



Sky Writer

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

PRESIDENT'S MESSAGE...

September was a very memorable month..

at least for me it was. The Float Fly was a big success, over 100 pilots and perfect weather. (Read about it pg. 4) That was the high point of the month. Then there was the low point. The Saturday following the float fly we were flying at 7-Lakes and the beautiful Northstar that you gave me at Christmas was totally destroyed. (Totally pilot error.)

If you would like to try your hand at float flying in a relaxed environment, we will be float flying every Wednesday at Stoney Creek (call Jim Held for info.) and every Saturday at Seven Lakes as long as the weather holds. Put some floats on something and come join us.

The static display at Canterbury Village gave us a great opportunity to promote our hobby with a lot of people who had no previously of R/C flying. There will be a more detailed report in the next newsletter.

There is another PR opportunity on October 12th at Friendship Park. (Located at the corner of Clarkston Road and Baldwin Rd.) Orion Township Parks and Rec. have asked us to augment their "Barn Days" Celebration by putting on a static display from 1 pm to 5 pm. Those present at

have the signup sheet at the club meetings or you can call for me to add you to the list.

There are several important issues facing us in the coming months, not the least of which is, who is going to step up to help manage this club for the coming year. Along with the usual club offices, president, vice-president, secretary and treasurer, we are looking for an individual who can occupy the appointed position of "Membership Chairperson." This is a new position that will help keep track of membership renewals, new member applications and the club roster.



DARRELL WATTS - NORTHSTAR

the Corn Roast voted overwhelmingly to have this event but as of this writing only seven people have agreed to display their planes. This would be a real embarrassment for the club if we only had these few people and their planes show up! Take a look at your schedule and see if you can possibly make it. We will

If this club has given you an opportunity to enjoy your hobby maybe it is time for you to consider giving something back...in the form of your talents and time as an officer in this club!!! Please consider helping in this area. Call me or speak to any one of the current officers. You all know that I will not be running

(Continued on page 2)



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
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	586-977-1404
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.

(Continued from page 1)

again next year. Some of the other officers have agreed to continue on if we can't find someone else. However, they would like some relief with someone else taking over for a term or two. The actual election will take place during the first meeting in November.

Very important...this is your notification that at the November 13th meeting we will discuss and vote on how we will raise money for

the development of a second field. We won't know until a discussion at that meeting if that means higher dues, some kind of assessment or just leave things the way they are and pray for a miracle when the opportunity for a second field presents

itself. If an amendment to our By-laws is appropriate following that discussion, it will take place at that meeting.

See you at the meetings.

~ Darrell

CONGRATULATIONS NEW 2002 PILOTS

1. Chris Hammond
2. Shawn Wyant
3. Andrew Greig
4. Matthew Hauer
5. Alex Sandstrom
6. Randy Adams
7. Chris Holton
8. Mike Holmes
9. Sherman Dickson
10. Tommy Dickson
11. Joe Vrabel
12. Bob Moss
13. Michael Grimes
14. Ashton Carroll
15. James Falzon
16. Chris Hass
17. Keith Wrighton
18. Dave Turner

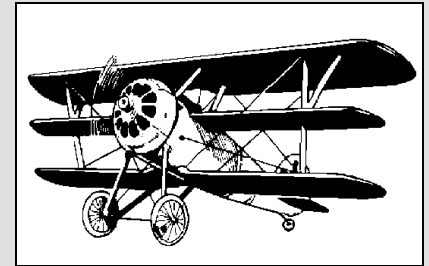
"END OF THE SEASON PARTY & BONFIRE"

OCTOBER 18, 2002

WE WILL HAVE OUR ANNUAL
"END OF THE SEASON PARTY & BONFIRE"
FRIDAY OCTOBER 18 @ 5:00PM
BRING THE FAMILY, SNACKS, DRINKS, CHAIRS
AND A FLASHLIGHT!



Static Display "Barn Days" at Friendship Park October 12



This display will be from 1-5 pm on Saturday only. Again we will discuss this one at the September 11th meeting and in the next newsletter. Again you can call or email me if you haven't already signed up to participate.

**Thanks for your support on these PR activities.
It truly is an excellent way to build our image
in the community.**

FROM THE EDITOR...

Welcome to the October issue of the Skywriter. Check out the float fly pages, man what great weather we had this year! Almost makes up for the last 2 years of rain.

Our list of new pilots is

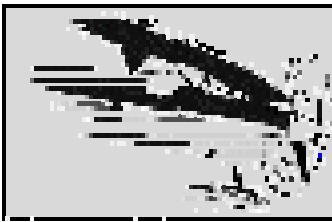
above, if we missed you please contact me and I will get you on next months list.

Check the web site, Bob has the latest roster in the members only area. Check your information if there is any mistakes let

Bob Donohue know.

Elections are coming up if you want to help out the club contact Darrell, there are many jobs available.

Mark & Liz
masmith248@earthlink.net



PROP WASH...

by: Joe Finkelstine

Hi All, Well, now that flying season is winding down (actually, it is pretty much over for me), I wanted to address a few topics that are appropriate for building season. Most of the things I want to discuss in the next few columns stem from questions I was asked or lack of understanding I witnessed at our field. We have to keep in mind that we are constantly receiving new pilots into our hobby, so the need to review some of these topics is a cyclic affair. So the first topic of the series is that of the importance of your airplane's center of gravity (also known as C.G.). Of all things that bring a cold sweat to an instructor flying a brand new ship, nothing will invoke more fear in us than a ship that has an incorrect C.G. We can overcome many things on a maiden (or any other) flight, but if I get a ship with the C.G. out of range, particularly to far rearward, it is a roll of the dice if I can get it back to the ground in one piece. We have to delve into some basic aerodynamics to understand why, and I'll try my best to keep it simple. The first concept I need to define is the term equilibrium. This long-winded term refers to more or less to a balance of forces acting on something. In our case, equilibrium I am talking about is that of an airplane in straight and level flight. When our ship is not climbing, turning, accelerating or bouncing along a straight and level flight, it is in equilibrium. The four forces acting on the ship are in balance. The four forces are gravity, lift, thrust and drag (I will discuss these later in more detail). The reason that equilibrium is of any concern for us is how the air-

plane reacts when something, like your finger on the elevator stick, disturbs the ship from equilibrium. Some ships will move themselves back into equilibrium almost by themselves, some will be happy in their new displacement, and a few will continue with an even bigger displacement and get into all kinds of trouble. How a ship reacts to a disturbance from equilibrium is known as stability. Since I am not good with drawing, I will have to ask you to use your imagination here, as I describe the three stability examples in more detail. First; imagine a bowl like for your breakfast cereal. In this bowl, I have a marble and it is at rest at the bottom of the bowl. If I give the marble a little nudge, it will roll around, but the sides of the bowl and gravity will eventually bring it back to the starting point. This is an example of a positive stability, and corresponds to a prime design factor for trainers. A good trainer will exhibit this positive stability (if its CG is correct!). The next example is one of neutral stability. Imagine now our marble on a big flat floor that is very level and the marble is at rest. If I give the marble a nudge it will roll for a bit and come to rest somewhere else than its starting point. There was no tendency of the floor to return the marble to its starting position. The marble found a new equilibrium, but at a different spot on the floor. This neutral stability is what we strive for in a ship that is for aerobatics. When I toss around one of my bipes, I do not want the ship to try to "correct" my displacement commands on it. I.E. When I put the ship in a bank, I want it to stay in the bank and

not right itself up. This neutral stability is a desirable feature for an advanced airplane, but not so for a trainer. The third stability I want you to now imagine makes use of the cereal bowl again, but in a different manner. Now imagine the bowl upside down on the floor and our marble is precariously at rest on top of the bowl. Now if we give the marble a nudge, not only will it not return to the top, but it will accelerate away as it goes down the side of the bowl. This is an example of negative stability and is quite dangerous to our airplanes. In this situation, a ship exhibiting negative stability will be difficult, if not impossible, to get back into any type of equilibrium before it hits the ground or experiences control surface flutter from the huge increase in air-speed. Just like the marble, a negative stability ship may seem to be in balance until we give a command to disturb the equilibrium. At this point the ship continues to bank, dive, etc. all on its own as it "rolls" off the side of the bowl.

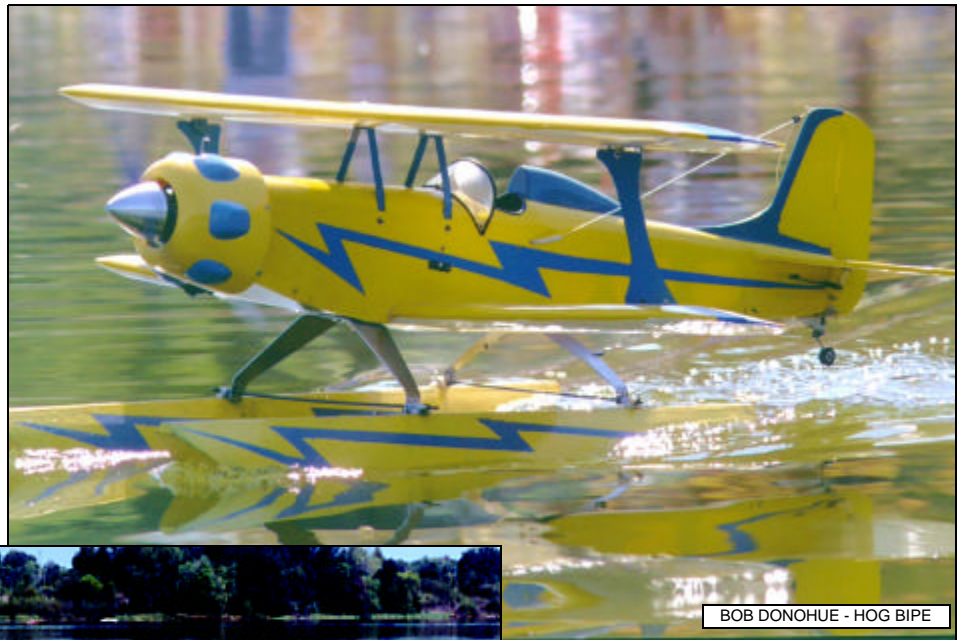
At this point, I have to ask you to trust me (I will explain later the how and why) when I tell you that if you have a center of gravity that is behind (i.e. towards the tail feathers) the recommended range, you will / may create the negative stability situation I describe above. You can also have the CG to far forward, but this is not as dangerous. The usual problem with a to far forward GC is that we run out of up elevator needed to correct this "nose heavy" condition. If we are really nose heavy, we crash as well!

On most of our ships, the fuel tank is in front of the CG range. The primary reason that you are asked to measure the CG with an empty fuel tank is to not have added fuel hide a rearward CG problem. Think about this situa-

(Continued on page 9)

FLOAT FLY 2002" ... BY: DARRELL WATTS

people volunteered to take the lead in the following areas and I'm sure they would be the first to say thank you to the many people who assisted them. *Master of Ceremonies* – Jack Fleming, *Kitchen and Dinner* – Gary and Phyllis Weaks; *Flight line Control* – Bill Stark & Mark Smith; *Boats* – AL McGee and Wade Wiley; *Transmitter Impound* – Doug Riley Sr. & Fred Johnston; *Registration* – Jane Watts; *Set Up & Tear Down* –



BOB DONOHUE - HOG BIPE



ERNIE LE CLAIR - TIGER MOTH

Steve Fredericks; *Prize Solicitation & Mailings* – Greg Cardillo; *Flying Site Security* – Dick Friewald; *Beach Waders* – Dan Devine; *Raffle Sales* – Donna Burns (Bob & Donna had a serious illness in their family and had to leave Friday evening but Denise Cardillo, Carolyn Foss, Shirley Edwards and others stepped in to cover for her.)

As I said earlier, this was our high point for September. The Skymasters R/C Club again demonstrated that it is one of the most organized and energetic clubs in the country. Many of the participants again told us that this is the most enjoyable events they ever attend and that they look forward to it every year. Congratulations to you all.

~Darrell



JEFF LANDIS - PHAETOM 90



AL MROCK - CURTIS ROBIN



MIKE BECKMAN - ARIAT HUSKY



GRAND PRIZE WINNER



CHET BRADY



THE PRIZE TENT - SUNDAY



CARL SMALL - TURBO BEAVER

**PHOTOS
BY:**
**DARRELL
WATTS**
 ~
**GREG
CARDILLO**
 ~
**DAN
DEVINE**



LADDIE MIKULASKO'S - "BUG"



LADDIE MIKULASKO



AL MCGEE - RETRIEVAL BOAT

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AREA EVENTS...

AMRCC CONTEST SCHEDULE

- OCTOBER 2.....SKYMASTERS.....BOARD MEETING.....DARRELL WATTS 248-391-4677
- OCTOBER 5OAKLAND YARD....."RC HOBBY EXPO" SWAP...DAVID DOBRIN 248-673-0100
- OCTOBER 6BELLEVILLE.....M.R.C.A. SWAP.....LEW ROLSTON 734-654-6392
- OCTOBER 9.....SKYMASTERS.....LARSON MEETING.....DARRELL WATTS 248-391-4677
- OCTOBER 12SKYMASTERS....."BARN DAYS" DISPLAY.....DARRELLWATTS 248-391-4677
- OCTOBER 12-13....RCCD.....CAMP & FLY.....JAY LAWLESS 248-641-7768
- OCTOBER 17WEAK SIGNALS.....SAM 40 MEET.....WALT VEZLICH 734-283-6438
- OCTOBER 18SKYMASTERS....."END OF THE SEASON PARTY".....5:00 @ THE FIELD
- OCTOBER 23.....SKYMASTERS.....LARSON MEETING.....DARRELL WATTS 248-391-4677
- OCTOBER 27PMAC.....2ND ANNUAL SWAP SHOP.....FRANK VELLA 248-627-8060
- NOVEMBER 2OAKLAND YARD.....INDOOR FLYING SEASON.....DAVID DOBRIN 248-673-0100



SKYMASTERS OCTOBER 2002

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2 BOARD MEETING	3	4	5 HOBBY EXPO SWAP
6 BELLEVILLE MRCA SWAP	7	8	9 SKYMASTER LARSON MEETING	10	11	12 RCCD CAMP & FLY
13 RCCD CAMP & FLY	14	15	16	17 WEAK SIGNALS	18 FIELD BONFIRE PARTY	19
20	21	22	23 SKYMASTER LARSON MEETING	24	25	26
27 PMAC SWAP	28	29	30	31	1	2 OAKLAND YARD STARTS

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tion. I have a ship, with no fuel that has a rearward CG. When I add 16 Oz. Of fuel in a tank in front of the CG, it moves the CG forward, because of the weight of the fuel. As I burn off fuel in flight, the CG "creeps" backwards, until the end of the flight, I am back to the original rearward CG position and I may find my ship a bit more "spirited" as I attempt to land. By the way, our full-scale pilots have to watch this as well. At least one version of the Beechcraft Bonanza warns pilots about CG shift as fuel is burned off!

The designers of our ships usually spend a considerable amount of time flight-testing their creations for proper CG range. This shows up on your plan as the familiar CG bulls-eye. Please do not think you are smarter than the designer and move it until you flight test.

One of the things that I do on my aerobatic ships is to get them to neutral stability so I can toss them around in the sky. The primary way I do this is to start in the middle of the recommended CG range and slowly move it back by adding tail weight until I see the responsiveness I seek. This is a dangerous thing to do if you attempt it without making small changes. When I get the response I desire, I shift my battery location and take off the temporary stick on weights to make my change more permanent. Moving a CG is an advanced building and flying technique and you should definitely seek out help from an experienced flyer or flight instructor before you attempt it.

Next Month I will explain how the CG actually affects stability and even sneak in an explanation of how our ships have stability in the first place.

~ JOE



Oakland Yard Athletics

2nd Annual

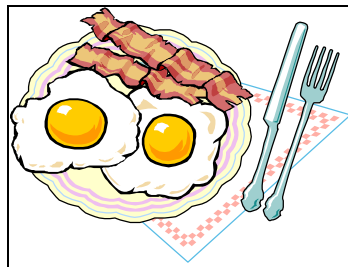
Great Lakes R.C. Hobby Expo

Events:

October 5th, 2002 10:00 am- 6:00 pm

- Swap Tables / Retailers/Distributors selling and demo products
- Indoor flying (Electric Demo pilots only, no open flying)
- Car racing (electric 2W & 4W 10th scale)
- Outdoor flying (Heli's, Zagi combat)
- Swap tables \$15 (Must pre-register for swap tables)
- Adults \$5 / Seniors \$4 (55 & over) / Children \$2 (under 15)

Contact: David Dobrin Oakland Yard Athletics 5328 Highland Rd. Waterford, MI 48327
248-673-0100 www.oaklandyard.com david@oaklandyard.com



"RETIRES AND WANT'A BEE'S" BREAKFAST TIME

Breakfast starting, 9 AM, November 4, 2002, at the "RAM'S HORN FAMILY RESTAURANT" located on the North East Corner of Crooks Road and M 59. If you are coming off of

M59 it is the Crooks Road Exit. The address is 2265 Crooks Road, Rochester Hills. No reservations required. Breakfast will be the first and third Monday of each month, throughout the winter. Come enjoy breakfast and good conversation
Any questions call Bob Burns at 248-628-4666.

2ND ANNUAL

SUNDAY - OCTOBER 27

P.M.A.C. "SWAP TILL YA DROP"



SUNDAY OCTOBER 27

9AM TILL 2PM

(SETUP 8AM)

TABLES: \$10 IN ADVANCE

\$15 AT THE DOOR

TABLE DEADLINE WEDNESDAY OCTOBER 23, 2002

\$3 GENERAL ADMISSION

WATERFORD OAKS COMMUNITY CENTER
CONTACT: FRANK VELLA 248-627-8060 (EVENINGS)



**SKYMASTERS
RADIO CONTROL
CLUB OF MICHIGAN**

Mark Smith
1955 Hopefield Rd.
Lake Orion, MI. 48359

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

UPCOMING EVENTS

- OCTOBER 2.....BOARD MEETING
 - OCTOBER 5.....OAKLAND YARD
 - OCTOBER 6.....BELLEVILLE SWAP
 - OCTOBER 9.....SKYMASTERS MEETING
 - OCTOBER 12.....BARN DAY'S DISPLAY
 - OCTOBER 12-13.....RCCD
 - OCTOBER 17.....WEAK SIGNALS
 - OCTOBER 18.....END OF SEASON PARTY
 - OCTOBER 23.....SKYMASTERS MEETING
 - OCTOBER 27.....PMAC SWAP
 - NOVEMBER 2.....OAKLAND YARD SEASON
- SEE PAGE 8 FOR MORE INFORMATION

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!

