



Academy of Model Aeronautics

Chartered Club #970  
5 Year Gold Leader Club

# SKYWRITER

## PRESIDENT'S MESSAGE...

BY: ROSS JONES

If I hear "Oh, Mr. President" one more time!... Seriously, however, I'm really having fun at this new responsibility. It's now flaps and gear up.

### THIS IS SWAP MEET MONTH!

Joe Finkelstine needs a few more volunteers to man open positions – please contact Joe. This is a big one for us and lots of people within and without Skymasters look forward to this opportunity to find good deals. We keep it simple and just allow for modeler's only. Think to yourself, do you really need that stuff in the box under the worktable? Bring it

all and gain some cash to purchase another project (this is something that is a requirement from my better half). You'll definitely enjoy the atmosphere there.

Speaking of Joe, I remember last year in May he wrote an article about Flight Instruction (look to our website for this article for May 2002). He also wrote in August 2002 about "Take(ing)



KRAZY SNO FLY - PAGE 3

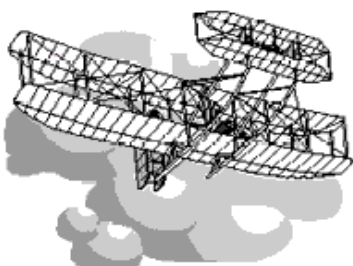
it to the limit..." Consider broadening your experience in the hobby. Along these lines I would like to offer an "apprentice" program for flight instruction. During our regular

(legendary) Wednesday night student nights, Ron Sokacz and the instructors could sure use some ground school instructors familiar with setup theory and airframe inspections prior to the students' (first) flights. All of you folks with experience building your own airframe can apply here! These poor instructors are worn out by the end of the day. The main intent here is to increase the ranks of the instructors. Skymasters could use more to spread out the workload. If you think it takes a special individual to be an instructor, just look at Ron

(Whoops, I mean just talk to Ron and he'll let you know what's involved!!!). I Love Ya, Ron!

Last month I spoke of volunteers that make a difference in

*(Continued on page 2)*



100 YEARS OF FLIGHT

## 2003 Club Officers & Appointees...

President:	Ross Jones	6028 Meadowgreen	Waterford	48327	248-738-4435
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
Membership:	John Billinger	943 Vanderpool	Troy	48083	248-680-3318

(Continued from page 1)

the Skymasters club. There are two that are very quiet behind the scenes operators that I wanted to shine the spotlight on this month. Al Mrock and Harold Reuter. Both of these gentlemen have been recognized last year by the AMA for their work in educating school children. Harold called me earlier this month and is working on a scale Wright flier to be displayed in one of the Lake Orion Middle Schools. Al, who is "consulting" with Harold on this project says; "Harold, you've got to make that thing flyable!" Harold called me looking for a source for the scale chain used to drive the props! The dedication and scale of this 10' span project are staggering. And Harold's doing the building as we speak! Words fail me. I encourage other members to help these guys out with suggestions if they have them. Fantastic job you two!

Spring is fast approaching. That sounds odd just saying it - but I must think ahead. We're looking for an event director for the Chet Brady Memorial Float Fly on Saturday, May 17<sup>th</sup>, 2003. This event is an easy one with the food already taken care of. Let me know of your interest. We'll have all the details and will talk you through it.

If I don't see you before, I'll look forward to seeing you at the Swap Meet on the 12<sup>th</sup> of February!

~Ross

## AROUND THE FIELD...

BY: PAUL ZABAWA

THIS YEAR AS VICE PRESIDENT, I HOPE TO RECEIVE SUGGESTIONS AS TO WHAT YOU WOULD LIKE TO SEE DONE WITH THE FIELD. THE WINTER ALWAYS TAKES IT TOLL ON THE SHELTERS AND THE FIELD ALWAYS CAME USE A LITTLE ATTENTION. FEEL FREE TO GIVE ME A CALL OR EMAIL.

I WOULD LIKE TO PUT IN A FEW WORDS TO ALL THAT FLY AT OUR FIELD.

THE BUDDY SYSTEM WORKS, PLEASE FLY WITH A SPOTTER WHEN EVER POSSIBLE.

WE OFTEN GET LACKS IN HELPING OUT OUR FELLOW FLIERS. WHEN THE SKY IS

GREY OR THE FLIGHT LINE IS FULL AN EXTRA SET OF EYES CAN SAVE A PLANE OR PREVENT AN ACCIDENT. COLD WEATHER CAN MAKE HANDLING THE PLANES A DIFFICULT CHORE AT BEST. THOSE OF US THAT WEAR GLASS OFTEN HAVE OUR HANDS FULL WHEN TEARS FROM THE WIND OR EVEN A MISS DIRECTED BREATH CAN CLOUD OUR VISIONS. NUMB FINGERS SLOW OR REACTION TIME DOWN AND IT IS ALWAYS GOOD TO HEAR THAT ALL IS CLEAR FROM A BUDDY WHEN YOU ARE CONCENTRATING ON LANDING WITH A STIFF CROSS WIND.

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ENGINE NEVER  
STARTED.

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## FROM THE EDITOR...

See Skymasters on the web  
at - [www.skymasters.org](http://www.skymasters.org)

Welcome to the February Issue of the Skywriter. Make a note that the February 26 meeting has been cancelled. There are 3 good swap meets to attend this month hope to see you there.

The Holidays are over and "Winter Flyers" are still going

strong, contact Dan Devine if you want to join in the fun.

A few of us are building "Pizza Box Flyers" much to the chagrin of Joe 'That ain't no plane' Finelstine. It's cheap so what the hell!

This year we are having an

auction at our swap meet get there early and lend a hand.

Mark & Liz  
masmith248@earthlink.net

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

# "THE KRAZY NO SNO FLY" ...

BY: PAUL ZABAWA

THERE WAS NO SNOW THIS YEAR AND MANY THAT CAME OUT TO FLY HAD TO MAKE A QUICK CHANGE TO PUT THERE WHEELS BACK IN PLACE TO MAKE THIS EVENT.

THERE WAS A GOOD TURN-OUT AS IN YEARS PASS EVEN WITH THE OVERCAST SKIES AND LACK OF SNOW.

THIS YEAR WE HAD A PLACE TO GET OUT OF THE WIND AND AS ALWAYS AT THIS TIME OF YEAR WE HAD OUR CAMP HEATER FIRED UP WITH PLENTY OF FIRE WOOD THANKS TO DAN DEVINE AND A NUMBER OF SACRIFICIAL WOODEN PALLET.

I HOPE THE CHILI WAS UP TO STEVE FREDRICK'S STANDARDS

AS STEVE HAS KEPT US QUITE SATISFIED WITH HIS CHILI IN THE PAST. I KNOW THE CHILI WENT FASTER THEN NORMAL AND I PROMISE TO BRING THE TWO ZIP-LOCK BAGS BACK NEXT YEAR, THAT I FOUND STILL FROZEN IN THE OTHER COOLER THAT DID NOT MAKE IT OUT OF THE HOUSE AND INTO THE VAN.

THE CARNAGE WAS SLIGHT THIS YEAR AND THE ENGINES APPEARED TO BEHAVE AS IF IT WERE SUMMER, EVEN WITH A FEW NEAR FROZEN THUMBS. I WAS SURPRISE THAT JACK GOODRICH WAS THE ONLY ONE TO BE REWARDED WITH A BOTTLE OF GLUE TO PUT THE PIECE BACK TOGETHER.

THIRTY-ONE PILOTS SIGNED IN FOR THIS YEARS TURNOUT BUT I FEEL WE MAY HAVE MISSED A FEW. MANY CAME WITH WIVES, CHILDREN, AND FRIENDS. I BELIEVE THIS EVENT DEFINES THE END OF THE OLD YEAR AND SIGNALS THE BEGINNING OF THE NEW SWAP SHOP SEASON. MANY OF OUR WARM WEATHER PILOTS WILL BE PUTTING THE FINISHING TOUCHES ON NEW PLANES AND MANY WILL BE READYING THE JUNK BOXES TO TOTE OFF TO THE NEXT SWAP MEET. APRIL STILL SEEMS A LONG WAY OFF BUT WITH APRIL COMES THE SNOWBIRDS NORTH AND THE BIG TOLEDO SHOW.



CONTINUED FROM PAGE 3

PHOTOS  
BY:DAN  
DEVINE

&amp;

PETE  
FOSS

# PROP WASH

by: Joe Finkelstine

Well, first off, I took a few months off writing this column to take care of a few pressing issues, and I am happy to be back taking up more pages than your editor wants me to. I would like to discuss take-offs this month as I witnessed several precarious ones at our recent crazy snow fly.

As I witnessed several take-offs at our snow fly, I was reminded of the fact that of all tasks we have to do when flying our ship, this one is often overlooked a little too much. Once we get signed off, we regulate this task to the "mastered" list and move on to other things. I watched with some real trepidation as I saw several take-offs that were not far from disaster. While each flight had its own characteristics, each one shared a ship that was asked to fly before the wing was ready. With apologies to those of you who know this, I must repeat a fundamental truth about our airplanes.

Primary lift for flying is generated by the wing and NOT the prop!

See if this scenario is familiar to you at our field. A pilot walks his ship to a flight station, taxies out a few yards into the wind, and guns the throttle from that position to take off. The ship wobbles back and forth for a bit, and then begins to gain speed. As the ship is approaching the end of the runway, our trusty pilot gives a hard yank on the elevator stick (after all, the more up elevator he commands the "faster" it will rise - right?) and the ship lurches off the runway, often towards the pits feeling sluggish on the ailerons. Sound familiar? I watched this very scenario 4 times at the crazy snow fly.

What has happened here is that the ship did not have sufficient speed (in this case it was ground speed since it had not yet left the ground!)

in order for the wing to generate lift enough to overcome the weight. The problem is that once the ship gets rolling, we attempt to pull it off the runway before it has

sufficient speed for the wing to lift. When we yank up elevator, the elevator pushes the tail down and increases the angle of attack of the wing. This increase of incidence on the wing increases the lift of the wing and the ship becomes airborne.

Unfortunately, we have to pay for our impatience as we trade ground speed for lift. Immediately after lifting off a few feet, we have used up lots of energy on initial climb out and our speed decays to the point of near stall.

What happens next depends on how close to minimum flying speed we had before we yanked on the elevator and on what we do immediately following our initial departure. If our ship was near the minimum necessary speed AND we have an excess of power available AND we push the nose down AND we level the wings with rudder, we just might sneak out of our stupidity with nothing more than a puckered set of lips.

Often however, we continue with our elevator input as is and attempt to level the wings with aileron. One thing I hope to convey to all of you here is that a stalled wing will not respond to aileron. In fact, the instinct of giving corrective aileron input to a banked ship in stall will actually worsen the stall.

Think about this for a moment. Imagine a ship that stalls and goes into a bank to the right (Not uncommon behavior by the way). Now, be-

*(Continued on page 5)*

(Continued from page 4)

ing the bright pilot I am, I immediately push my aileron stick full left to level the wings. This causes the right aileron to go down, adding drag to a wing that is not having a good day. Since the wing was already in a stall before I added additional drag with aileron, I will go out on a limb here and tell you that my "fix" with the aileron stick will add to the cause of re-kitting the ship.

Well, I have two sets of recommendations here, one on how to avoid the situation in the first place, and the second on how to recover from the yank and bank take-off

### **Avoiding the stall in the first place:**

I took the opportunity to ask a few past club presidents at the snow fly (including myself) if they ever made a club rule prohibiting a pilot to use most, if not all, of the runway for takeoff. According to my scientific research, each one of us never had any objections to a pilot actually taxiing to the end of the runway, and turn into the wind with the full (or near full) length of the runway ahead of them. Imagine actually having time to decide if all looks good and, heaven forbid, you reach safe flying speed by midfield. Perhaps then you could then just let the ship lift off the ground without any elevator input (those of you who are beginners in the club, trust me on this, your plane will actually lift off the ground without elevator input if you let it get a good take-off roll).

If any of you have had the unfortunate experience of having me as your instructor, you may recall that I insist on you taxiing to the far end of the runway and then pointing the bird into the wind. Additionally, I have my students pick a spot on the field, before beginning take-off roll that is final decision point. When the plane reaches this point and is not airborne, the take-off is aborted. Since I have them taxi to the opposite end of the runway, the decision point is often directly in front of us, rather than way down the runway

near the weeds.

So, instead of walking your ship to the flight station and pointing her into the wind for a take off, I would ask you to strongly consider taxing to the near end of the runway, point her into the wind and then begin your roll. Let the ship gather speed and keep her on the ground a little longer than you think is necessary and use as little elevator as possible to get airborne.

Once you get airborne, resist the temptation to heave in lots of up elevator (resist that one on the ground as well!), but allow the nose to remain level (or just a wee bit pointed up). You want to gain airspeed here, which will help you climb safely. Keep the wings level using minimal aileron input (or even better yet, use your rudder!) and she will climb out cleanly.

### **Getting out of the stall or near stall on take-off.**

Well now, you ignored my advise, only used the last 150 feet of the runway, and are now standing with your lips puckered as your ship waffles about 50 feet in the air in a near stall. What shall you do?

1) Release all of that up elevator and use some down elevator to get the nose down to a level or near level position. For the students and beginners in the club, down elevator is a new concept for most of you!

You must do this immediately or the next steps are equivalent to rearranging the deck chairs on the Titanic.

2) Level the wings with RUDDER. This will be the hardest for you to believe and actually do. Resist the siren song of the aileron stick; she will turn your ship into little pieces (or big ones depending on how you crash). Use opposite RUDDER to level the wings (I.E. if she banks right, use left rudder, and vise-versa)

3) If your ship is heading in the wrong direction or on a collision course, make your corrections out of there without causing another stall - I.E. don't yank on the elevator in hopes of climbing the ship 500 feet in .2 seconds

4) You will almost certainly be at full throttle (either from take-off or from initial panic), but if not, adjust your throttle to get the climb and airspeed you want.

5) Begin your normal flying and ignore all the comments from the peanut gallery which will come about the time you resume normal breathing

If you will strive to not waste the runway behind you, I promise you will have less stress and damage on your take-offs. If not, that's what keeps the kit and ARF vendors in business!

Good luck and see you in the pits

~Joe Finkelstine



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**AREA EVENTS...**

AMRCC CONTEST SCHEDULE

- FEBRUARY 2.....**FLINT FLYING ACES.....SWAP MEET.....GERARD KLINK 810-631-6132**
- FEBRUARY 3.....**SKYMASTERS..... RETIREES BREAKFAST.....BOB BURNS 248-628-4666**
- FEBRUARY 9.....**PMAC.....SYLVAN LAKE "ICE FLY EVENT".....DON HINES 248-681-2752**
- FEBRUARY 9.....**KALAMAZOO SWAP MEET.....RAY LANDON 616-665-4716**
- FEBRUARY 12....**SKYMASTERS.....SWAP & AUCTION.....JOE FINKELSTINE 248-877-0086**
- FEBRUARY 16....**CHESANING.....SWAP MEET.....MIKE FREEMAN 989-871-2673**
- FEBRUARY 17....**SKYMASTERS ..... RETIREES BREAKFAST.....BOB BURNS 248-628-4666**
- FEBRUARY 26.....**SKYMASTERS MEETING CANCELLED .....ROSS JONES 248-738-4435**

**FEB 12 - SWAP & AUCTION -FEB 12**



**SKYMASTERS FEBRUARY 2003**

SUN	MON	TUE	WED	THU	FRI	SAT
						1
2 FLINT SWAP	3 Retirees Breakfast	4	5	6	7	8
9 PMAC ICE FLY SYLVAN LAKE	10	11	12 Skymasters SWAP@ Larson	13	14	15
16 CHESANING SWAP	17 Retirees Breakfast	18	19	20	21	22
23	24	25	26 Skymasters Meeting CANCELLED	27	28	

### **General Membership Meeting 1/8/03 Larson Middle School**

#### **Introduction of 2003 officers**

Officers Present: Gary Weaks, Bob Donohue, Paul Zabawa, and Ross Jones. Presiding officer was Ross Jones. Attendance was 51.

**Skymasters Swap Shop.** Joe Finkelstine, the event director for this year's Swap Shop, discussed the event. Please note that the date advertised in *Model Aviation* is wrong. We had to move the date up due to a school conflict. The new date is **February 12<sup>th</sup>**. Help is needed at all positions and a sign-up sheet was circulated. There may be an auction included in this year's event. The doors open for set-up at 5:30.

**Treasure's report.** Bob Donohue gave a treasure's report, which was accepted by the membership.

**Minutes from the last meeting:** The last meeting was the Christmas party.

**Program:** Jack Goodrich discussed a powered mini chop saw that he is marketing and Ross Jones shared sheet cutting techniques.

Jack demonstrated the cutting ability and technique to use his mini chop saw. He is marketing it for an introductory price of \$40. It has a 7800 rpm motor, a 3/8 " arbor arm and a toothed steel wheel. It can quickly cut 1/2 " dowel and smaller brass and aluminum.

Ross demonstrated a miter cutting tool from Just R/C Planes. A miter fence allows an approximate cut and a miter sanding block fine-tunes the cut angle.

Joe Hass shared a source for scalpels, which are great for cutting Monocoat and other similar coverings. They can be purchased from Squadron Products. They cost \$2.46 for 5 or \$5.96 for 25. Call (972) 242-8663.

#### **Show and Tell:**

- Harry Etheridge brought in a P-38 Lightning that he scratch-built from plans. It contains three receivers. Twin O.S. 70 four-stroke engines provide the power. The finished plane weighs 17 pounds.

- John Hakala showed his Great Planes PT-60. It is a veteran of many flights and required substantial repairs. John shared his experiences with the plane starting to generate a unique noise when it was flying. It turned out that the noise was induced by several loose bulkheads in the fuselage and cracks in the wing sheeting. The plane was modified during the overhaul to a tail-dragger and now includes a Plexiglass top over the fuel tank for visual fuel level readings.

- Joe and Chris Hass showed two

aircraft models. The first was a Vertical R/C Cap 232. This aerobatic electric park flyer uses 3 servos and a 9-cell pack. It builds quickly and flies great. The second plane was a Kyosho Gee Bee ARF. It is well-constructed and includes a painted fiberglass fuselage. It will be powered with an O.S. 52.

- Jack Goodrich displayed a flying pizza box that he made. This novel plane looks strange but has nice slow-flying characteristics.

- Roger Schmelling showed a unique twin-engine Ultra-Stick. It can be converted back to a single engine plane within minutes. In the twin-engine version it is powered by two 46 FX engines and weighs 9 1/2 pounds.

- Jack Steele showed a Vermont Belle electric plane. It spans 51 inches and is powered by a very unique axial electric motor in which the outer can rotates with the driveshaft and the armature is fixed. It weighs 43 ounces and carries 10 cells.

The show-and-tell raffle was won by Harry Etheridge.

**This year's tentative Events Schedule** was covered. Bald Mountain Involvement Day is tentatively scheduled for April 19. Gary Weaks volunteered to be the ED. Ron Sokacz and Bob Donohue will man the kitchen. Dave Wendt volunteered to direct the Team Fun Fly. The Midwest Regional Float Fly still needs an event director. Kids day will be moved to the fall this year and conducted in conjunction with Orion Township's Barn Daze.

Meeting adjourned.

### **General Membership Meeting – 1/22/03 Troy Boys and Girls Club**

#### **Introduction of 2003 officers**

Officers Present: Gary Weaks, Bob Donohue, Paul Zabawa, and Ross Jones.

Presiding officer was Ross Jones. Attendance was 57.

First Time visitors: Rob Penkow and Erin Cook.

Video Librarian is now Sherman Dixon.

**Skymasters Swap Shop.** Joe Finkelstine, the event director for this year's Swap Shop. Please note that the date advertised in *Model Aviation* is wrong. We had to move the date up due to a school conflict. The new date is February 12<sup>th</sup>. Help is needed at all positions. This year will also include an auction starting at 8:15. The doors open for set-up at 5:30. Joe also needed some help to distribute flyers to the local hobby shops.

#### **Minutes from the last meeting:**

The last meeting were read and accepted.

Bob Gillespie shared a source for surgical scalpels. These work extremely well for cutting Monocoat and similar plastic coverings. The web address is <http://stores.taxidermyreference.com/storefront.bok>.

**Up-coming events:** The two meetings in March will have programs demonstrating sheeting and fiberglass techniques and Monocoating techniques with Vince Pettke.

**Program:** Ross Jones and Joe Hass lead an open discussion on R/C Swap Shop savvy with some tips on how to buy and what to avoid. Joe stated the discussion with a suggestion to stay away from used battery packs. A suggestion on airframes; avoid love at first sight. Many new ARF's are available at very reasonable prices these days. A long discussion followed on used engines. Buy only from the engine's last user, not someone simply buying and selling engines. In all cases, check the compression, bearing and smoothness.

The Toledo Weak Signals R/C Expo is coming up the first weekend in April. This event which is part industry show, part builder's contest and part swap meet is a must see. Skymasters members organize a car pool every year. See Greg Cardillo for more details.

#### **Show and Tell:**

- Joe and Chris Hass showed a foam board electric plane that came along in the deal with a used electric engine purchase. It has not flown yet, but looks quite capable.

- Jack Goodrich brought in a very unique Arrow model. The arrow is powered by an OS 46FX and weighs 5 1/2 pounds.

The show-and-tell raffle was won by Jack Goodrich.

**This year's tentative Events Schedule** was reviewed. We still are in need of Event Directors for the Midwest Regional Float Fly and the Chet Brady Memorial Float Fly.

Ross Jones shared some ideas for MWRFF Super Prize. Some possibilities include a Fleet Biplane ARF on floats, a Ryan STA-M ARF and a 9 channel Futaba 9Z radio.

There will be no judged competition prizes this year.

Meeting adjourned at 9:00



# Skymasters Swap Shop

Join the Skymasters Radio Control Club  
for our annual Swap Shop on :

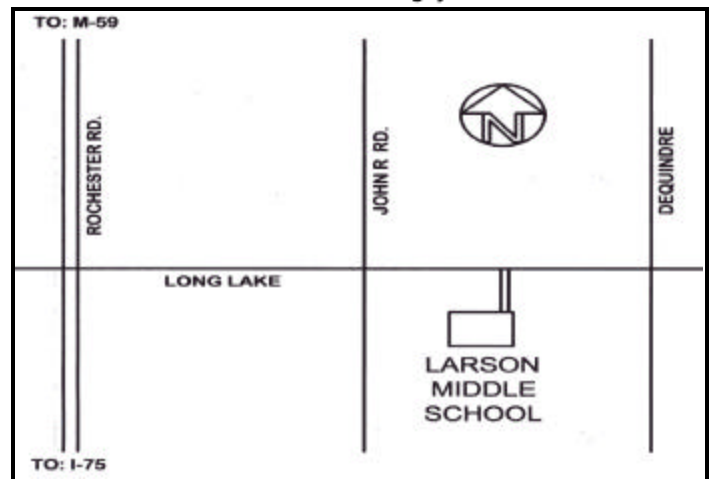
## Wednesday February 12, 2003

\*\*\*\*\*  
Note: Date  
Change  
\*\*\*\*\*

Table set-up - 6PM, general entry - 7PM

Larson Middle School  
2222 E. Long Lake (18 Mile)  
(east of John R., Troy)

- \* **TABLE \$5-00** One per person, first come first served. Includes one admission. No reservations.
- \* \$3-00 Admission - No table
- \* Kids under 18 - Free
- \* Door prize
- \* Refreshments available.
- \* 50/50 drawing.
- \* Raffles drawn throughout the evening.
- \* Please remember - no smoking in the school buildings.



# AUCTION



ESTATE AUCTION  
50 OLD -TIMER KITS  
150 AVIATION BOOKS  
OLD COLLECTOR ENGINES  
NO RESERVE!  
**ALL MUST BE SOLD!**  
AUCTION STARTS AT 8:15

For more information call Joe Finkelstine at 248-877-0086



MID-MICHIGAN RADIO CONTROL MODEL

# SWAP MEET



**FEB. 16, 2003**  
SUNDAY 9 a.m. to 3 p.m.

Location: Baker College  
Gate Street  
Owosso, MI  
*Ample Parking*

★ **SWAP** ★ **SELL** ★ **TRADE**

- HELICOPTERS
- AIRPLANES
- KITS
- BOATS
- CARS



D & M Electronics will be here to check your radio's, Gold Sticker, etc.

Admission - \$3.00  
17 & under - \$1.00

Make Checks Payable To:  
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All Tables **MUST** be paid in advance by no later than January 31<sup>st</sup>, 2003 or your reservations will be void.

**THIS SHOW IS ALWAYS A SELL-OUT!**  
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http://members.aol.com/ht\_a/ournc/rfajim  
ChesaningAreaModelFlyingClub.html#mbrand-AOL\_US  
*Note: No calls between Dec. 23, 2002 thru Jan. 2, 2003 (on vacation)*

12th Annual

# Flint's R/C Swap Meet

**OVER 120 TABLES**

Admission Fee Adults \$3.00, 17 and Under \$ 1.00

**DEALERS WELCOME!**

**FOOD & REFRESHMENTS**

HiTec Radio Raffle  
50/50 drawing  
Free Door Prizes

**NEW LOCATION !**

**CARMAN-AINSWORTH JR. HIGH SCHOOL**  
1409 W. MAPLE AVE 1.4 MI S. OF BRISTOL RD  
42° - 57' - 15" N 83° - 42' - 34" W  
SEE MAP BELOW

**Sunday**  
**February 2, 2003**  
**9 AM til 2 PM**

**Airplane Static Contest**

**Airplanes  
Kits  
Boats**

**Helicopters  
Gliders  
Cars**

Advance Table Reg. \$12.00  
plus \$3.00 for each person manning table  
**\$14.00 at the door**

D&M Electronics will be doing TX aligning and upgrades  
With HiTec RCD equipment for purchase

**WIDE SCREEN TV** Provided by: CHAMBERS TV / RADIO of Flint  
With R/C Videos Galore!

For Advanced Table Registration  
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Gerard Klink  
Flying Aces R/C Club  
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Ottisville, MI 48463  
810-631-6132

Set-up 8:00 AM—Reserved tables will  
be held until 9:00 AM then released to  
be used as unreserved.  
Checks Payable to: The Flying Aces R/C  
Club Inc.



WWW.RCFLYINGACES.COM



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810-635-9392



# SKYMASTERS RADIO CONTROL CLUB OF MICHIGAN

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

Web site: [www.skymasters.org](http://www.skymasters.org)  
Email: [skymasters@geocities.com](mailto:skymasters@geocities.com)

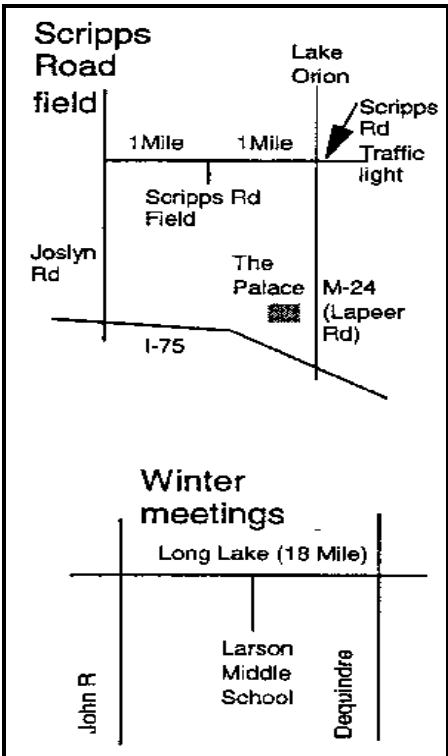
## UPCOMING EVENTS

FEBRUARY 2.....	FLINT FLYING ACES
FEBRUARY 3.....	RETIREES BREAKFAST
FEBRUARY 9.....	PMAC - ICE FLY
FEBRUARY 9.....	KALAMAZOO SWAP
FEBRUARY 12.....	SKYMASTER SWAP
FEBRUARY 16.....	CHESANING SWAP
FEBRUARY 17.....	RETIREES BREAKFAST
FEBRUARY 26.....	NO SKYMASTER MEETING

## 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 2003 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!