



Academy of Model Aeronautics

Chartered Club #970  
5 Year Gold Leader Club



# PRESIDENT'S MESSAGE...

BY: ROSS JONES

## STRETCH YOUR BOUNDARIES...

As many of you know, I've been an RC Pilot with Skymasters for many a year. Just this year I went through the extensive training course to become an instructor for the first time. I figured that since I'm in this sport pretty deep already, why not get a little deeper? Anyway, I am really glad that I've decided to participate in this aspect of the sport. I've found out a lot of what I never even knew existed. Once I figured out how the buddy box equipment worked (Thanks Dan Devine, Paul Zabawa and Greg Cardillo), I've found that not only do you now have to keep an aircraft (you may never have laid eyes on before) safely in the air, you also must let the student know what you are doing, when you are going to do it and what you are going to do after that. You must also let them know what they are going to do, when they should do it and what they should do after that – you must also encourage them, cheer them on and let them know they are going to be okay. Oh, did I mention you have to do this all at the same time – and still pull off a dead stick in heavy traffic with a cheering (heckling) section behind you? What a rush! Joe Finkelstine wrote a very good article on flight instruction last year. My anecdote

here pales in comparison.

If you have just been punching holes in the sky lately (I'll admit to that), try a plan where you go out to accomplish something each time. Inverted flight around the pattern, four point rolls or 'real' snap rolls. These are things that don't come easily and need practice. Try to go out and master some of these



Darrell's 50% "Ike" on take off run at "Joe Nail"

and you'll have a reason to go out and fly. Although I've no experience in this, if you lose an aircraft, you might be able to say "at least I learned inverted flight before I lost it..."!!!

I would also like to address some procedural guidelines that have surfaced this year. This particular writing centers around frequency pin use. Now you may look at the guidelines/rules on this

and I would like to point out that these guidelines and rules are not so much tablets of stone but a groundwork for people to work with. Gary Weaks once wrote, "...safety first... but next is fun..." By having a known system, subject to communication between members, there is less chance of mishaps with people "shooting" each other down. This of course is not a joking matter – it's the worse thing that can happen in this hobby and if we only lose a plane we should consider ourselves lucky. The point I would like to make is that I have some recommendations to make regarding the use of the frequency pin box. Again, this is due to some issues that have come up and I hope to avoid confrontations between members on their procedures.

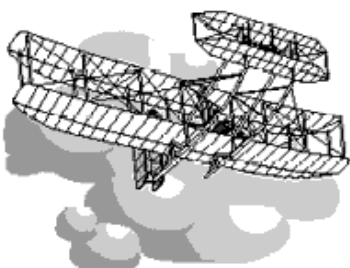
1). I recommend that members open the frequency pin box and use it as soon as they unpack their transmitters at the field.

2). I recommend that frequency pins ONLY be exchanged in front of the flight box.

3). I recommend that we all remember why we went to the field. To have fun.

Let's take the initiative and prevent potential mishaps before they occur.

I'll see you at the field.



**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

# SKYMASTERS AT "JOE NALL" ...

## 4 Skymasters Attend the 2003 Joe Nall Invitational

By: Steve Fredericks, Ross Hardy, Jim Held and Darrell Watts

May 15<sup>th</sup> the four of us made the 13-hour drive to Woodruff, South Carolina to attend the Joe Nall Invitational. We had a Dodge maxivan and pulled a 6'x12' trailer, all of which was packed to the gills with nine large models, the support equipment, a tent, a 12V refrigerator for drinks and food on the road and all of our luggage.

For those of you not familiar with this event, it is the largest flying event for IMAA legal models (minimum of 80" for monoplanes and 60" for multiple wing models) in the world. We didn't hear a final count but at noon on Friday there were 554 pilots registered. Most folks were there by then so the final count would probably be around 600 pilots and 1500 to 1,600 models.

A brief background; the event is sponsored by Mr. Pat Hartness. He made his fortune in the aluminum can business and is an aviation enthusiast. He has several vintage aircraft (we've seen the Stearman bi-plane and the AT6 plus he has others) plus he is an R/C pilot. The event is dedicated to the memory of his lifelong friend, Joe Nall. Mr. Nall was an FAA accident investigator when he was killed in a crash in South America.

The facility, called Triple-Tree, is one of Pat's landing strips. It has a 6,000' runway and the grass at the mid-point, where the "land" flight line is centered, the grass is like a very nice golf fairway. There is also a 40-acre lake where we fly floatplanes. The two flight lines are located back to back so

they operate concurrently. Starting this year the floatplanes were given exclusive use of channels 22,23 & 24.

With the number of pilots and aircraft many people attend this event, set their planes out for display and may or may not get in a flight. The flight line where all of the models are parked is over a half-mile long. Of the 1,600 mod-

30 vendors who set of tents and they have sort of a shopping mid-way.

The days are filled with flying. The models fly and then around noon there is an air show with full size aircraft. This year four AT6's put on a great show and then Matt Chapman flew his Extra 330 and Mike Mancuso flew his Extra 300L. Friday evening there is a



els about 60% are aerobatic types. That still leaves over 600 other types of beautifully detailed scale models. There were only about 18 floatplanes and four of them were ours. If you are going there to do a lot of flying, take a floatplane. Its still worth the trip even if you don't fly and just take in all of the sites. The event officially starts on Wed. but many pilots arrive the weekend before and make a week of it. There are also around

little BBQ but it is limited to the first 1,000 people that sign up.

Now as to the exploits of our group: Steve got in a few flight on his 1/4 scale Maule Rocket but it was so crowded up on the land flight line that he chose not to fly his 1/4 scale Aeronca Champ. Ross was installing a new receiver in his 42% Cap so he was really leery of flying it. He did have one of the Futaba reps. come spend a couple of hours with him, helping him

program his new system. On Saturday he finally worked up the nerve to fly his 1/4 scale Cap and wouldn't you know - former world champion, Quique Somenzini, came up on the line beside him flying a turbine model. Ross shook so bad that we thought he was going to break the antenna off of his transmitter. Jim got in numerous flights off of the water with his 1/5 scale Cessna but also chose not to take his 1/5 scale P51 up to the land flight line. Darrell had the tough breaks this year. He got in a couple of flight on his 80" Eindexer when the engine showed obvious signs of the bearings going out so that one was grounded. He did get in one flight with the 50% scale Howard Ike

(Frank Noll of Futaba piloted). It flew and looked great but due to inadequate ducting of the air inside the cowl it fried a cylinder so that one was grounded. He got in several flight on his 1/5<sup>th</sup> scale Cessna but on Saturday when it took off the engine sagged, the plane was already out over the dam and it crashed into the back of the dam trying to return to the lake.

If you think you would like to see an amazing array of model aircraft and perhaps fly a little, this is a great event to attend. It takes place in mid-May each year and if you want to attend check the Joe Nall web site and make your reservation by March at the latest.



**MIDWEST  
REGIONAL  
FLOAT  
FLY**

WE NEED YOUR HELP!  
CONTACT  
ROSS JONES  
AND  
VOLUNTEER TO  
HELP OUT AT THIS  
YEARS EVENT *NOW!*  
MANY OPENINGS  
AVAILABLE.  
1-248-738-4435  
[rossandjamie@comcast.net](mailto:rossandjamie@comcast.net)



# PROP WASH...

Joe Finkelstine

## The magic can...

Hi all,

At our first student night this month, I had the opportunity to open and use my magic can. Now before you all start thinking of snide comments on this one, let me explain a little as many of you also have a magic can or two in your flight box.



I have several magic cans in my flight box and I usually add one per year. Each can is actually an old breath mint can (Altoids in my case) that I fill with all of the little fasteners, fuel line, clevis, knick-knacks, and other items we all seem to need to fix a ship up for a flight. I started out with one can for everything, but as my flying interests changed and grew, I found myself in need of my first addition. Right after I started to learn helis, I discovered that they are a world heavily dominated by metric. I soon discovered that a magic can for heli knick-knacks was needed. Last year, I also broke down and added yet a third magic can in my box to handle the overflow from the first can as it was bending the hinges from so much junk, err stuff.

This truly hits home each beginning of the season when I come out to the field only to discover that I took all of my tools out of my flight box during the building/fixing season (a.k.a. winter) and never returned them to their home. Fortu-

nately, I never yet have forgot to put my magic can back to its little home in my bottom drawer of the flight box.

I find myself constantly borrowing tools and advise from fellow flyers at the field and this is part of the fun for me. For most of us instructors who are faced with a student bringing out a new ship to be flight tested, the magic can is frequently visited with a set of rummaging fingers.

At the end of this field thrashing, the student always thanks us, but really if you think about it, we are just returning the favor shown to us earlier in our flying careers. I always let my students know that once they take a piece out of my magic can, they incur a debt that must be repaid by starting their own magic can (or they can give me their 120 size Cap 232 as fair payment for a 3mm screw).

One of my favorite stories about this is when I saw a team of instructors lead by Ron Socaz rebuilding a seized 2 stroke last year completely in one student night. Talk about a magic can! I think part of the process involved grinding the head down by raking it over cement. By the end of the student night though, this seized up 2 stroke was a putting along with its characteristic irritating 2-cycle sound that all of you know how much I love. My personal theory is that the magic cans of Ron Socaz and Bob Burns are infinite in content because I have never ever seen them not have something to get a student going. Unfortunately for me, my magic cans are much more mundane, as I only have an old glow plug and screws of useless pitch to help the cause.

If you stay in this hobby for more than a year or two, you should be well on your way to having a magic can or two by now, or you just have

a drawer full of loose parts flopping around. Heaven forbid you ever throw away a glow plug that you weren't totally sure was bad.

You will of course need to defend yourself from your spouse or others as to being a pack rat, but hold firm to your belief that the 3.5mm left handed thingy you saved from a crash 4 years ago will be the only thing that works when you have to fix that broken elevator clevis from the last flight.

For you newer ones in the club, I would suggest you look at your potential instructor's magic can to help you gauge his/her experience level. If it is disorganized and full of useless junk (like mine), perhaps you should rethink your choice of instructors. If however, your instructor's magic can is like the magic bag of tricks that Felix the cat (ask someone older than you who Felix is if you don't know) has, you indeed have made a wise choice.

I hope you leave the field with the same number of pieces you brought!

~Joe Finkelstine



## 7th ANNUAL POT LUCK FISH FRY

WEDNESDAY  
AUGUST 6th 7:30 p.m.

DEADLINE FOR  
DONATIONS OF \$4:00  
JULY 30th

"BRING A DISH TO  
PASS & YOUR DRINK"

INFORMATION CALL:  
BOB & DONNA BURNS  
248-628-4666

NO ALCOHOL PLEASE



# ELECTRICS & SMALL FRY...

PETE FOSS

The Electric and Small-fry event was a great success on Saturday June 21<sup>st</sup> with 24 pilots signing in. The wind was a bit more than the 5-10 mph the weatherman promised but lot's of people flew. It did ground a few of the lighter wing loading park fliers including Carolynn Foss' new Park Hawk ornithopter (I really wanted to fly that #^%#%\$).

Certainly a highlight of the meet was a demo of Slow Survivable Combat by Scott and Brian Gilkey and Don Veres from RCCD. Picture three 50ish inch wingspan planes with .15 size engines with streamers tied on. It's an interesting concept in that the foam winged airplanes can often survive midairs and keep flying safely. With the small engines, it's possible to fly that version of combat at our field within the AMA and RC Combat Assoc. rules. Something to keep in mind. Who want's to start a team to compete with RCCD?

Thanks to Laura Devine, Matt Rowan and Carolynn Foss for running the kitchen. Also thanks to Dan and Tony Devine, Greg Cardillo, Sam Foss and Terry Teodorico for helping to setup and teardown.

See you next year! If you are interested in more electric meets this summer, the big Mid-Am Electric fly is in mid July while the PMAC club has a two day meet this August.

~Pete



# AREA EVENTS...

## AMRCC CONTEST SCHEDULE

- ◆ JULY 12.....UFO....."BIG BIRD FLY-IN".....DAN WAMBOLDT 734-433-5451
- ◆ JULY 12-13.....EFO & AAF....."MID-AMERICA ELECTRIC FLIES".....KEN MYERS 248-669-8124
- ◆ JULY 13.....UFO....."SCALE RALLY".....DAN WAMBOLDT 734-433-5451
- ◆ JULY 13.....SKYMASTERS....."TEAM FUN FLY".....DAVE WENDT 248-969-8738
- ◆ JULY 13.....IRISH HILLS R/C.....OUTDOOR SWAP.....GARY ADAMS 517-592-6060
- ◆ JULY 18-19-20...MICHIGAN JETS.....GROSSE ISLE.....ART GAWJEWSKI 734-454-0648
- ◆ JULY 20.....RCCD.....SCALE CONTEST- FUN/SPORT.....JAY LAWLESS 248-641-7768
- ◆ JULY 20.....SUMPTER HILLTOPPERS.....FLOAT FLY.....BOB MURDOCK 313-534-3300
- ◆ JULY 20.....CHESANING....."HELICOPTER FUN FLY".....PAUL BINKLEY 810-444-4558
- ◆ JULY 25-26-27...MICH WHIRLYBIRDS.....AMA HELICOPTER CONTEST....STAN SPIEWAK 313-534-3300
- ◆ JULY 26-27.....RCCD & USAF....."SELFRIDGE AIR SHOW" (STATIC).....MIKE DARR 586-727-3722
- ◆ JULY 27.....SIGNAL SEEKERS.....SAM 40 EVENT.....CHUCK HUTTON 734-761-9304

# SKYMASTERS JULY 2003

SUN	MON	TUE	WED	THU	FRI	SAT
29	30	1	2 STUDENT NIGHT BOD MEETING	3	4 FOURTH OF JULY!	5 MEETING AT FIELD
6	7	8	9 STUDENT NIGHT	10	11	12 EFO UFO
13 TEAM FUN IRISH SWAP UFO EFO	14	15	16 STUDENT NIGHT	17	18 MICH JETS	19 MICH JETS
20 RCCD SUMPTER CHESANING	21	22	23 STUDENT NIGHT	24	25 WHIRLYBIRDS	26 SELFRIDGE WHIRLYBIRDS
27 SELFRIDGE WHIRLYBIRDS SAM 40	28	29	30 STUDENT NIGHT	31	1	2



Bob Donohue with his "FAT CAT" powered by a Super Tiger 2500



Mike Holmes with a "Midwest Stearman" O.S. 91 FS for power.



Wade Wiley with his "GEE BEE Y" powered by a 35cc gas engine.



Dave Lange FFC and his "MIG STIK" powered by a Russian .46

Photo's By:  
Mike Holmes & Mark Smith

**AERIAL PHOTO'S**

The model used for the Skymasters field shots is a Wingo with geared speed 400 and 1100nimh battery. Camera is \$70 Aiptek 1.3MP Pencam. Better shots result in full sun, clear day and shooting with power off.

George Dzendzel





# 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: [masmith248@earthlink.net](mailto:masmith248@earthlink.net)

## UPCOMING EVENTS

- ♦ JULY 12.....UFO....."BIG BIRD FLY-IN"
- ♦ JULY 12-13..."MID-AMERICA ELECTRIC FLIES"
- ♦ JULY 13.....UFO....."SCALE RALLY"
- ♦ JULY 13.....SKYMASTERS....."TEAM FUN FLY"
- ♦ JULY 13.....IRISH HILLS.....OUTDOOR SWAP
- ♦ JULY 18-19-20.....JETS.....GROSSE ISLE
- ♦ JULY 20.....RCCD.....SCALE CONTEST
- ♦ JULY 20.....SUMPTER.....FLOAT FLY
- ♦ JULY 20....."HELICOPTER FUN FLY"
- ♦ JULY 25-26-27.....MICH WHIRLYBIRDS
- ♦ JULY 26-27....."SELFRIDGE AIR SHOW"
- ♦ JULY 27.....SIGNAL SEEKERS.....SAM 40

## Skymasters Information.....

Skymasters 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!

