



Sky Writer

See SkyMasters on the web at - www.skymasters.org

PRESIDENT'S MESSAGE...

November 13th

A Very Important Meeting!!

First we will have the election of officers for 2003. It would be nice to actually have an election, which has more than one person running for a given office. Your Executive Committee has been working very hard on recruiting candidates but we will still need nominations from the floor. If you are thinking of nominating someone, confirm with them that they are willing to fulfill the duties of that position before you nominate them.

The positions that are up for election are: President – I will not be running again. Vice-President – Paul Zabawa has indicated that he intends to run again. Secretary – Gary Weaks has indicated that after several years as an officer that he would like to see someone else step up. Treasurer – Bob Donohue has indicated that he would continue on if no one else comes forward

but that he would be happy to let someone else be treasurer if they would like to do so. The other club administrative positions are appointed positions and do not require nominations and elections.



I told one of our members a few months ago that that I have been a member of R/C Flying Clubs from California to Michigan and no matter where you go there are always identifiable types of members. ~There are members who just want to use the flying field, they pay their dues and feel that they have no further obligation to the club. ~There are members who are go-

ing to criticize the rules of the club, the activities the club schedules and any action the club officers take, they just like to bitch. ~There are members who are participate in club activities and projects but for whatever reason won't ever take an "official" position to be obligated to work on club administration. ~There are members who run for office because they want the title but they never really follow through on the job they said they would do. ~There are members

who feel that the club gives enough to them that they are willing to give up some of their flying time and actively work on the administration of the club. (Without this last group no club can exist.) These groups exist in all clubs – in which group would you put yourself? Are you comfortable with being in that

(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.

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group? Is that the way you want to be perceived?

As I said, I have been in clubs from California to Michigan and this is the most professional, most organized, most fun club I've ever been in. For me it has been worth the commitment on my part, to give up a little flying time to help accomplish the administrative tasks that must be done for this club to continue to exist.

Please consider supporting this club with your time and ef-

fort as an officer. It's not too late, just talk to any of the officers at the November 13th meeting and tell them that you want to help and we will place your name in nomination.

The other big issue for the 13th meeting is whether or not we should raise the dues for 2003 and beyond. The increased monies collected would be set aside for the development of a new field. **We will have a discussion and a vote at this meeting.**

I'll get off my soapbox now.

For most of us the flying season is over. I hope you have enjoyed the meeting programs presented by our members. I've asked them to talk about topics that you said you wanted to hear about in your member survey.

We have only two meetings left this year, the very important November 13th election meeting and the December 11th, Family Christmas Party. Hopefully you can attend both!

~ Darrell

Bob Burns
Jack Fleming
Steve Fredericks
Dick Freiwald
Herm Greif
Otto Gutsell
Jim Held
Stew Lange
Marv Middleton
Al Nelson
Herb Schiebold
Chuck Slatterly
Ron Sokacz
Bill Stark
Gene Thuringer

Thanks Guys.

The BIG PITTS & The Giles



Our Super Prize was very appealing this year and brought a lot of revenue into our treasury. I want to thank all of the people who spent days working on these planes to have them ready for the Float Fly.

~ Darrell

FROM THE EDITOR...

Welcome to the November issue of the Skywriter. Dan Devine will be heading up the Winter Flyers this year contact him if you want to fly this winter (see ad pg 5). Elections are at the November 13 meeting please try to

attend, now is your time to help out the club, don't be the part of the club that has all the fun and lets everyone else do the work. Renewal's are being delayed until we decide if there will be a dues increase this year. This will

help develop a 2ed field. We should be ready to start accepting applications after the 13th meeting.

Look for Joe's article on page 4 & 5.

Mark & Liz
masmith248@earthlink.net

BARN DAZE...

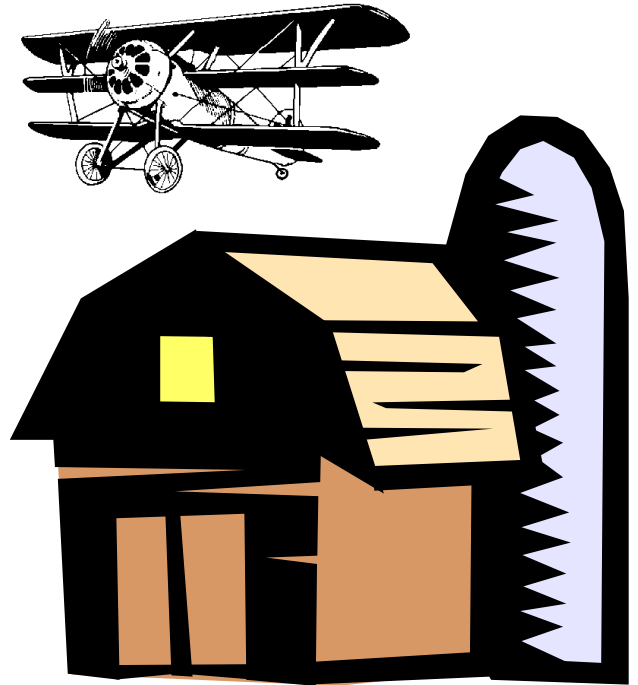
BY: BILL STARK

The Skymasters R/C Flying Club was a popular participant in Orion Township Parks & Recreation Department's Barn Daze on October 12. Although we may have looked liked misfits among the antique tractors, cattle, horses, hay bales, cowboys and cowgirls, we were certainly popular entertainment to visitors.

Skymaster's members displayed 32 of their finest model aircraft, and talked to hundreds of potential future pilots. As usual, several of our members did a superlative job of explaining our sport, and just doing great public relations work for our club. Sherman Dickson drew much interest as he brought a portable work table and worked on his latest airplane kit. In the middle of the afternoon, Pete Foss performed some very entertaining aerial stunts with a

trainer that drew ooh's and aah's as well as applause from the audience. Given the interest in the airplanes by the young attendees, Bob Burns was prepared to hold a drawing to permit a few youngsters to fly with a trainer and buddy box. Instructors Pete Foss, Marv Middleton and Bob Burns helped the lucky three to have a fun experience. Pete also dazzled the crowd with one of his electrics.

Barn Daze was very well attended, far exceeding attendance at the grand opening of the new building in Friendship Park last Spring. I appreciate the support of the following Skymasters



who participated in this event: Jim White, Bob Burns, Marv Middleton, Mike Holmes, Pete Foss, Carolyn Foss, Samantha Foss, Harold Reuter, Otto Gutsell, Jack Fleming, Sherman Dickson and John Hakala.

~Bill Stark



JUST FOR LAUGHS...

by: GEORGE DZENZEL

" THE HEARING AID "

A man was telling his neighbor, "I just bought a new hearing aid. It cost me four thousand dollars, but it's state

of the art."

"Really," answered the neighbor. "What kind is it?"
"Twelve thirty."

" DOCTORS "

A woman calls patient information at Sinai Hospital. "Hello, darling. Can you tell me how is Sylvia Finkle in Room 202?"

"I'll be happy to. I have the report here. Her blood pressure has stabilized, tempera-

ture is normal. Blood work all negative. She's resting comfortably and should be discharged in a couple of days."

"Oh, thank you, darling, for such a good report. I really appreciate it.

"You're welcome! Are you a relative?"

"No, darling, I'm Sylvia Finkle in Room 202; my doctor doesn't tell me shit."

:) :) :) :) :) :) :) :)



PROP WASH...

by: Joe Finkelstine

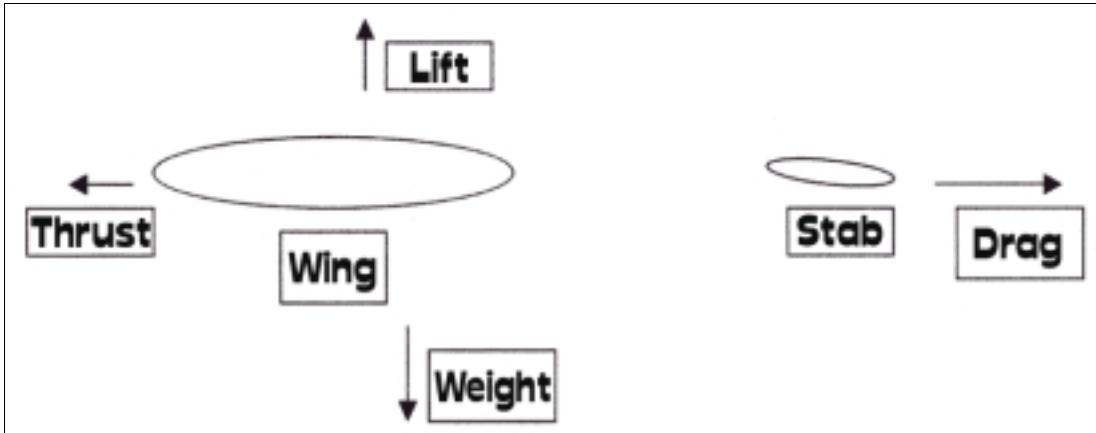
Hi All,

Well, I'm sure you are all anxiously awaiting the next part of the discussion I started last month involving why the center of gravity of our ships is so important. Hopefully, I will be able to continue on and tie all of it together for you.

In case you forgot (or didn't want to read!) my last article, I stated that a rearward Center of Gravity (CG) is amongst the most dangerous setup that you can fly with and it rightfully is the one we instructors pay most attention to when we check out a new ship to test fly. I further discussed the term of equilibrium (remember I used the terms stable, neutral, and unstable) and that a rearward CG can/will cause an unstable equilibrium.

In order for me to justify my last statements, I also now need to introduce a few more concepts that I am sure you are all aware of at an intuitive level, but may not know a formal name for them. The first term is force, and the second term is moment of force (often abbreviated as moment). The most common force we all know is gravity (unfortunately for me, the laws of gravity are strictly enforced!) and gravity is but one of the forces acting on our ship. For a

ship flying in straight, level and constant speed, there are 4 forces in balance on our plane (You will now witness my horrible drawing skills)

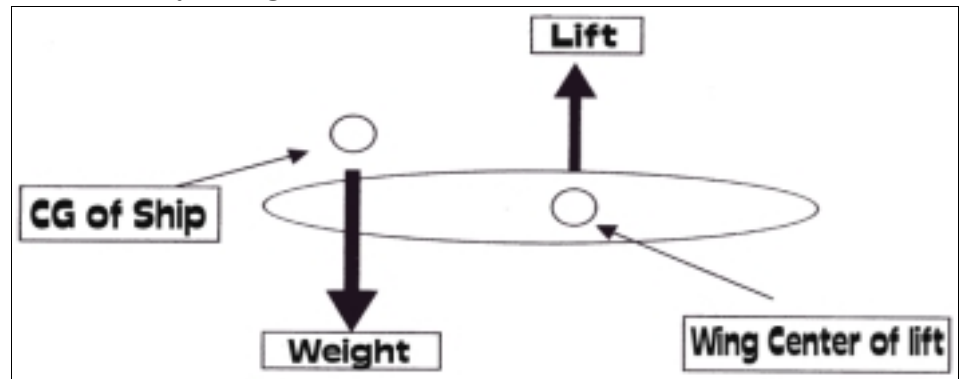


In straight and level flight, Thrust is equal to drag, and lift is equal to weight. This is not the full story though, as the mo-

(called torque in this example) you can go to a longer ratchet, commonly called a breaker bar. Moment is a force multiplied by a distance from the center of the force application. Why is this important? - We have several moments in our ships that act the same way as the ratchet example above. One in particular I want to focus on is the moment from the tail feathers, as for most of

our designs, our stability (or lack of it!) is highly dependent on this part of our ship. Let's

take a closer look at the cross section of the wing (once again represented by my primitive oval)



ments must be considered. First off, let me define a moment caused by a force. One definition from experience for a moment is to think of a ratchet you have in the toolbox to turn bolts. You apply a certain force on the ratchet, which applies a twisting force to the nut you are trying to loosen. This twisting force at the nut is actually moment. From experience, you all know that if you need more twisting force

The Center of lift is a location on the wing where all of the lift can be considered at one point, just like the CG is the location where all of the weight can be considered to act. Notice that the weight and the lift will create a twisting moment to rotate the wing down. Now consider the tail way in the back. It supplies a twisting force (acting at the CG) to counter this downward

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rotation of the wing. We control the amount of force on the tail (pitch only here) with the elevator – Our Elevator is a fixed distance away (i.e. our breaker bar is a fixed length), but the amount of force we can apply is controllable by us with the elevator (The horizontal stab supplies most of the force we need, but since it is fixed, we alter a small amount of this force with the elevator). So with the tail feathers (pitch only) now we get the following.

zero, so that all pitch change forces would come from the tail – This would be a highly unstable condition. If we continue to move the CG yet further back, the instability is worse yet, and the ship will want to flip over. These three conditions correspond to the three equilibriums I discussed last month. As we move the CG backwards, the twisting moments of the wing and tail (elevator for pitch) have a much harder time keeping our ship straight and level. By the way, this discussion

your CG location. The designer of the ship almost certainly spent significant time and effort to determine the CG range, and you are not smarter than they are.

2) If you don't know how to measure the CG ask someone in the club who does – there are 3 methods that I know of. For most of our ships balancing in the CG is relatively simple.

3) Measure your CG with an empty fuel tank – most tanks are in front of the CG and will give a dangerous false reading if you measure with a full tank

4) Start with the CG in the middle or most forward location – Wait until the end of construction to determine where to locate your battery, as it is about the only “heavy” thing we can adjust location wise.

5) If you want to make your ship more responsive, learn how to gradually (and I mean gradually) move your CG rearward. Again, ask an instructor or experienced aerobatic pilot for help.

6) Remember rule #1



We use the tail to counter the tendency of the wing to want to rotate. Now let me finally relate this to stability and the CG. Look back at the previous drawing where I show just the wing. If I start to move the CG backwards to in line with the Center of lift (remember that the ship will rotate around the CG), the natural moment of the wing will go to

applies also to stability in yaw and roll. For yaw, just replace the rudder for the elevator, and for roll replace the ailerons for the elevator. Stability in pitch is often the most important for us- If you get this one wrong a re-kitting of your ship is not far away. So what do I want you to remember after reading this multi-page rambling?

1) Pay attention and measure

Happy flying!

~Joe Finkelstine

WINTER FLYERS

WANT TO FLY THIS WINTER? COME OUT AND JOIN US. THE WINTER FLYERS ARE OUT FLYING MOST WEEKENDS, DAN DEVINE WILL BE TAKING OVER THIS YEAR. IF YOU WANT TO BE ON HIS E-MAIL NOTIFICATION LIST SEND DAN AN E-MAIL AND HE WILL SIGN YOU UP!

DAN DEVINE - crossbows15@usol.com

(IF YOU WERE A MEMBER LAST YEAR PLEASE SEND AN EMAIL DAN WILL BE STARTING A NEW LIST THIS YEAR)



General Membership Meeting 09/25/02

Presiding officer was Paul Zabawa

Election of officers is coming up this November. A new position is being recommended by the BOD. This new position will be a membership chairman to handle the roster duties currently done by the treasurer.

Field Closing Party is scheduled for October 18th. The field really doesn't close, but this is the last scheduled gathering at the field until the Crazy Snow Fly.

Visitors / New members:

- Bob Lorian
- Dave Jones – Been in the hobby since 1958. Was with the Skymasters from 76 – 82. He has a 44 and a 22 year old airplane.

New Field. The meeting was started with a discussion of plans for a new field. Paul had asked for discussion of starting a separate fund to be used for the development of any new field. There were many questions about how the money should be collected and how much was needed by when. The discussion was tabled until the BOD could clarify and bring a proposal to the general membership.

Gary Weeks and Bill Stark gave a summary of the meeting held at Stoney Creek with Park Superintendent Don Potter and Assistant Bob Havard. The possibility of establishing a Skymasters' field north of Inwood Road was covered. The park had other proposals for the same area, but wanted us to provide them with more details for the development and use of the area for a model airfield.

Presentation. Jim Held covered the building of two of his recent scale projects, A Gee Bee R-1 and a P-51 Mustang. The Gee Bee that Jim built appeared as a kit review in the August 2001 edition of RCM. The full-scale counterpart was used as a racer in 1932 and 1933. As a civil aircraft it was faster than the military aircraft of the day. The plans were designed by Adrian Page and the kit was cut by Laser Cut Kits. It is powered with an O.S. 91 FS. The model is covered with Ultracoat and

Painted with Rustoleum Spray Paint. The color scheme was masked with 3M Blue Line tape. The Ultracoat was first scuffed with steel wool and then primed with PPG K-36 Primer. The fillets were made using PPG Evercoat Spot Putty which dries fast and is light weight.

- Jim's P-51 was made from a Top Flite kit and again covered with Ultracoat. Jim described his sheeting techniques that he used and emphasized the use of white glue for butting the sheets together before applying them to the airframe.

Both airplanes were covered using the same techniques of constructing templates from wax paper before cutting the actual Ultracoat panels. This way the panels had the correct size and shape before applying them to the airframe. A handy tool that Jim likes to use is a tiny pair of stork scissors. These are available from fabric store and or very sharp and small enough to reach into tight places.

Show and Tell.

- Joe Hass brought an FMA Razor.

It is powered by a speed 400 with a 7 cell pack. It is constructed using R-Cell foam which has good dent recovery.

- George Dzendtzel showed his Tiger II modified to a tail-dragger configuration. It is powered by a 46FX weighs less than 6 pounds.
- Wade Wiley showed a White Wings Wright Flyer glider.
- John Hakala brought in a 40" home design. The goal of this electric flyer was to get longer flights from the speed 280 motor. It flies well and is covered with



For Sale



It has been decided that we do not need to keep our older club trailer around for use once a year at the float fly. If you would like a light trailer to haul your airplanes around (or whatever) here are the facts:

Approx 10' long - 5' wide, New springs in 2000, New tires and wheels in 2001, A STEAL AT ONLY - \$500

If you are interested, call Darrell at 248-391-4677.



HELP



I've lost my 1999 & 2000 Float Fly Tapes

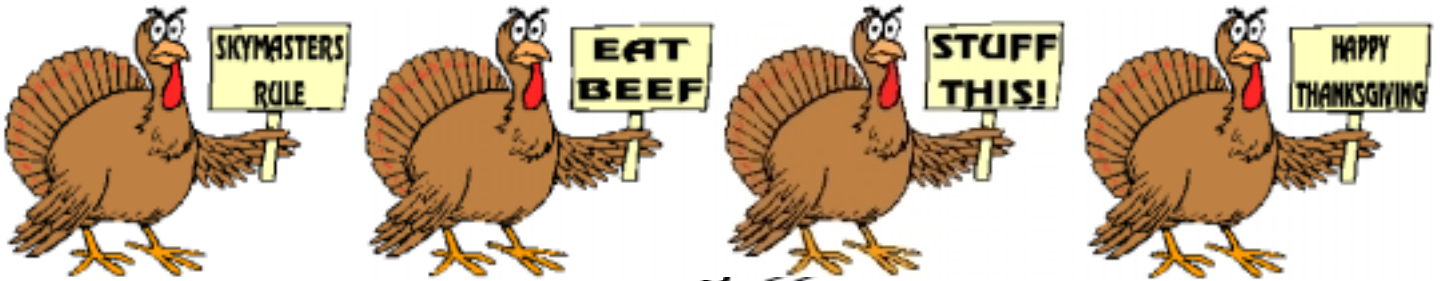
Last spring we presented a program on float flying at the Romeo Club. At the conclusion of the meeting as we were walking out to the car someone asked if they could borrow the tapes I had brought that evening. I thought I remembered that it was one of the Skymasters members ... please check your tape library and if you have two float fly tapes ('99 & '00) that don't belong to you they are probably are mine. Please give me a call.

Darrell 248-391-4677

AREA EVENTS...

AMRCC

- NOVEMBER 2..... "OAKLAND YARD INDOOR FLYING SEASON".....DAVE DOBRIN 248-673-0100
- NOVEMBER 3.....MIDWEST RC....SWAP MEET "NORTHVILLE"....RUDI REINHARD 248-643-4509
- NOVEMBER 9..... SOUTH BEND RC....."POT O GOLD SHOW".....RICHARD ROSS 574-291-3071
- NOVEMBER 13.....SKYMASTERS.....LARSON MEETING.....DARRELL WATTS 248-391-4677
.....THIS WILL BE OUR ELECTIONS MEETING AND VOTEING ON THE FUTURE OF THE CLUB!.....
- NOVEMBER 27.....SKYMASTERS.....NO LARSON MEETING....DARRELL WATTS 248-391-4677
- NOVEMBER 28....."HAPPY THANKS GIVING TO ALL SKYMASTERS AND THEIR FAMILIES".....



SKYMASTERS NOVEMBER 2002

| SUN | MON | TUE | WED | THU | FRI | SAT |
|------------------------------------|-----|-----|--------------------------------------|--------------------------------|-----|--------------------------------|
| | | | | 31 | 1 | 2 OAKLAND YARD SEASON |
| 3 MIDWEST NORTHVILLE SWAP | 4 | 5 | 6 | 7 | 8 | 9 SOUTH BEND SWAP |
| 10 | 11 | 12 | 13 SKYMASTER LARSON MEETING | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 NO MEETING | 28 THANKS- GIVING DAY | 29 | 30 |



**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

- NOVEMBER 2.....OAKLAND YARD
- NOVEMBER 3.....NORTHVILLE SWAP
- NOVEMBER 13.....SKYMASTERS MEETING
- NOVEMBER 28.....THANKSGIVING 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!

