



SkyWriter

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

PRESIDENT'S MESSAGE...

Yea! Flying Season is Here!

(Even though we did have snow on May 20th)

Where did May go? The May float-flies went off well, chilly and a little breezy but fun anyway. The Event Directors will tell you all about in this newsletter.

Remember, in June, July and August, official club meetings happen at noon on the first Saturday of each month at the field.

The helicopter hover practice area should be ready by now. If you have any questions about getting involved with helicopters or helicopter rules, get in touch with Pete Foss or Greg Cardillo. They are not planning on "teaching," but they will "probably" be able to answer your questions and point you in the right direction if you need more information.

Also "Wednesday Student Nights" are in full swing. This is a special night for those who are trying to master this hobby to get in their practice time. We need instructors to help them! As for you

"Advanced Pilots" this is not the time for you to be out there buzzing through the sky making the students even more nervous. Unless this is absolutely the only time you have to practice, please fly your hot ship on another night. For those of you who are not familiar, there is also a potluck dinner. Call Bob or Donna Burns for details.



At the Feb 13th meeting, one of the things "the group" said that we needed to do was to publicize our hobby and our field location. I talked about it at our last meeting and now here's an opportunity. I've signed us up to do an "activity table" at the Lake Orion library, July 12th through July 16th (they are closed on Sunday the 14th).

Read the details in the enclosed article and sign up to help for a few hours.

I was out of town (again) for the May 22 meeting. I had promised a summary from the "Member Survey" obviously that didn't happen. I will get the results published soon.

One thing I noticed in the surveys

many of you said that you "probably would" participate in our events. Now its time to put your money (read airplane) where your mouth is. There are lots of interesting events coming up. Nearly all of our events are simply fly your airplane for fun, exhibitions so there is no pressure. Pick out

the one or two or more that look interesting and make the effort to participate. The more people that participate in an event the more fun the event is and the more the participants get out of being an active part of this club.

I've got to go now. Have a great summer of fun flying!!!

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 Weeks	2512 Red Fox Trail	Troy	48098	248-540-8358
Treasurer:	Bob Donohue	260 Four Seasons Dr	Lake Orion	48360	248-391-1385
Editor:	Mark Smith	1955 Hopefield	Lake Orion	48359	248-391-5970
C.F.I.:	Ron Sokacz	40714 Matlock	Sterling Hts	48310	810-977-1404
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.

SCOUTS TAKE TO THE AIR...

Photos by: Mark Smith

Saturday April 27, Over 150 Scout's used the Skymasters field to conduct a variety of work shops and to watch and fly R/C airplanes. While the Scouts fired their catapults and worked on other inventions, instructors taught the fine points of controlling an R/C aircraft. There was also a drawing to select the over 20 scouts who would get a chance to actually fly a trainer on a buddy box.

Bill Dezur would like to thank the Skymasters for their hospitality and the members who volunteered to help the scouts.



The scouts crowd in to watch the planes and work on their projects.



Instructor Dan Devine show a scout how the sticks work on the transmitter.



Scouts flying with Gary & Dan

FROM THE EDITOR...

Welcome to the June issue of the Skywriter. After a wet and windy spring, Finally it's SUMMER and the warm part of the flying season! (it's been a cold winter)

Our staff writer **Joe** "Sure I'll Fly Your Plane" **Finkelstine** has

another one of his insightful articles on life as an Instructor. (page 4&5). If you talk to Joe please encourage him to continue writing more of these articles and if you want to write an article please contact me.

June brings us "KIDS DAY"

and "SMALL FRY & ELECTRICS" events. Also the first of the Wednesday Student Nights. Come on out and support your club.

Mark & Liz
masmith248@earthlink.net

SPRING FLOAT FLYING WEEKEND...

“Holy Sweatshirt Batman” Yes it was a cold weekend, with temps in the early morning hovering in the 30’s. Over 40 pilots braved the cold to fly Saturday May 18 at the “Chet Brady Memorial” and Sunday May 19 at the “Bald Mountain” float fly’s. Ross Jones & Pete Foss would like to thank everyone who help out at this years Spring float flys. This year even with the cold weather we had some new float flyers out giving it a try hopefully they had a good time and will be at the “Midwest Regional float fly” September 7-8. And a reminder that we also float fly every Wednesday at Stony Creek Park.



“Baby it’s COLD outside!” Ron Sokacz



Chet Brady - Seven lakes flight line



Dan Devine's Heli on floats



The pits at the “Bald Mountain Float Fly”



Bob Donohue's “Hog Bipe”



Nick Falzon with his “Four Star Forty”



Joe Hass's “Pizzazz”

PROP WASH... by: Joe Finkelstine

Hi All,

Well, your newsletter editor told me that I have to continue to fill up his pages or he threatened to make me fly two strokes for the rest of the flying season! – Seriously though, I thought it might be helpful to continue the topic I started my new column with last issue. If you recall, that topic was what was involved with becoming and being a flight instructor. I would like to now discuss what goes into a student becoming a regular “signed off” pilot.

Each year brings new students to the club, and we don't always convey to our new pupils what we expect of them before we give them a new color card to put in the frequency control box.

Over the years, Skymasters has evolved our student program to consist of what I refer to as a formal set of requirements and an informal set of requirements. Let me first discuss the formal ones.

- 1) Official member of Skymasters.
- 2) Have your AMA card.
- 3) Demonstrate some formal flight maneuvers (more about this one later).
- 4) Successfully completed ground school.
- 5) Have at least two instructors agree you are ready.

Actually, to become a regular member of Skymasters, you must have you AMA card, so number 2 above is redundant, but someone will yell at me if I do not include it.

We have had a somewhat mixed presentation of ground school over the years, with variations ranging from a formal class, up to instruction one on one. Regardless of how the ground school is presented, the key deliverable of the class is to familiarize the student with the safety rules of the field. Our rules on flight line, frequency control, etc. are what separate us from the anarchy of lots of crashes. You will need to demonstrate that you both understand and most importantly follow the rules. I cannot speak for all instructors, but I have refused to sign off otherwise qualified students who I felt they did not need to follow the primary safety rules. If you are a student of mine, you will soon discover I am a bit of a stickler on you following our field safety rules.

I have found over the years of instructing that the formal set of flight maneuvers generates the most confusion, because we instructors mix formal and informal requirements on these. The formal ones include (hope I do not forget any!), a loop, a roll, a stall entry and



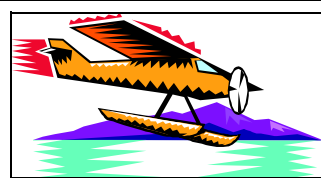
recovery, 3 touch and goes and at least one full take off and one full landing. We even provide a little checklist on the back of a student card for those that want each maneuver signed off as a sign of progress (or at least we used to). Often, instructors will add a few informal maneuvers or additional tests before we think you are ready. Of course we do a terrible job of telling you what those are until we want you to actually do them, so confusion reigns supreme sometimes for our poor beleaguered pupils.

The theory of you demonstrating minimum flight maneuvers rests in the belief that if you can indeed accomplish the minimum set, you will be a reasonably safe flyer. Notice I did not say competent or good flyer, but a safe flyer. So let me now declare to you a deep dark secret of when I make my decision that my fledgling student may be ready to be signed off (I always chicken out when it comes time to sign off a student and have the CFI actually run the test!). To me, you must demonstrate that you are a good enough flyer to get (and keep) you ship out of harms way, particularly when the ship is in a vulnerable position (like take off and landing). I add to the minimum flight maneuvers with the belief that if you can accomplish what I ask, than you will be a safe flyer when it often matters most. So how do I go about this? – Well, I will ask you to also:

- 1) Safely correct a ship that is way out of trim on takeoff (this of course never happens to me!)
- 2) Recover the ship to straight and level flight when I upset it to many unusual attitudes.
- 3) Land your plane long, short and in the middle of the runway when I call it on downwind.
- 4) Dead stick it in at least once.
- 5) Safely abort some landings – even better yet, show me you are

(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)

comfortable enough on the mechanics of landing that you recognize yourself when it is time to go around.

- 6) Safely abort some takeoffs, and like above, show me you have enough clairvoyance to recognize you are in trouble and stop yourself.

Of my informal ones, I hope you can understand that I pay most heed to numbers 5 and 6. Without a doubt the most vulnerable time for pilots, spectators, and especially the ships themselves is the transition time a plane is in when leaving the ground or landing on it. If you can do what I ask on top of the formal requirements, you should have no problem on passing your flight exam (unless of course you get way to nervous, but then if you do you really are not ready!)

An additional area I want to comment on is the large amount of stress and self-criticism I see many students place on themselves. Often, the initial phases of simply controlling the ship to fly a good pattern seem overwhelming. Learning is not a linear experience in general, and it is certainly not linear in learning to fly. By that, I mean that the time it takes you to get to basic pattern flying is usually the longest and most difficult and it will not take you nearly as long to learn takeoffs, landings, unusual attitude recovery, etc. I often have to remind many of my students that this is similar to watching a young child learn to stand and walk. They seem to take a very long time teetering on walking, but once that phase is over, they are running out the door naked within what seems like minutes. Please do not be so hard on your self if you feel you are making no progress. The initial phases are the biggest hill and trust me, if I can do it any of you can. If you feel you are really stuck, I would suggest that you fly with a multitude of instructors and ask each for what he/she does to control the ship, what to watch out for, etc. – Each instructor in the club will have good advise for you and perhaps a differ-

Lake Orion Library Exhibit...

The library contacted us to offer, at absolutely no charge, exhibit space for one week July 12-16 to publicize our hobby and our club. Here's the plan, we will have a table in the lobby where we will display literature about the club, our schedule of events and AMA. I will provide a Slo-Poke 40 in bare bones and a Slo-Poke 40 covered which we will hang above our table. Most of the time this display can stand alone (unattended).



What I mentioned at the club meeting is that I am looking for individuals who can man the booth and talk to visitors about the hobby and particular you specific area of interest. I would look to you to bring a model or display to support your area of interest. For example: I will do float planes and bring one of my float planes to display on the table while I am there. Hopefully you have an area of interest and you could take an evening or Saturday afternoon to talk about it. Again for example: electrics; trainer aircraft (Bob Burns is doing this one); scale; acrobatics; small fry; engines (two-stroke, four stroke, multi-cylinder, etc.); warbirds: gliders/sailplanes; etc., etc.

The library hours are: Friday & Saturday.....9:30am to 5:00pm
Monday – Wednesday.....9:30am to 9:00pm

I think we should make every effort to man the exhibit Monday through Wednesday evenings – perhaps from 6 or 6:30pm until 9:00pm and Saturday from 1-5:00pm. Pick a time to be on site and talk about your special interest. Call me at 248-391-4677 and I will coordinate so that we spread the coverage over the whole time. Thanks in advance for your cooperation.

Darrell Watts

ent perspective will help you out.

Finally, understand that we as instructors want you to succeed as much as you do. Our real pay is watching the smile on your face as we announce to the assembled masses at the field that we have a new pilot – Keep up the good work, you will get there!

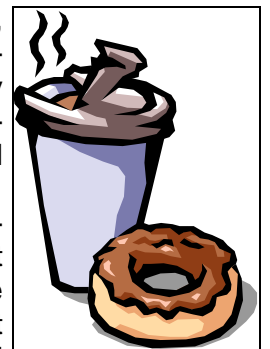
~Joe

A LITTLE ON THE TRASHY SIDE!

PLEASE DON'T TAKE THE GARBAGE BAG OUT OF THE CAN UNLESS YOU ARE GOING TO TAKE IT AWAY WITH YOU!
ANIMALS WILL TEAR IT UP IF YOU LEAVE IT AT THE FIELD.

Where's the coffee?

Most of us were wondering what happened to our coffee at the last meeting, but more importantly what happened to Bill Dezure.



Bill apologized for not being at the meeting but had a good reason. He had chest pains and went to the hospital to check it out. An EKG and stress test later he was deemed "Fit as a fiddle". (I hope that's a good thing)

AREA EVENTS...

- **SATURDAY- SUNDAY JUNE 1-2** RCCD "WAR BIRDS OVER LENOX" R/C SCALE COMBAT James Lawless 248-641-7768 www.rccd.org
- **WEDNESDAY JUNE 5** "1ST STUDENT NIGHT" Training all day Pot luck Dinner at 6:00.
- **FRIDAY-SATURDAY-SUNDAY JUNE 7-8-9** Midwest R/C "Heli Fun Fly" Howard Kendall 248-437-5405
- **FRIDAY-SATURDAY-SUNDAY JUNE 7-8-9** AMA –Homecoming at Muncie Headquarters
- **SATURDAY JUNE 8** "Small Fry - Electric & Sailplane" Pete Foss 248-652-8756
- **SATURDAY-SUNDAY JUNE 8-9** Pontiac MAC "IMAC" meet - Don Hines 248-681-2752
- **SUNDAY JUNE 9** Sumpter Hilltoppers "Fun-Fly" Bob Murdock 734-362-8319
- **FRIDAY-SATURDAY-SUNDAY JUNE 14-15-16** "Bellville Strawberry Festival" Static, Limited Heli.
- **SATURDAY JUNE 15** Weak Signals "Sailplane" Dick Peebles 419-923-2721
- **SATURDAY JUNE 15** Pontiac MAC "Wings Over White Lake" AMA BIG BIRD Frank Velia 248-627-8060
- **SATURDAY-SUNDAY JUNE 22-23** RCCD "IMAA BIG BIRD" Rich Vukmirovich 810-468-1360
- **THUR-FRI-SAT-SUN JUNE 27-30** Signal Seekers "Precision Aerobatics" Bob Kane 734-281-2814



SKYMASTERS JUNE 2002

SUN	MON	TUE	WED	THU	FRI	SAT
						1 RCCD SCALE COMBAT
2 RCCD SCALE COMBAT	3	4	5 STUDENT NIGHT	6	7 MIDWEST HELI FUN FLY AMA—Homecoming	8 SKYMASTERS SMALL FRY PONTIAC IMAC
9 PONTIAC IMAC SUMTER HILL FUN FLY	10	11	12 STUDENT NIGHT	13	14 FLAG DAY	15 PONTIAC BIG BIRD
16 FATHERS DAY	17	18	19 STUDENT NIGHT	20	21	22 RCCD BIG BIRD
23 RCCD BIG BIRD	24	25	26 STUDENT NIGHT	27 SIGNAL SEEKERS AEROBATICS	28 SIGNAL SEEKERS AEROBATICS	29 SIGNAL SEEKERS AEROBATICS
30						

Meeting 04/24/02

Troy Boys and Girls Club

Visitors / New members:

- * Bill Rack – previous member. He flies a ¼ scale Piper Cub, a Tower Trainer, a sailplane and a Ford Flivver.
- * Bob Duclow – Previous modeler, flies a Falcon 56.

Bald Mountain Involvement Day – Mark Smith, this year's coordinator, gave a brief update and thanked all of those who participated in a successful Bald Mountain Involvement Day. Special thanks went to Steve Fredericks who brought his own tractor and Craig White who brought his own Bobcat excavator for the heavy work.

Program: – Darrell Watts led a discussion on sound and sound control in Model Airplanes with input from experienced members in attendance.

Darrell introduced the topic by explaining that noise can be traced to four sources—exhaust, prop, airframe, and intake. Although intake is the smallest contributor, overall dB's can be reduced by as much as 0.5 by muffling the intake (or venturi). This point was a repeating theme; overall dB's can be reduced by taking several little steps.

Airframe resonance was the next source. By soft-mounting the engine, the noise induced in the airframe can be reduced and give an overall effect of 1 to 2 dB's lower sound. Dubro and Gator Products make soft mounts. Davis Products markets soft mount bolts but a similar product, known as a weld nut, is available in most hardware stores.

Prop-induced noise is often the result of undersizing the propeller for a particular engine. If you are turning 10,000 RPM on a 40-sized engine you need a bigger prop. A 40 FX will run well on an 11x 6 or 11x 7. Plastic or Nylon props are almost always louder than wooden props. Square tips are always louder than round tips. The APC or "Scimitar"-shaped props are more efficient than conventional designs and therefore should be larger in diameter.

Finally, the exhaust port offers many opportunities to quiet an engine. Mufflers come in many shapes and sizes. The key to a good-performing one is that it contains ample volume to allow the gasses to expand before they exit and baffles or chambers that separate the gasses as they expand. Of the many brands available, Davis makes some of the best at reducing noise.

Reducing noise has many benefits. In addition to less annoyance to the neighbors, it makes for a more comfortable and healthier flying site. Hearing loss is often an over-looked cost of many years of model flying. Noise limits can help reduce the impact of our hobby on hearing loss.

New Business:

- * The Skymasters were invited to set up a booth at the Lake Orion Library for a

week during the month of June. This would be good PR for the club but staffing could pose a problem. More information to come.

- * Wednesday float flying has returned to Stoney Creek Metropark. Flying starts at 9:30 in Winter Cove, at Stoney Creek and goes until shortly after noon.
- * Scouts weekend – Saturday, April 27, the Skymasters are hosting a Scouting event at our Scripps Road Site. The Scouts will have many engineering events and the Skymasters will have instructors and training planes ready to fly students on buddy-boxes.

Show and Tell:

- * Nick Falzon brought in a Sig Somethin' Extra. Powered by a Saito 72. Beautiful Monocoat job!
- * Bob Gillespie showed a Sig Four Star 60 powered by an O.S. 91. Surpass. The Pilot's head moves with a servo!
- * John Billinger brought in a Hobbico Spectrum powered by an O.S. 46 FX and a Zaggy Twin of his own design.

Next Meetings:

- * May 8th – Art Adamission – Engine Maintenance and Technology.
- * May 22nd – Work Day at the Scripps Road Field.

Meeting moved to adjourn.

Larson Meeting - 05/08/02

Attendance: 55

Visitors / New members:

- * Tom Mihelich – Flies a Hobbycraft Extra 300 and a Champion park flier.
- * Bill Grayzon - New to the hobby.

Kids Day:

Gary Weeks gave an update on the upcoming Kids Day, June 2nd. Many volunteers will be needed to help fly the students, help in the kitchen and registration.

Next Meeting, May 22 will be the Field work day at the Scripps Road Field.

Special Topic Speaker:

Art and Dave Adamission – "Model Aircraft Engines Technology":

Joe Hass introduced Art Adamission, an AMA hall of fame member who has traveled the world lecturing on control-line models and model aircraft engine technology. Art's son, Dave, who works professionally with 4-stroke engines, accompanied Art.

Art began by explaining some of the differences between ABC and ringed engines. While ringed engines normally require very little break-in, the ABC engines usually take a while on the bench. For break-in Caster oil creates the right amount of heat. The piston crown needs to wear and heat-treat which takes about 1 to 1.5 hours running on the rich side of peak. A smaller, low-pitch propeller is recommended for engine break-in because it gives similar rpms to the engine traveling through the air.

Some new crankshafts contain run-out caused

by uneven heat treatment. Threads ground after the crankshaft is heat-treated are more true. Re-tightening the engine head bolts after the initial run is recommended while the engine is still hot.

Art and Dave answered several questions from the audience ranging from which fuels to use to how to remove and install bearings in the crankcase.

Show and Tell:

- * Sherman Dixon – brought in an Aerostar 60 powered by a ST-61. He had modified it to include flapperons and a bolt-on wing.
- * Thomas Dixon – showed a Sig LT-40 with floats. Very nice Monocoat Job.
- * Mark Smith – displayed a Great Planes profile GEE BEE. It is powered by a 52 4-stroke and weighs 4 pounds, 2.5 ounces.
- * Wade Wiley – brought in his engine test stand that he built from a metal saw horse. It works for everything from an .049 to a ST 3000. It includes a C.G. engine testing mount and a large c-clamp use to rope the whole thing to the ground for the bigger engines.
- * Ross Hardy – displayed his Midwest Cap 232. Weighs 15 pounds and is powered by a Moki 2.1. With twin J-Tech mufflers and a carbon fiber prop it makes dB at 90.
- * Jack Steel – brought in a Super Craft Sport 2000 powered by an O.S. Max 26. This is a speed/sport design that is fiber-glassed and weighs 3 pounds, 4.5 ounces.
- * Joe Hass – brought in a Model Tech Magic ARF fun fly plane. It is reasonably priced at \$95 and will be an RCM kit review article in an up-coming issue.
- * Chris Hass – showed his Avenger and Mirostar electric boats. They require very little assembly and both have unique, self-righting hulls that prevent capsizing.
- * Harry Etheridge – displayed his P-47 Thunderbolt built from a Top Flight kit. It is powered with a 90 and muffled with two four-stroke mufflers to make dB.
- * Gary Weeks – showed his Midwest AT-6. It is powered by a Saito 180 and weighs 11 pounds. The finish was Ultracoat, lightly sanded and touched with a piece of copper tubing in a Dremel tool to give flush rivet detail.

Final Business:

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

May 27th the Yankee Air Force will hold an open house and has invited R/C pilots to demonstrate their model airplanes.

Reminder of the up-coming float fly events; May 18th the first annual Chet Brady Memorial and May 19th the Bald Mountain Float Fly at Trout Lake. The Scripps Road Field Site will be closed on the 19th and the combination of the gate will be changed on that day.

Meeting moved to adjourn.



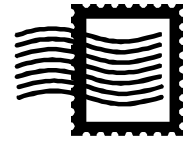
SKYMASTERS
RADIO CONTROL
CLUB OF MICHIGAN

Mark Smith
1955 Hopefield
Lake Orion, MI. 48359

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

UPCOMING EVENTS

JUNE 1-2..... RCCD "SCALE COMBAT"
JUNE 7-8-9.....MIDWEST "HELI FUN-FLY"
JUNE 8-9.....PMAC "IMAC CHAMPIONSHIPS"
JUNE 8....."SMALL FRY & ELECTRICS"
JUNE 9.....SUMPTER HILLTOPPERS "FUNFLY"
JUNE 15.....WEAK SIGNALS "SAILPLANE"
JUNE 15.....PMAC "WINGS -IMAA BIG BIRD"
JUNE 22-23.....RCCD "19TH IMAA BIG BIRD"
JUNE 27-30.....SIGNAL SEEKERS "AEROBATICS"
JULY 7.....PMAC "SCALE" FUN, SEMI & SCALE



SKYMASTERS RADIO CONTROL CLUB OF MICHIGAN

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!

