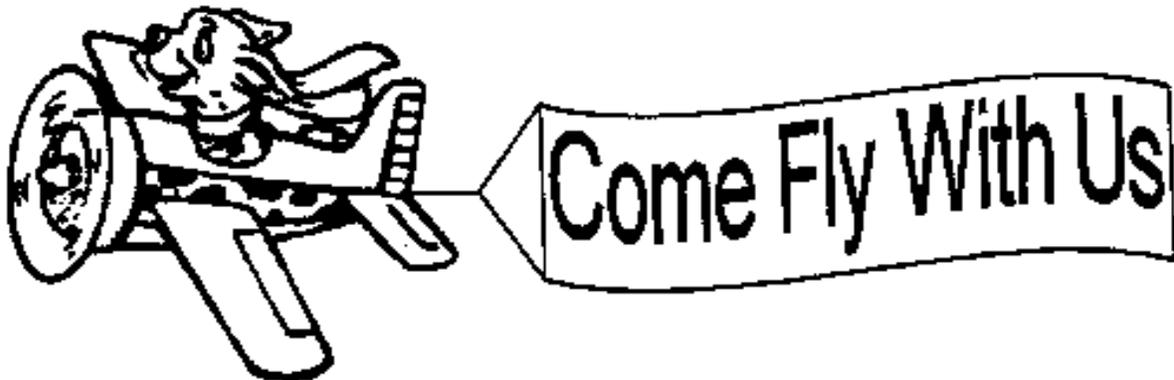
Kids Day

Sunday June 3, 2001

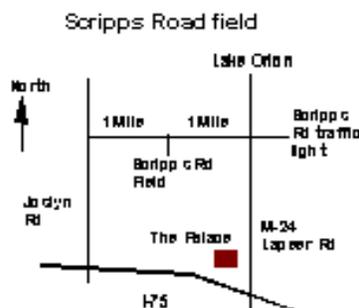
at the Scripps Road field (see map).

Club airplanes and Instructors will be on hand to give small kids (and big Kids) a chance to fly a real R/C aeroplane.

Event flying starts at 10AM.



Noise limit - 94Db at ten feet - no exceptions.



- * Lots of parking.
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- * Toilet located at field.

The Scripps Road flying field is located within the Bald Mountain State Park about five miles north of the Palace of Auburn Hills. All cars need either an annual or day Park permit which is available at the event.

For more information call Gary Weeks 248-540-8358
www.geocities.com/~skymasters

Other Area Events

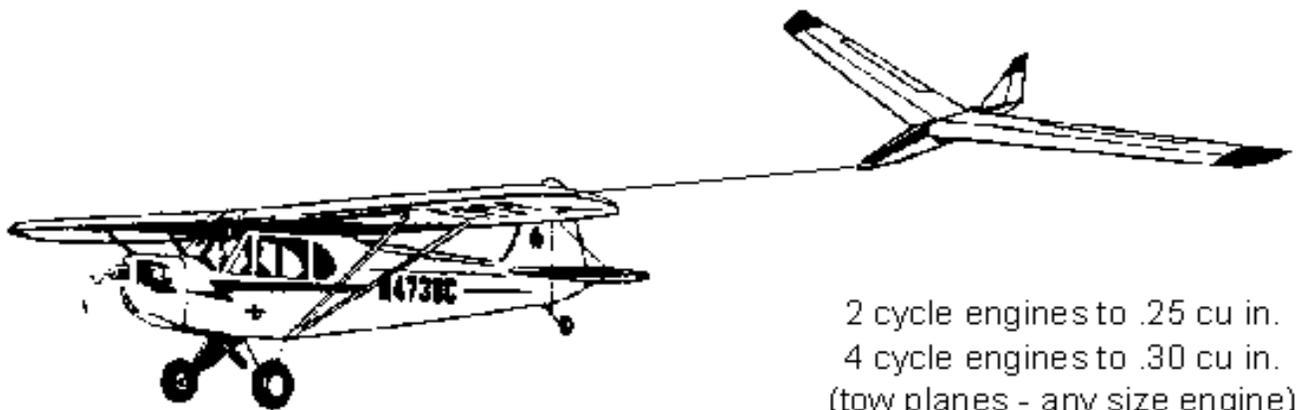


Skymasters R/C Club

Skymasters Radio Control Club annual club event

Small Fry, Electric and Sailplane Saturday June 9, 2001 at the Scripps Road field (see map).

Event flying starts at 10AM.



2 cycle engines to .25 cu in.
4 cycle engines to .30 cu in.
(tow planes - any size engine)
Any size Electric or Sailplane

Noise limit - 94Db at ten feet - no exceptions.



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For more information call Pete Foss 248-652-8756
www.geocities.com/~skymasters

Skymasters Instructors

So, you want to know who can help you learn to fly?? Well, these are the Flight Instructors in Skymasters!

Students – these are the only people that can help you fly.

Please remember, these people volunteer their time as Instructors – and will normally be happy to help. At times, they may have previously scheduled appointments or other reasons they cannot help – please be understanding. We all want to see you learn to fly!

We have two classifications of Instructors – Trainer or Advanced. As a new student, any of these can help you. The Advanced Instructors are also available for additional items – aerobatic training, test flights of non-trainers, etc.

Those listed as ‘Oncall’ have indicated you can call at home to arrange a time to meet. Others prefer to instruct only when they are at the field.

Instructors – need to change any info here, let us know!

First Name	Last Name	City	Home Phone	Category	E-Mail 1
Chet	Brady	Clinton Twp.	(810) 469-3079	Instructor (A) Oncall	
Carl "Greg"	Brausa	Orion	(248) 373-8949	Chief Instructor (A) Oncall	
Bob	Burns	Oxford	(248) 628-4666	Instructor (T) Oncall	
Greg	Cardillo	Lake Orion	(248) 391-6803	Instructor (A) Oncall	GMCardillo@att.net
Jack	Ferguson	Shelby Twp	(810) 731-3948	Instructor (A) Oncall	
Joe	Finkelstine	Rochester Hills	(248) 375-0530	Instructor (A) Oncall	jfinkel@eai.com
Pete	Foss	Shelby Twp.	(248) 652-8756	Instructor (A) Oncall	petefoss@hotmail.com
Steve	Fredericks	Oakland	(248) 693-6686	Instructor (A) Oncall	Fred65lg@aol.com
Roger	Garett	Troy	(248) 879-2835	Instructor (T)	roger.garett@gm.com
Paul	Goelz	Rochester Hills	(248) 375-9461	Instructor (T)	pgoelz@eaglequest.com
Herman	Greif	Ortonville	(248) 627-9259	Instructor (T) Oncall	MinivanFan@aol.com
Ross	Hardy	Lapeer	(810) 797-4917	Instructor (T) Oncall	rhardy901@earthlink.net
Joe	Hass	Rochester Hills	(248) 601-1541	Instructor (A) Oncall	JoeH@protocol.com
Grey	Lane	Sterling Heights	(810) 446-9532	Instructor (T)	speedygrey@aol.com
Bill	Leppard	Oxford	(248) 693-2415	Instructor (A)	chrisleppard@ameritech.net
Al	McGee	Madison Hts	(248) 589-0283	Instructor (A) Oncall	
Marv	Middleton	Oakland	(248) 693-2973	Instructor (T) Oncall	mmmmiddle@aol.com
Roy	Morgan	Troy	(248) 879-0624	Instructor (A)	
Allen	Mrock	Oxford	(248) 969-8139	Instructor (A) Oncall	mrock@mich.com
Al	Post	Lake Orion	(248) 693-6916	Instructor (T)	
David	Shea	Lake Orion	(248) 693-2650	Instructor (T)	sheawhat@att.net
Mark	Smith	Orion	(248) 391-5970	Instructor (T) Oncall	masmith248@earthlink.net
Gene	Smyers	Shelby Twp	(810) 781-5165	Instructor (T)	
Ronald	Sokacz	Sterling Hts	(810) 977-1404	Instructor (T) Oncall	
Gary	VanHevel	Shelby Twp	(810) 731-2435	Instructor (A)	GLVanHevel@aol.com
Darrell	Watts	Clarkston	(248) 391-4677	Instructor (T)	janeandjd@msn.com
Gary	Weeks	Troy	(248) 540-8358	Instructor (A)	Gary.T.Weaks@usa.dupont.com
Paul	Zabawa	Metamora	(810) 678-3332	Instructor (T) Oncall	zabawapl@tir.com

Help

Wanted!

Help!! Troy Built Models needs some part time workers to build some airplane parts either in their home or at their shop (1 mile from the field). Gene Payson (a club member) is the owner. Call him at 248-391-2331.



SKYMASTERS RADIO CONTROL CLUB OF MICHIGAN

Greg Cardillo
2086 Cedar Key Court
Lake Orion, MI 48360-1800

www.geocities.com/~skymasters

Email: skymasters@geocities.com

Upcoming Events:

*May 9—Meeting—Larson Middle School
May 19—Seven Lakes Float Fly
May 20—Bald Mountain Float Fly
May 23—Work Day—Scripps Rd Field*

*April 2—Retiree Breakfast
June 2—Meeting—Scripps Road Field
June 3—Kid's Day
Jun 10—Small Fry, Electric, Sailplane*

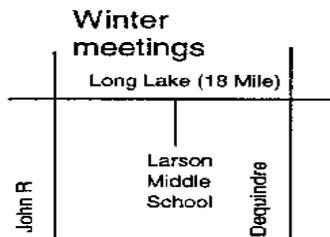
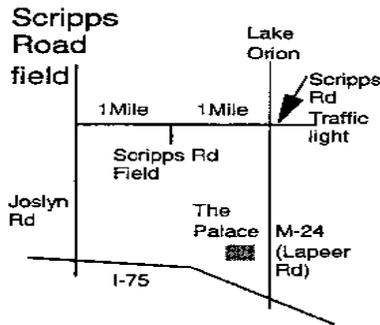
Skymasters Infor

Skymasters field is located within the Bald Mountain State Park on Scripps Road (see map). State Park Permits are required and can be obtained from the Park Headquarters located on Greenshield Road or at club events. Flying is permitted from 10 AM to 8 PM. The noise limit for 2001 is 94 dBa at 10 feet—this noise rule is strictly enforced,

Wednesday evenings during the 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 as well. It is a great idea to come on Wednesday, meet the Instructors and arrange for more instruction time together. Our Chief Flight Instructor is Greg Brausa (248) 373-8949.

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



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gossip too! Winter meetings—September to May—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 at 7:30 PM. 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 R/C clubs in the area and around the country. Any and all contributions are welcome. Please pass any articles to the Editor. If you know of anyone who may be interested in our hobby (friend, relative, neighbor, colleague or acquaintance), please 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!