



Academy of Model Aeronautics

Chartered Club #970  
5 Year Gold Leader Club

## PRESIDENT'S MESSAGE...

BY: ROSS JONES

We're Flying!!!

The two May float flies went off without a hitch. Read on inside this issue. However, it is late spring and it is Michigan. Beware the wind – unless you wind-surf as I do.

Remember also that in June, July and August, official club meetings happen at Noon on the first Saturday of the month at Scripps Road Field. "Wednesday Student Nights" start on May 28<sup>th</sup>. Advanced pilots; please don't make the students any more nervous than they already will be. Save your flying time for another night if you can. Please participate also in the potluck. Bob & Donna

Burns have a very well coordinated system in place; contact Bob or Donna for details. I understand that this will be their 12<sup>th</sup> year doing this and it's a well-oiled machine!

Our treasurer Bob Donohue is

being transferred to sunny Florida, so we are looking for replacement. Bob will work with you and show you the ropes.

By the time you read this, the field cleanup day will have oc-

curring about 10 of them and absolutely love them! If you like these and want more of them, let me know, as I hope these will be accepted much like the cordless drill/screwdriver was accepted in the

market. We do not plan on replacing the benches we already have as those are intended for assembly only. Speaking of which, we planned on fixing those benches also at the cleanup day.

Al McGee will continue to mow our field on Tuesdays. Please be considerate of his mowing duties if you are flying at the field at the same

time and please refrain from flying until he's done. He's fast and efficient and a great asset to our club and our field.

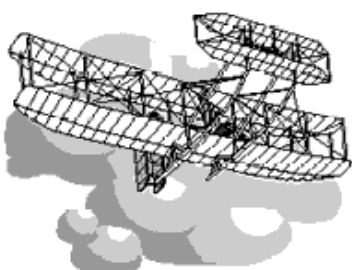
Safe flying and I'll see you out at the field!

Ross



The new club Starting Benches built by Fred McConkie

curred and if everything went according to plan, you should see two new "starting benches," courtesy of Fred McConkie. I want and need your feedback on these benches. I've seen where Pontiac Miniature Aircraft Club has



CENTENIAL 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

# THE SPRING FLOAT FLYS...

ROSS JONES

## BALD MOUNTAIN FLOAT FLY REPORT

Sunday, May 18<sup>th</sup>. Once again stout-of-heart float pilots braved a brisk, stiff breeze off Trout Lake at Bald Mountain State Park for a good day of flying. While the weather was supposed to be sunny and 70 degrees Fahrenheit, we saw very little of it. Rather a damp cold was blowing off of the right side of the lake (making for crosswind to the flight line conditions) to the tune of 8 to 12 knots. Those without jackets wish they had brought some. All told, 24 pilots flew from 10am to 2:30pm solid. Wade Wiley provided a boat motor and hooked it up the State Park lifeboat for retrieval duty. While there were no major

crashes this year, the boat worked hard picking up planes that either A). Played "Dead Duck" (i.e. Flipped Over), B). Played Submarine, or C). Ran

was exceptional; having raked the beach and opened the restrooms just prior to our arrival. Planes this year included a lot of the Northstar, Arrow and Laker designs and they ruled the skies with their sheer speed. While the breeze was somewhat stiff, there were still some high winged trainer aircraft present and flying, with a Dazzler and Sportster .40 on floats that flew very well. The Supermarine Stranraer was present with the Overton team at the controls. Loops anyone?

Phenomenal performance as always. All involved had a great time, and everyone went home with the same number of planes they came in with.

~Ross



The pits at "The Bald Mountain Float Fly"

out of Gas. Even some electric planes saw this condition! Paul Zabawa saw to the concession stand in conjunction with Laura Devine kept things running smoothly. The State Park Staff



Sherman Dickson gets a hand from Bob Burns



Marv, Ron and Bob with a "Seamaster"





**Mike Holmes & Bob Donohue**



**Mike Holmes "Laker"**



**An "Arrow" on a take off run**



**Jim Held with his "Arrow"**



**Greg Cardillo with his "Arrow"**

### **STONY CREEK FLOAT FLYING**

Our First Wednesday of flying brought out a record number of pilots to try out they new planes of the season. Stony has always been a test bed for planes before they fly in the clubs float fly's. Come on out and see what you have been missing. ~Jim

**Photo's By:  
Dave Lange & Mark Smith**



**2 "Ultra Sticks" were flying – Joe Hass & Roger Schmelling**

# PROP WASH...

Joe Finkelstine

Hi Gang,

Well, I struggled for a topic this month until I visited a fellow club member (Joe Rubenstein) last week and helped him tinker with his RC simulator. Since I am full of opinions (or other substances as been often suggested), I thought I would share with you my experiences and opinions on these new gadgets.

I now have experience with 3 simulators, and they would be

- 1) CSM Version 10
- 2) Real Flight
- 3) Icarus

Of the three above, I own CSM, and have the most experience on this one. My PC that I run the simulator on is ancient, but when I got to play at Joe's (who owns both the real flight and Icarus) I was able to use a new and fast pc.

There are both good and not so

good points on simulators, independent of which one you use. For the beginners and newly minted pilots, I would recommend that you get and use a simulator to augment your actual flying at the field. The primary reason I say this is to help you be more skilled and comfortable when you are actually flying. After several years of instructing, I very often see our newbies take long periods gaining the basic control feel necessary to fly. For example, on the turn towards the pilot (where aileron response appears to reverse to us on the ground), many students take a very long time to get the hand eye coordination ingrained so they roll out correctly and in a timely manner. I have corrected thousands of attempted inverted rolls on this turn. When the student finally gets the control "reversal" in-

stinctively, this problem disappears and they progress quickly from that point. This is a prime example where I believe a simulator can help. By taking laps around the sky in a simulator, the student can gain the flight time quickly at home to commit the basics to instinct.

The ability to try out new maneuvers without fear of re-kitting your ship is another advantage of simulators. I have no fear at all of trying some pretty wild things on the simulator, as all the repair work I have to do is hit the reset button and I get a brand new ship ready to fly!

The final point I will make on the good side of simulators is the chance to try out new styles and types of ships. If the simulator and model are accurate enough, you can try out a new ship without having to commit to building or buying one. While I was playing around at Joe's, he had me fly some WWI bipes (and a triplane) and I saw the issue on landing these things first hand! - I will certainly need to clean up my landing skills before I tackle one of these beasts!

My experience so far in my learning process with helicopters is that a simulator is a definite requirement. Unlike the fixed wing (or plank as the Brits like to say), there is a much longer list of instinctual skills necessary on a helicopter. I spent many hours on my CSM just learning to hover. I had many "accidents" on my CSM until I was able to hold a good solid hover. Most accidents on a helicopter are not cheap to fix, and I was able to learn to hover without accident because of my simulator. When I first attempt forward flight on my actual helicopters this summer, I will have

(Continued on page 5)

## STONY CREEK FLOAT FLYING



The Skymasters and the Fraser Flying Clubs have joined forces again this year to promote float flying at Stony Creek Metro Park. Starting May 7, every Wednesday weather permitting there will be flying at Winter Cove from 9:00 - 12:00. After entering the park follow the signs to the boat launch & golf course, Winter Cove is on the right after you pass the golf course. Stony Creek is west of Van Dyke (M-53) on 26 mile road. There is a \$2.00 daily park fee or annual park pass is available.

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

For information contact: Jim Held 248-641-9724  
aheld19659@aol.com



(Continued from page 4)

many hours on the simulator. As of my current experience level, I cannot see attempting much on my helicopter until I try it many times on the simulator. Accidents are just too expensive on these birds. Perhaps if I work my way into intermediate/advanced capabilities as a heli pilot I will be able to rely on my instincts to save my ship rather than the reset button!

The primary detractor on simulators to me is the lack of peripheral vision and the absence of visual cues. Weather you realize it or not, part of your learning process involves obtaining visual clues as to where your ship is relative to the ground. The landing approach in particular uses this skill extensively. I have often found my ship a very long way out, or behind the flight line on a simulator because I have no real peripheral vision available to me. At our actual field, we are able to quickly ascertain where our ship is by its size and what ground details we can see in the "corner" of our eye. Because of the way that cameras work on simulators, we often lack these clues. This is one reason why it is so hard to land a ship on the runway on most simulators. Landing practice is best done live with a real ship in my opinion because of this limitation.

The other possible issue you must understand before buying a simulator is that they will require a non-trivial amount of graphics capability from your pc. If you are a cheapskate like me, and have an old PC (i.e. over 4 years old), your experience with the simulators will be frustrating. Simulators require a good graphics card and a reasonable amount of RAM and CPU speed.

Most users will need a graphics card upgrade to use the Real Flight or Icarus simulators in my experience. These graphics cards are not terribly expensive, with the very best ones around \$400. You can get by with a much more modest graphics card in the \$100 range though, something like a Ge-Force 3 or 4 enabled card, which are getting pretty cheap. If you have kids who want to play video games, I would suggest that you get used to upgrading your graphics capabilities on a regular basis, or make them suffer like I do.

The final thing I would like to recommend is that you pick a simulator that allows you to use your actual transmitter as the control box. A few of them require a supplied buddy box, which is usually a basic 4-channel clunker. You need to get used to your transmitter, and more importantly, use your mixes and setups on the simulator.

If you don't mind shelling out the equivalent of a new kit (or ARF) and have a capable pc (perhaps you can use this as a reason to upgrade?) I would highly recommend you consider a simulator – after all, at least you can fly on a rainy day!

See you at the field



**New Pilot Bob Dukelow!  
Sign off Memorial Weekend.  
Congratulations Bob!**

**FOR SALE:  
40-60 SIZE "CUB"  
ON FLOATS!  
STEVE HARVILLA  
248-305-7197**

**FOR SALE:  
"ACCU-CYCLE"  
LIKE NEW! ONLY \$30  
W/BOX & INSTRUCTIONS  
MARK SMITH  
248-391-5970**

## **For Sale Airtronics Stylus Radio**

Can sell different combinations:

Radio, Battery, Module for channel 37, 1-FM receiver 1- PCM 8 channel receiver, Airtronics strap, charger.....	\$400.00
Radio, 2-Batteries, Modules for channels 33 and 37, 1-FM receiver 1- PCM 8 channel receiver Ch 37, receivers for channel 33, (PCM and FM), strap, charger and case for 2 Radios.....	\$525.00
I Have many more combinations, call me if you need a different one. You also can purchase 50 model memory card, and ACRO programming card from Airtronics.	
1/4 scale Spacewalker Approx. 79" wingspan.....	\$175.00
Topflight P-47 Kit.....	\$125.00
Folker Biplane kit .....	\$60.00
Accu-Cycle Plus.....	\$115.00

Call Ross Hardy - 810-797-4917

# AREA EVENTS...

## AMRCC CONTEST SCHEDULE

- ♦ MAY 31-1.....GOLF DOME.....INDOOR R/C CHAMPIONSHIPS.....DAVE ROBELEN 434-392-3451
- ♦ JUNE 4.....SKYMASTERS.....STUDENT NIGHT/POTLUCK.....BOB BURNS 248-628-4666
- ♦ JUNE 7.....SKYMASTERS.....MEETING AT FIELD.....12:00 ALL MEMBERS WELCOME
- ♦ JUNE 8.....SUMPTER HILLTOPPERS.....FUN FLY.....PAUL HENSON 734-461-3329
- ♦ JUNE 13-14-15...DAM & WHIRLLYBIRDS.....BELLVILLE STRAWBERRY.....STAN SPIEWAK 313-534-3300
- ♦ JUNE 15.....PMAC....."BIG WINGS OVER WHITE LAKE".....FRANK VELLA 248-627-8080
- ♦ JUNE 21.....SKYMASTERS....."SMALL FRY & ELECTRICS".....PETE FOSS 248-236-0676
- ♦ JUNE 21.....ROMEO.....SCALE EVENT.....RANDY DEROSIERS 248-342-6309
- ♦ JUNE 21-22.....RCCD....."BIG BIRD FLY-IN".....DON VERES 586-725-4322
- ♦ JUNE 21-22....."TRAVERSE CITY AIR SHOW".....EMPIRE.....STAN HYMAN 231-941-0022
- ♦ JUNE 22.....SIGNAL SEEKERS.....SAM 40 EVENT.....CHUCK HUTTON 734-761-9304
- ♦ JUNE 28-29.....SIGNAL SEEKERS.....PRECISION AEROBATICS.....BOB KANE 734-281-8514

## SKYMASTERS JUNE 2003

SUN	MON	TUE	WED	THU	FRI	SAT
1 INDOOR CHAMPION- SHIPS	2	3	4 STUDENT NIGHT BOD MEETING	5	6	7 MEETING AT FIELD
8 SUMPTER FUN FLY	9	10	11 STUDENT NIGHT	12	13 BELLVILLE STATIC	14 BELLVILLE STATIC
15 PMAC BIG BIRD	16	17	18 STUDENT NIGHT	19	20	21 SMALL FRY & ELECTRIC RCCD-BIG BIRD ROMEO-SCALE
22 SAM 40 SIGNAL SEEKERS	23	24	24 STUDENT NIGHT	26	27	28 AEROBATIC SIGNAL SEEKERS
29 AEROBATIC SIGNAL SEEKERS	30	1	2 STUDENT NIGHT	3	4	5

### General Membership Meeting 04/14/03 Larson Middle School

#### Introduction of Officers and Appointees:

Officers present: Paul Zabawa, Bill Stark, President Officer Ross Jones.

Attendance was 28.

**First Time / Visitors:** Ed ? and Junior Member

**Treasurers Report:** Ross Jones gave a treasurers report in Bob Donahue's absence that was accepted by the membership.

**Field Cleanup Day, May 21<sup>st</sup>.** Paul Zabawa and Ross Jones went over the tasks at hand for the field cleanup day. Tasks include leveling of benches along the fenceline, repair of airplane holders on benches, leveling woodchips under picnic tables in shelter, removal of 4x8' sheets on shelter and subsequent storage, new windsock, and rolling and plugging of the field. Ross Jones agreed to provide the food for the event.

**Midwest Float Fly.** Ross Jones asked for a member to volunteer to build the floats for the grand prize Tiger Moth. Ron Sokacz and Mike Holmes were thanked for assembling both planes ready for the raffle ticket season.

**Scripps Road Field Sign.** Ross Jones said that a new sign was up at Scripps Road and Lapeer to replace the one that went missing. All that remained to do was to build a Skymasters Field sign. Ross was looking for volunteers to manufacture the sign from a block of Cedar.

**New AMA Sound Measurement Rules:** Ross Jones and Paul Zabawa discussed the first documented attempt by AMA to outline the measurement of sound. Primarily intended for competition use, there was no doubt that this may be the standard by which sound is measured. Planes are measure on a hard surface, in line with the prop arc, with the Db meter pointed 70 degrees away from the prop and at a distance from the wingtip depending upon the event. Safety issues were discussed about measuring in the prop arc.

**New Treasurer Needed:** Bob Donahue will be leaving soon to live in Florida. We need to actively start looking for a new treasurer that Bob can train. His move could be anytime in the next 6 months.

**Program:** John Billinger assembled several of his Radio Controlled cars and discussed their nuances and operation in terms of how lessons learned there may apply to aircraft use.

One of the first cars John showed was a Team Associated 1/12 scale car with a motor that ran at 30,000 rpm! He also had a 1/8 Scale Kyosho car with a .21 OS that produced 2.4HP and utilized All Wheel Drive. Most of the cars were powered by glow fuel, but John also had one electric car by Team Associated for on road use.

Before he learned the importance of filters during off-road racing, John burned out an engine and learned what was involved fixing them and how quickly they could wear under adverse conditions. A new piston and sleeve easily runs \$ 30 to \$ 90 dollars... It is not uncommon to have to rebuild an engine once a season at the very least, especially when run in a dirty environment.

John and his brother got into competitive racing some years ago. Their idea of success - with which they celebrated with a cigar - was to finish a race, not necessarily win it!!!

John talked extensively about the importance of threadlocker, or at least determining if your muffler, servo screws (especially on metal) or other important parts will hang on over time. On a car, there is no room for error on this, and John lost quite a few parts in the beginning. John recommends Blue Loctite, #242, which is removable.

Something else of interest is that fact that these cars do not utilize "Klunks" in the fuel tanks. Rather, they use 2' or more of fuel line before the carburetor to eliminate bubbles. John is going to try this on airplanes and see what happens. John also talked of how impossible it was to tune an engine with fuel that was foamed from vibration. You must isolate the tank from vibration.

John said that metal to metal contact is very important to avoid in cars and should definitely be watched out for in planes as well. Slight slightest glitch in a car could send them careening off the course causing great damage to people and property. Intermittent contact is bad news for radios. Along these lines, important notice has to be taken as to component placement within the frame of the car or airplane. For instance, don't put receivers next to motors, etc. Also, why would you put receivers in vulnerable, unprotected positions in models? Watch to protect the receiver and radio components from impact.

John brought a few tools and products along to introduce to us that help him in cars and definitely can help with airplanes. For annoying intake leaks in airplane motors, John has a product he got from *Anything Goes Hobby* called "Air Seal." It's great for remounting carburetors and sealing them up. He also had an infra red temperature sensing gun he got for a good buy at *Grainger*. To get a really good deal, it would help to show that you are a General Motors employee apparently...! The heat gun helps John to set up the motors and that they don't get too hot. He knows the temp range for each motor and in general it is around 240 degrees Fahrenheit. At a race once, he measured a motor that hit 400 - and still ran later.

**Show & Tell:** Wade Wiley brought in a Gee Bee ARF by Pacific Aeromodels. This 15.5lb aircraft is powered by a Quadra 35 with 18X8 Propeller and Bison Muffler. Covered in Ultra Coat, it has fiberglass cowling and wheel pants and Heavy Duty Servos throughout.

Joe & Chris Hass brought in an Ultra Stick with Mark Smith made floats for this years float flys. Using a duplicate main gear aft, and a 1/16" Wire rudder, the model has unlimited vertical performance when powered with a Saito 100.

Dave Lange brought in his Dazzler on floats. He claimed the floats might be too small, but this airframe has four years on it and he will relegate it to float duty. A .54 Thunder Tiger provides power.

Bob Gillespie brought in a Sukhoi Aerobatic ARF. Covered in Ultracoat, this model is powered by a Saito .72 and a Bison Muffler with a tough installation under the cowl. As the muffler sticks straight down, one has to work the cowl on carefully! Weight 3.6lbs.

Paul Zabawa brought in his .60 sized Up roar. Using a 14x8 3-bladed prop the Magnum 1.08 2-Stroke pulls this 8.5lb plane a little on the nose heavy side.

Paul plans on installing floats on this aircraft. One of the thickest airfoils you will ever see!

Dave Wendt brought in classic Goldberg Skylark MKII. In blue and white trim, Dave is in the process of putting the finishing touches on this airplane. Installing a 4 stroke involve moving the firewall back 5/8" and widening the fuse by 3/8". The Saito .56 brings the partially complete weight to exactly 4lbs.

Meeting Adjourned @ 9:40pm.



John Fischer a new member & new pilot of the club. John soloed with his "KYOSHO FLIP 3D". John was training this winter with Instructor Dan Devine.

Congratulations John!

## Nirac's Indoor R/C Championship Contest

**When:** Saturday, May 31 and Sunday June 1, 2003

**Where:** Waterford, Michigan, Oakland Yards Dome

**Landing Fee:** \$25.00 for NIRAC members, plus \$5.00 for each additional event \$30.00 for non-NIRAC members, plus \$5.00 for each additional event.

More Information: [www.nirac.org](http://www.nirac.org)

**Contact:** Dave Robelen 434-392-3451 [aplusfarm@hovac.com](mailto:aplusfarm@hovac.com)

#### Events:

Indoor R/C Aerobatics

Indoor R/C Cargo

Indoor R/C Fun Scale

Indoor R/C Sport Scale

Indoor R/C Pylon Racing

Indoor R/C Endurance (AMA # 627)

**\*\*AMA License Is Required\*\***





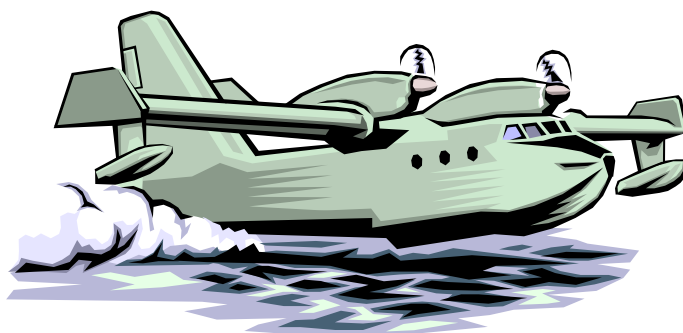
# SKYMASTERS RADIO CONTROL CLUB OF MICHIGAN

**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

MAY 31-1.....	GOLF DOME
JUNE 4.....	SKYMASTERS
JUNE 7.....	SKYMASTERS
JUNE 8.....	SUMPTER HILLTOPPERS
JUNE 13-14-15.....	DAM & WHIRLLYBIRDS
JUNE 15.....	PMAC
JUNE 21.....	SKYMASTERS
JUNE 21.....	ROMEO
JUNE 21-22.....	RCCD
JUNE 21-22.....	TRAVERSE CITY
JUNE 22.....	SIGNAL SEEKERS
JUNE 28-29.....	SIGNAL SEEKERS



HOME OF THE  
 "MIDWEST REGIONAL FLOAT FLY"

## 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!

