



SkyWriter

See **Skymasters** on the web at - www.skymasters.org

PRESIDENT'S MESSAGE...

Howdy Ya-all...

I just returned from eleven days in Houston, flying the cars at the Houston Auto Show. The temperature was 85-90 the whole time but I hear that you also had very warm weather while I was gone. I must admit it was a bit of a shock arriving at the airport to 41 degrees today.

First I want to say thanks to the 50+ people who showed up for Bald Mountain Involvement Day. This is unquestionably the most important event in our year as far as maintaining the excellent relationship we have established with the DNR. This of course translates into having them as a strong ally in keeping our flying field. So if you were there, again thanks, and if you had a conflict and couldn't make it this year ... mark your calendar now for April 19, 2003.

I hope you found the April 26th meeting informative. Several of the experienced modelers in the club talked about several different ways that you can make your model quieter without seriously negatively affecting the performance. In some instances you can even improve performance. The other issue, that none of us like to talk about, is the effect the noise from our engines has

on our hearing. Some of us are already feeling the effect of years of "abusing" our ears. We don't have to get crazy (yet) but quieter models have many positive benefits.

Thanks for the responses on our club "Member Survey." I've already received 92 (as of 4/22) and I'm looking forward to many more. If for some strange reason you haven't



filled yours out and returned it, please do so today so that I can start compiling the results and get that back to you.

May is a big month for us. May 8th Art and David Adamisin will be at our meeting to talk about model engines. David and Art have competed at the Nats here in the U.S. and Art has traveled the world demonstrating, lecturing and training judges on modeling. Be thinking

about any questions you might have about model engines ... these are the people to ask. Plan now to attend this meeting! Then on May 18th we will have the 1st annual "Chet Brady Memorial Float Fly" at Seven Lakes followed on Sunday by the "Bald Mountain Float Fly". (Note: the Scripps road flying field is closed on Sunday until 2 pm.) Finally, May 22nd is our last Wednesday meeting of the spring. It is held at the flying field from 10 am to Come out whenever you can, we will be getting the field ready for the flying season. About 6 pm we will serve hotdogs, chips and soda and have a brief "official" meeting. (Remember, meeting in June, July and August are held on the first Saturday of the month at the field at noon.)

Okay, its time to get those thumbs limbered up. There's lots of flying ahead. Get some floats on something and join in the fun on May 18th and 19th. If you don't have a floatplane come out and watch. The Skymasters are known all around this country for our float flying come see what float flying is all about.

Until next time, keep those tips up and make those splashdowns gentle.

Darrell



Academy of Model Aeronautics

Chartered Club #970
Gold Leader Club

2002 Club Officers & Appointees...

President:	Darrel Watts	9279 Thornhill Dr	Clarkston	48348	248-391-4677
Vice Pres:	Paul Zabawa	PO Box 138	Metamora	48455	810-678-3332
Secretary:	Gary Weaks	2512 Red Fox Trail	Troy	48098	248-540-8358
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State Park:	Bill Stark	1010 E. Clarkston	Lake Orion	48362	248-693-8639

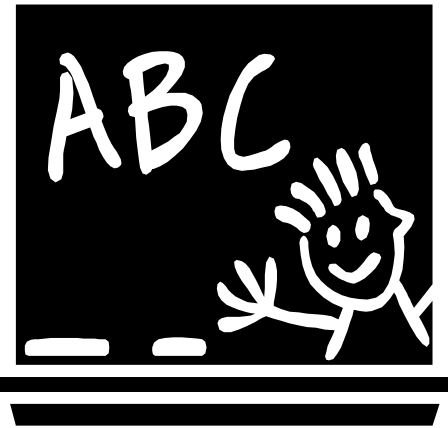
Articles must be received by the 20th for next issue.

Articles may be reproduced from Skywriter.

KIDS DAY...

HELP WANTED for Kids' Day, June 2nd, 10AM – 3ish. One of our best attended flying events is coming up soon. We typically will have 75 to 100 visitors who would like to try RC flying via trainer-planes and buddy boxes. Please consider helping out. It's a great time and great publicity for our

hobby and club. We need instructor pilots for either the morning or afternoon, ground crews to keep things moving smoothly, and of course kitchen help to feed all of those hungry new flyers! We also need as many trainer-type aircraft and buddy boxes as we can get. The club provides fuel for the day. Please contact Gary Weakas at (248) 540-8358 and be part of this wonderful event!



A LITTLE ON THE TRASHY SIDE!

THE GARBAGE CAN AT THE FIELD IS EMPTIED BY YOUR FELLOW MEMBERS. SMASHED PLANES AND EMPTY FUEL JUGS FILL THE CAN FASTER & MAKES MORE WORK FOR THEM! SO PLEASE TAKE YOUR GARBAGE HOME WITH YOU.

INSTRUCTORS MEETING

THERE WILL BE AN INSTRUCTORS MEETING AT THE **MAY 8** MEETING AT **7:00 P.M.**

RON WILL BE REVIEWING NEW PROCEDURES AND REQUIREMENTS FOR ALL INSTUCTORS. PLEASE PLAN ON ATTENDING

FIELD WORK DAY...

The field after this past winter is still there and survived quite well. From the general appearance of the field it does need some work for this coming year but I see no major work at this point. Key to what I believe needs improvement is the road, benches and a little grass seed.

1. Gravel needs to be pulled back onto the road by hand as I do not believe the tractor will pull back all the gravel that has made it to the shoulder and apron around the field. A number of people working together should be able to pull back most of the gravel back to the drive.
2. The benches could also stand a touch of paint.
3. The fence fabric just to the west of the sun shelter needs replacing.
4. The field itself has a number of bald spot that could use a couple of bags of seed.
5. I plan to have some top soil at the field to help fill some of the divots that have occurred over the last clean-up. I hope to have the field rolled ahead of time so it will be easier to locate some of the low spots.
6. Please bring rakes, shovels and gloves to work or any tools you feel comfortable working with there should be plenty of task for all.
7. I am currently planning to take the day off from the office and spend it at the field, I'll have my pickup and some tools. There will also most likely be a plane or two.



Bring a plane if the day is nice and get a flight in if the weather is good, after we get our work done. If you have concerns or priorities that I have not expressed please let me know.

Paul L Zabawa 248-265-3116

FROM THE EDITOR...

Welcome to the May issue of the Skywriter. If you are a renewed 2002 member look for the new gate combo on the back cover below your address.

I am sorry about the pictures for evolvment day, my

camera has something wrong with the auto expose mode.

This is the start of flying season with our two float fly's. If you have never been to a float fly come on out it is great fun to watch. Try it once and

you will be hooked.

Our field work day is this month, we need lots of help to get the field ready for the summer, so be there or be

Mark & Liz
masmith248@earthlink.net

Bald Mountain Involvement Day...

Each Spring the Skymasters donate one day to help The Bald Mountain State Park get ready for the Summer season. This not only helps the park which due to budget cuts has a hard time to get everything done, it also lets the DNR know we care about the whole park not just our flying field.

This year there were a variety of jobs to complete and thanks to 54 of our great members and group leaders we finished most of them.

Skymasters were all over the park Saturday, painting buildings, assembling picnic tables, cleaning & weeding parking lots, scraping and painting BBQ's,

putting stone on trails, guard rails along roads, moving curbs, and clearing trails.

Thanks go to Ron & Bob our cooks for the day. Our team leaders Dan Devine, Bill Dezur, Paul Zabawa, Gary Weaks, Harold Reuter, Steve Fredericks with his tractor, Craig White who brought a Bobcat and Bill Stark for his help in planning the Event.

We appreciate the DNR staff getting all the tools and material ready for us so we could get our jobs done in one day.

A big thanks to everyone who helped out this year!

(Pictures are of the finished jobs, the pictures of workers did-

n't come out, check the classifieds for camera for sale!)

Mark Smith



Bill Dezur and crew cleaned and painted all the BAR-B-Q'S in the park!



Jack Steel and his boys cleaned & polished the curbs in the Beach parking lot.



Ross Jones lead the crew including the three Shea Ladies in cleaning the Boat ramp Entrance Island.



We put together a bunch of picnic tables, I hope we don't have to move them!



Harold Ruter and his painters gave the old "Pig Pen" a fresh coat of paint.

PROP WASH

by: **Joe Finkelstine**

Hi all,

Usually at this time of the year I am asked at least once or twice on what it is like being an instructor for Skymasters and how one can become one. The answer to how to become a flight instructor begins with you having a discussion with the current chief flight instructor (CFI), who happens to be Ron Sokaz. He is the big cheese who determines who gets to wear those nifty "flight instructor" hats (which by the way, are your entire "pay" for being a flight instructor!). The primary task of the CFI at Skymasters is to insure a current and competent flight instruction staff, and Ron will use a combination of standard test and procedures mixed with observation, feedback from others, etc., to make that determination. It is a mixture of objective and subjective pieces of information, and I for one am glad it is Ron's call and not mine!

Now on to the part I can talk to from experience, that of what it is like being a flight instructor and how I made my initial way into instructing. From a historical perspective, I began instructing my third or fourth year of flying. At that point I felt confident enough in my flying abilities to pass the proficiency tests, and I have always en-

joyed teaching, so that was when I decided to give it a whirl, and I have been doing so ever since.

Perhaps, I could describe a typical instructing day that I go through to help you realize that it is a complex mixture of activity. My instruction days are Wednesdays (student night), so I try to play hooky from work and be at the field by 2PM at the latest. I bring some of my own ships, as this is also the only day I get to fly, so my first few hours at the field also involve me sneaking in a few flights. Often though, I arrive just as the "day" shift is leaving/getting tired, etc., so many times my work begins as soon as I get out of my car. My time can usually be broken into a few broad categories

- 1) Flying with a student
- 2) Test flying new and or recently "reworked" ships
- 3) Fiddling with motors
- 4) Checking out new ships for safety and airworthiness
- 5) Discussing with Spectators what this hobby is all about and what it costs

Of the above, numbers 1 and 2 are most of my time, mainly because we have a great resource of people who help out newcomers on the ground with numbers 3 and 4. Personally, I think the best way to see

if you would like to be an instructor is to actually start out by being part of the "checkout" team that reviews new ships before maiden flight. You will soon discover if you have a knack for teaching and describing the multitude of things that have to be in place before that new trainer ever leaves the ground. It has been a great resource and learning ground for new instructors at the field over the last few years.

The most directly observed task of a flight instructor is when we actually team up with a student and fly (nearly 100% on a buddy box nowadays, and rightly so!). This is often the most pleasurable or most frightening time for an instructor. On a busy Wednesday night I can sometimes fly over 2-3 hours without stopping. As with any form of teaching the personal rewards you get here are that you will see many of your students progress through their flying proficiency and ultimately, you will get as big a thrill as the new pilot does when he/she gets their "pilot" card. You will have played a part in that accomplishment for that person, and if you do not find pleasure in that, then flight instructing is not for you. It is in this phase of instructing that you will have to bring together your flight skills simultaneously with your teaching skills. There are several people in the club who are good and proficient flyers, but it is not to their skill set to also teach these skills. Both skills are needed here.

Mechanically, in order to free your mind up to teach, flying must be instinctual for you. You should be able to not have to think how to recover a ship from an unusual attitude or position in the sky/ground. This is a basic requirement of teaching flying, and is one many in the club have mastered. While you are managing the mechanics of flying, you also need to talk with the student and keep a keen situational awareness around you. For example, you will also need to keep an eye on the field for someone running out to retrieve a ship on the field so

(Continued on page 5)

Float Flying at Stony Creek...



The Skymasters and the Fraser Flying Clubs have joined forces to promote float flying at Stony Creek every Wednesday starting in May by providing the funding for renting the retrieval boat. We will be flying from 9am until Noon. We will be flying unless it is very windy or raining. After entering the park follow the signs toward the boat launch and golf course. Winter Cove is on the right after you pass the golf course. Stony Creek is north on Van Dyke M-53 to 26 mile road and then west on 26 Mile to the park entrance. There is a \$2.00 daily park fee or annual metro park passes are available.

"Get your floats on and join us at Winter Cove every Wednesday."

If you need additional information please contact:

Jim Held at 248-641-9724 or email at aheld19659@aol.com.

(Continued from page 4)

you don't allow your student to set up an approach to land. The less you need to focus on the mechanics of flying, the more you will be able to add to the students understanding and overall safety of the field.

As I mentioned above, just being a good flyer is not enough. You must also have an adaptable and keen sense of how to convey information to a wide range of learning capabilities and personalities. Often times early in your students learning process, they will be devoting what appears to be 100% of their energy and concentration on that little dot up in the air. Anything you say will have to be re-

peated about 10 times before it will actually be heard and responded to – patience in teaching our hobby is mandatory. All students are unique and some will respond well to your teaching methods, some will tune you out, and some will be in-between. If you want to be an instructor for long, you must learn not to take personally if a student decides he/she wants to learn from someone else after a few flights with you. When I instruct for example, I am usually a chatterbox of tidbits and suggestions. I also insist on precise flying right from the get go to help students understand that they are in control, not the wind, trim, etc. This method works well with

some and I have driven several to other instructors. We all learn in different ways, so from a personal standpoint, you need to be a little thick-skinned and not take "rejection" personally.

Perhaps the most challenging thing you will face as an instructor is acknowledging that you remain a member of the human race even though you have a new instructors hat. What I mean by this is that sooner or later, through your own mistake, you are going to cause a student airplane to crash or be lost. You remain human and prone to attention lapses, mistakes in judgment, etc., just like your students. You must be willing to accept that this will happen. We respond in different ways, but in general almost every student I have had understands that we also make mistakes, and fixing broken ships is part of the hobby. Certainly you do not want to be callous or un-caring here, but it is important to also move on and "get back on the horse"

You may spend your entire career as an instructor at this level of flying trainer ships and it can be immensely enjoyable. You also may choose to move into advanced instruction, and that really consists of test flying new, advanced, or unusual projects. This is truly an environment where your flying skills will be tested. Because of the nature of our hobby and all the neat planes available, many of us will acquire ships a little too advanced for ourselves at various times in our flying career. It is still OK to own and build these ships, as they are wonderful to have. It does take a bit of maturity for an individual to acknowledge that they need some help, and as most do, they ask for help in testing out a new ship from and advanced instructor. These range from highly aerobatic, war birds, 3 channel ships, etc., I really enjoy new challenges and testing out new ships, so this is the area I most look forward to on Wednesday nights. This type of instructing is not for the faint of heart though!

(Continued on page 6)

Skymasters Video Library...

Please assist me in recovering checked out videos from your Skymasters library that have been removed for an unreasonable period. I realize it is easy to forget to get that video back in the case and returned so other members can take advantage of the wealth of information available to them. This data is especially valuable to our newer members to the hobby searching for construction and flying techniques.

Some in this list are no longer members, but perhaps you active members know them and can obtain the video and get it back to me.

<u>Date out</u>	<u>Name</u>	<u>Number</u>	<u>Title</u>
09/27/00	Craig White	4C	Building it Right the First time
09/27/00	Joe Haurelko	39C	Warbird Flight Characteristics
03/14/01	John Billinger	2C	Aerobatics
03/28/01	Joe Miller	16M	Futaba FP – 7UAP/F Radio
04/11/01	Ryan Lademann	21C	One Week to Solo
04/11/01	Ryan Lademann	105C	Top Gun 1995
09/26/01	Al Harriman	6C	Coverite covering tips
11/14/01	Mike Jones	79M	Flying Free 2001
11/14/01	Mike Jones	28M	Air Disasters
01/09/02	Tim Reetz	75M	Festival of Giants – 1999
01/09/02	Tim Reetz	80M	Rally of the Giants – 2001
01/09/02	Mike Jones	23M	Robart Retracts
01/09/02	Mike Fleming	72C	RC Funnies
01/09/02	Mike Fleming	56M	Striking Back
02/13/02	Mark Smith	58M	Texas Air Races
02/13/02	John Terenzi	73M	Top Gun 2000
02/13/02	John Terenzi	22C	Primary Flight Training
02/13/02	Al Harriman	37M	Crasher 2

If you feel this data is incorrect for any reason please contact me to explain the situation and correct my records:

George Dzendzel: 248-588-5261 dzendzel@comcast.net

(Continued from page 5)

The other areas that you would be responsible for as an instructor are field safety and spectator relations. As an instructor, you take on a responsibility to be an actual working example of someone who flies safe and follows the field rules. We have had more than one otherwise qualified instructor not be put on the roster because of this con-

cern. Finally, all instructors take on the first line of defense when someone comes to the field to watch and may have a question or two about getting in the hobby. - You must take the initiative, as most spectators will be to shy to initiate contact.

Skymasters has along and continuing history of good instruction and it continues into this upcoming season. Each year instructors fall

out and need to be replaced, so if you are thinking about it, take the initiative and talk to Ron about it and perhaps get started by helping check out planes as part of the ground crew, or feel free to talk with any of the existing instructors about what they like and do not like about what they do. I believe you will be hooked once you get started!

~ Joe Finkelstine

AREA EVENTS...

- **Wednesday - MAY 8** 7:30 PM Skymasters Meeting. Larson Middle School Art Adamisson – Engine Maintenance and Technology.
- **Saturday - MAY 11** "OPEN R/C COMBAT" Sumpter Hilltoppers Randy Yeager 734-753-5085
- **Saturday - MAY 18** "CHET BRADY MEMORIAL FLOAT FLY" 9:30AM This kicks off the flying season, held at the Seven Lakes State Park Beach, in Holly, I-75 north to Grange Hall, west to Big Fish Rd. then north to the park entrance.
- **Sunday - MAY 19** "BALD MOUNTAIN FLOAT FLY" 10:00AM A great float fly at the Bald Mountain Beach, the Skymasters field will be closed for this event, but will open afterwards. (gate combo changes) Lapeer Rd. north of Silverbell, East Off Lapeer Rd.
- **Wednesday - MAY 22** 10:00 - 8:00 "Field Clean-up Day" 10:00 - 8:00 (see page 2)
- **Saturday/Sunday - JUNE 1&2** "WAR BIRDS OVER LENOX" Jay Lawless 248-641-7768 www.rccd.org



SKYMASTERS MAY 2002

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2 BOARD MEETING	3	4
5	6	7	8 MEETING LARSON	9	10	11 SUMPTER HILLTOPPERS
12 MOTHERS DAY	13	14	15	16	17	18 CHET BRADY FLOAT FLY
19 BALD MOUNTAIN FLOAT FLY	20	21	22 FIELD CLEAN UP DAY	23	24	25
26	27 MEMORIAL DAY	28	29	30	31	1&2 RCCD WARBIRDS & COMBAT

Larson Meeting 03/27/02

Visitors / New members:

- * Roger Karstovski – Getting back into the hobby.

Meeting Minutes:

Minutes from the 3/13/02 meeting read by Gary Weaks and accepted by membership.

Treasurer's report was given by Bob Donohue.

Bald Mountain Involvement Day – Mark Smith, this year's coordinator, gave a brief update on preparations for this year's Bald Mountain Involvement Day, April 20th

Special Topic Speaker: Ross Jones on R/C war birds

Darrell introduced Ross Jones, a Skymasters' member for several years and avid scale builder. Ross was first attracted to 60-sized, scale, R/C WWII subjects in the late 70's when they represented a pinnacle of the hobby. Many years later when he was ready to attempt this segment of modeling he started with the Top-Flite P-47 kit. According to Ross, Top-Flite goes to extremes in describing each step of the way in a highly-detailed instruction book which takes a lot of the mystery out of it for those attempting their first scale subject.

Ross recited what many scale modelers will tell you and that is you really have to have a deep love and appreciation for the subject you are working on or it will not likely be successful. His personal interests are in aircraft from the WWII European Theater. Also, the most valuable aid you can have when building a scale subject is documentation. In addition to books, plans and photographs, being able to visit the full-scale subject is a tremendous help. Ross' documentation quest even took him to the Kalamazoo Air Museum to see the full scale P-47 and even talk to the pilots. In doing research you will find that shiny, pristine-looking aircraft are not good representatives of combat aircraft. WWII military aircraft usually bore a rough and worn look.

Another important consideration of scale subjects is that they tend to perform similar to their full-scale counterparts. Traits like poor ground handling and high landing speeds are usually passed along to the scaled-down version.

Ross brought along three of his scale models including a Top-Flite P-47, a Top-Flite P-40 and a B-26 Marauder, still under construction. The Marauder is being built from Jerry Bates plans with parts supplied from All-American Kit Cutters. Plan building is certainly more challenging because it is assumed that you have had some scale building experience and you are left to your own devices to supply the details of construction. It is always advisable to gradually work up to complex subjects adding retracts, flaps, etc as experience is gained through less-complex aircraft subjects.

Show and Tell:

- * Howard Alexander showed a .40-sized Great Planes Sportster 40. It has a gyro on the ailerons, uses transparent Mono-

coat, and weighs 6 pounds

- * George Dzendzel displayed a Sr. Tele-master. 8 foot wingspan, powered by a Thundertiger .61.
- * Chris Hass brought in a free-run air car powered by an electric motor with a 7-cell pack.
- * Joe Hass brought in an O.K. Models Voodoo P-51 racer ARF. It has mechanical retracts and powered by an Enya .50. It uses a unique Slim-line muffler. It weighs 5.5 pounds and has a 56" wingspan. It also comes in two other color schemes. This will be a future RCM kit review by Joe.
- * Joe Hass also brought in a Sig Extra 300 ARF (still in the box) for a future RCM kit review.
- * Fred McConkie showed a Tower Twin-star powered by a 2 Tower .40's. Fred acquired the Twin-Star at the Skymasters' Swap Shop.
- * Don Patterson brought in a 1957 vintage TTPW (Two-Tone Pulse Width) radio control unit. It is a base transmitter and a very early proportional unit for elevator and rudder control. Speed control was still achieved through an escapement device. It used a 45-volt receiver battery and a 9-foot transmitter antenna.

New Members:

The names of twelve new members were read and voted into the club. They are:

Fred Junoo, Jack Goodrich, William Scott, Robert Zigarac, John Terenzi, Michael Bloom, Derrick Zock, Paul Carroll, Ashton Carroll, George Calacatterra, Neal Kaiser, and Louis Gervais.

Newsletter:

A membership questionnaire will be mailed out shortly. We need your opinion on some important issues facing our club. This will help set future directions and club policies. Please take 10 minutes and complete it as soon as you receive it and mail it back with the stamped envelope provided. Make your opinion count!

Future Meetings:

May 8th – Art Adamisson – Engine Maintenance and Technology.

May 22nd – Work Day at the Scripps Road Field.

Final Business:

Ross Jones showed a humorous video from the Comedy Channel featuring a spoof of a news article of model airplane pilots contending with bird watchers for the use of a field.

Meeting moved to adjourn.

Larson Meeting – 04/9/02

Meeting called to order by Daryl Watts .

Visitors / New members:

1st time visitor Robert Hall looking to join our club is coming to use with 3 decades of experience.

Guest speaker: Steve Constidine.

Steve is with NOAA the national weather service. Steve has been working for NOAA for 3 years and has been stationed at the White Lake office since last July. DTX Products and Services cover 17 counties of southeast Michigan. Other facilities cover Grand Rapids, Marquette and Marlette. They provide 7 day x 24 hr service covering weather hazard warning , flood warnings, forecast for the airports and marine weather forecast and warnings. The White Lake releases weather balloons every morning & evening and updates NOAA weather radio, the station operates a Doppler radio which monitors from 140-200 miles of radios depending on weather conditions. Most local TV and Radio stations take their data from the Doppler radio station. Various internet site maintain by NOAA:

www.NWS.NOAA.gov

www.WEATHER.gov

www.ncep.noaa.gov.

Of interest : Lightning kills most people more than most any other type of storm. Well defined clouds normally associated with thunder storms. Radiation Fog: High pressure, low winds and high moisture, fog will occur at various altitudes. Wind speed is normally reported as measured at about 5 to 6 ft in height, off shore winds are reported at a height of 100 ft. The jet stream starts at 20-30,000 ft.

Show and Tell:

- Joe Finkelstine brought in a 1/5th scale ME-109 that he picked up in Toledo, Dave Platt design. Joe picked up a deal at \$225.00
- Roger Smelling brought in his PT-17 ARF powered by a Satio 150 4 stroke weight 12 ¼ lbs. Price of about \$299.
- Jim Held brought in a nearly finished GEE BEE RZ by Adrian Page. the Plane is covered in Ultra Cote weighs 7 ½ lbs and is powered by a OS91 four stroke. Jim plans to fly it soon.
- Jack Steele brought in his Kyosho Stearman -one of the Quality Series of kits. The kit is a ARF weighs 5 lbs 4 oz and is powered by a OS 52 FS. .
- Wade Wiley brought a Bumble Bee a twin electric powered ARF. The kit weights in a 16 oz. With 8 350 ma batteries with two speed 280 motors.
- Chris Hass brought in a FAT Richard free-flight glider.
- Daryl Watts brought in a kit bashed Stinger Seaplane. Daryl made this a conversion from a Stinger 40, it is powered by a OS 46 and weighs 5 ½ lbs. Daryl won 2nd place in Monokote sport with model in Toledo.

Upcoming EVENTS:

April 20 Bald Mountain Involvement Day

April 27 Boy Scout at our field . We will be providing a Air show for the Boy Scouts at 2:00 . We are still looking for a few volunteers.

May 8 - Engine Clinic Meeting

May 22- Meeting at the Field Clean-up.



SKYMASTERS RADIO CONTROL CLUB OF MICHIGAN

Mark Smith
1955 Hopefield
Lake Orion, MI. 48359

Web site: www.skymasters.org
Email: skymasters@geocities.com

UPCOMING EVENTS

- MAY 2..... Board Meeting
- MAY 8..... Meeting at Larson
- MAY 11..... Sumpter Hilltoppers
- MAY 12..... Mothers Day
- MAY 18..... Chet Brady Float Fly
- MAY 19..... Bald Mountain Float Fly
- MAY 22..... Field Clean-up Day
- MAY 27..... Memorial Day

Skymasters Information ...

Skymaster's 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 2002 is 94 dBa at 10 feet—this noise rule is strictly enforced.

In the summer, Wednesday evenings are Student

Nights and there are usually instructors around all day. Student night is also a pot luck buffet, bring something for the grill & a dish to pass. Meet the Instructors and arrange for more instruction time together on other days. Our Chief Flight Instructor is Ron Sokacz (810) 977-1404.

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 socialize. 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. Bring a model for Show and Tell, enjoy coffee with donuts and listen to the speaker of the evening.

The Skywriter newsletter is sent to members, local hobby shops, and other R/C clubs in the area and around the country. All contributions are welcome. Please send articles to the Editor. If you know of anyone who may be interested in R/C Aviation, please give them a copy of this newsletter or a copy of an AMA magazine. It may spark their interest!

