



Academy of Model Aeronautics

Chartered Club #970
5 Year Gold Leader Club

SKYWRITER

PRESIDENT'S MESSAGE...

BY: ROSS JONES

Stretch your boundaries II...

I wrote last month about the possibility of stretching your boundaries. Wind is something that many have feared, written about and otherwise avoided. During a recent student night the field was relatively **deserted!** It so happened that as the evening set in the wind speed completely dropped, making for one of the nicest flying nights I've experienced this year. There was hardly anyone there to see it!

Now 15 to 25 knot winds are one thing (I for one would choose to be windsurfing in such conditions), but 10 to 15 knots is something else. One of the coolest things about radio control aircraft piloting is the correct coordination of rudder/aileron – a necessary skill in windy conditions – especially during landing approaches. Have you stretched your boundaries and worked on this? Get out there during windy conditions and learn how to 'crab' – some wise individual once said, "if it doesn't kill you it will

make you stronger." If you can fly in a good stiff wind, you can fly anytime. From a Warbird standpoint, wind is good. You're landing speed can be reduced, flaps are more effective and you have a greater chance of a successful landing. I've achieved this relatively few times,



STEVE FREDERICKS WITH HIS PLANS BUILT "PIPER PAWNEE"

but in theory this is true...

Speaking of advanced flying skills, I have been asked by more than one student about what happens after they get signed off to be a pilot. One student asked me who would instruct students regarding aileron/

rudder coordination and other types of flying. Are there instructors out there who can work with students on advanced flying skills? Drop me a line – I'd be interested too!

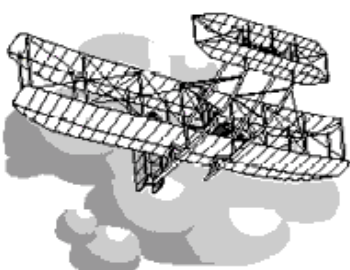
Upcoming Events...

Look inside for the Team Fun Fly results. Dave Lange and Mark Smith have to be stopped! (*Ed note: "We are Unstoppable"*) Dave Wendt, a new Event Director for Skymasters did a fabulous job with preparations for the fun fly. Congrats! You guys that weren't there missed out big! Warbirds and Scale is the next event on Sunday, August 3rd. The fish fry student night follows close on its heels on Wednesday, August 6th.

Summer is fast coming to an end. Don't miss it! Get out to the field while the flying is good! See you at the field.

~Ross

(*Note: fill out "Midwest Regional" registration pg 7 & get it mailed in!*)



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

TEAM FUN FLY...

BY: DAVE WENDT

What a day we had! The weather was perfect, mid 70's, sunny and light wind. I just couldn't have asked for a better day. Beautiful planes and shaking knees where the ingredients to a tremendous fun fly event! Seven teams competed for the title of 2003 Fun Fly Champion (five expert teams and two intermediate teams). I have to extend a special thanks to PMAC club members John Hoover and George Dzahristol for competing in the event. It was nice to see another local club showing interest in our fun fly! I don't want to jump on a "soap box", but if you get an opportunity to return the favor... why not sign up for a PMAC event? August 9th and 10th there is an electric fly in. September 14th, PMAC presents the Michigan Scale Spectacular for all scale type planes with prizes for ARF's, kit built, and scratch built.

This year's Skymaster's fun fly consisted of three events. The first event "OH CRAPP" started with a roll of the dice to get a team number. Once the team had their number, both team members take off, do a predetermined aerial routine, land and continue to roll the dice until hitting the team number. The team that finishes in the lowest time received the most points. Sounds easy, but it can be very time consuming to roll snake eyes. The Bowman brothers clearly won this event with a total time of 32 seconds! WOW.

The second event "DEAD STICK DICK" was a simple climb to altitude, cut the engine and land as close as possible to a stick in the middle of the field. Extra points could be earned by guessing the combined distance of both team members within 15'. John Hoover and George Dzahristol had the best team score of 57'. The best personal showing was Gary Bowman with a dead stick landing only 10" from the mark!

The third event was the crowd pleaser "LIMBO LUNACY"! Yes folks we had a massive 9' high by 75' wide limbo event at the Skymaster's field. 10 points per pass under the limbo and 20 points if the pilot dared to do an inverted limbo pass. Mark Smith and Dave Lange did an impressive 34 passes in the allotted 3-minute time frame. The Bowman brothers where able to



complete 29 passes, 2 of which Gary did inverted! My only wish is that everyone had as much fun as I did putting this event together. Next year we really have to "de-throw" Mark Smith and Dave Lange who won the expert class for the second straight year! Hats off to all of the pilots who competed, the flying was impressive.

Expert Class	Round 1	Round 2	Round 3	Total
Mark Smith Dave Lange	459	110	340	909
Tim Bowman Garry Bowman	468	89	310	867
John Hoover George Dzahristol	446	143	210	799
Ross Hardy Roger Schmelling	437	0	110	547
Ashton Carroll Ross Jones	374	20	40	434
Intermediate Class	Round 1	Round 2	Round 3	Total
Bob Gillespie Paul Zabawa	427	38	150	615
Robert Dukehow Dave Shea	434	0	110	544



PHOTOS BY: DAVE LANGE



EARL STARR - JACK FLEMING - JACK EDWARDS



RON SOKACZ & HIS "ARROW"



ASHTON CARROLL WITH HIS P-51



DAN DEVINE - CAP 232



JOE HASS & "RASCAL 110"



JIM HELD'S NEW EXTRA 300



NEW PILOT BOB HARRIS

PROP WASH... Joe Finkelstine

Final Approach...

Hi all,

Well, some interesting events have occurred at the field in the last few weeks and as always, I get to pontificate about them in my column.

In my last 3-4 trips at the field, I have witnessed more flight line incursions than in any time in my memory. I have several thoughts on the issue, as I inadvertently ruffled a few feathers during the last week discussing this at the field. Let me discuss the issue from a general perspective though.

First off, I had some feedback that some pilots/instructors are not clear as to if this is even a problem. If we can ignore, for the moment, that the AMA requires us to have a flight line and to not allow flying behind it (unless ship is completely out of control) the simple fact remains that flying behind the flight line endangers other pilots, spectators, and equipment. I hope that one is obvious, if not, just try to imagine being hit by a

7-pound ship going 40+ MPH with a prop spinning 10,000+ RPM. The less obvious thing about even approaching the flight line by the pits is the distraction it causes to other pilots. A natural instinct when a ship that is not yours passes close overhead is to duck. Well, when you duck, it is a bit difficult to keep an eye on your own ship, so you have to hope that it stays in a flight path you can find and re-acquire your orientation before the ship decides to meet the dirt. Our airplanes at least have the advantage of being able to be trimmed to stable flight (most of them anyway), so it is at least theoretically possible to take your eye off for a second or two and not have a disaster on your hands. There is no such stability for helicopters. Twice on last Sunday, while I was performing hover practice with my heli, a ship went buzzing overhead. I was extremely lucky to keep my heli in one piece, but I shut her down for the day as I was quite frazzled. My point here is not to complain about my particular situation, but rather instill upon you that flight line violations are not harmless errors.

I hope that now you may understand why I am a bit passionate about the sanctity of our flight line. An even dicier topic comes up and that is the notion of responsibility for the incursion. My thoughts on this one depend on a few things, one of which is the pilot a student or signed off. Let me discuss if the ship being commanded is from a student first.

Before anyone thinks I am going to condemn their flying or instructing, please relax - that is not my purpose

here at all. In addition, my discussions are not for the once or twice a season flight line incursion that just about every one of us does because we make mistakes. What I refer to here is the repeated violations I saw, more than 5 in one day from the same instructor/pilot team. The first problem I have with this situation is squarely with the instructor. To me there were a few failures here. First off was allowing the student to continue landing attempts when they clearly were still confused about heading/roll corrections when the ship was flying towards them. I watched this student (after shutting down from a buzz job) and the airplane was all over the sky starting back on the initial turn to final. Now is it wrong that this student did not know how to control their ship? - Of course not, but I think that should have been a loud and clear sign to any instructor that allowing this situation to continue to a landing is a disaster in the making. The second issue I have with this repeated situation is the delay involved until the instructor took control.

Now, I have taught students for many years now and I am fully aware that there is a point in landing practice that you have to trust the student to finish well. Those last 10 feet are the most breathtaking for both student and instructor as the instructor no longer has the height to save a ship if a major error occurs. It is imperative for us instructors to not let the student come to this point until they have mastered basic flight.

Safe landings (or takeoffs where flight line problems occur as well) require an instructor to be vigilant, and in my opinion, take a ship over immediately at the first sign that the student has not noticed and corrected a problem. This is not the time to let a student figure out right from left - That time is high up in the pattern away from people.

To me, these two errors, one in judgment (letting the attempted landing continue to low level) and one in application (recovering too late) compounded to cause the havoc I saw.

I also do not let the student get off free here either. My problem with the student in this situation is not that they cannot control their ship, but



**7th ANNUAL
POT LUCK
FISH FRY**
WEDNESDAY
AUGUST 6th 6:00 p.m.
DONATION OF \$4.00
"BRING A DISH TO
PASS & YOUR DRINK"
**INFORMATION CALL:
BOB & DONNA BURNS**
248-628-4666
NO ALCOHOL PLEASE



FOR SALE
My dad was a WWII fighter pilot who took up this hobby later in life. I have 9 planes, some with wing spans of 50+ inches, some float planes, to sell. I have additional spare parts, radios, fuel, balsa wood, etc. also for sale. Please call / write if interested Lynne Prybys 248-652-2179 dpryby@aol.com

(Continued on page 5)

(Continued from page 4)

rather with their judgment in attempting this phase of flight training before they are ready. If you are having trouble taking off or landing repeatedly to the point of violating the flight line each time, I would hope you would have the insight to either ask for help (if you are signed off), or to switch your flight practice to basic flight maneuvers up high. Some may argue that the student is not at fault at all here, but I have seen instances of where students push hard to achieve some goal they have set for themselves, realistic or not. In these types of cases, there is culpability resting on the shoulder of the student.

A few months ago, I wrote about what I look for in a student when I consider him/her ready for sign off. As I had mentioned, one of the key items I look for is sound judgment, particularly on safety issues. In my opinion, I witnessed repeated lack of sound judgment here.

Many of us are outcome driven on our lives and the urge to get signed off can be a strong one. If we allow it to become too strong people can get hurt whilst we learn to land come hell or high water.

My request to my fellow instructors is to be firm on your insistence on the student mastering basic flying skills before take offs and landings are allowed. When landings are attempted,

insist on a solid stable approach before the ship is allowed to descend below tree level. Insist on a stable takeoff roll that does not point towards the pits or pointing right at our close trees. Be vigilant and take the ship over sooner than later, get the ship up high and then talk to the student as to what was wrong and why you took it.

My request to my fellow flyers (students or otherwise) is to ask for help when you need it and if you violate a safety rule, take a step back and determine if it was a one time fluke or a sign that more practice in a safer manner is warranted.

It is difficult for me to think of a more direct way for us to endanger our standing at the park then to make an unsafe environment for pilots and spectators alike.

I suspect that by the time you are reading this, our Warbirds and scale meet (August 3) will have occurred. If you get this before that date, come out and join us for a well-attended and fun meet. AS event director, I have set up a very low-key event with no competition to speak of (unless you count the normal peanut gallery judges for landings). The meet welcomes Scale civilian ships (that includes acrobats like the Extra 300, piper cubs, etc.). The biggest draws are always the warbirds though, and I am still shooting for my Dauntless to be at this meet after almost 3 years of tinkering on it. I hope to see you there.

~Joe

ATTENTION INSTRUCTORS & STUDENTS

FLIGHT INSTRUCTION "ETIQUETTE"

It has recently become apparent that we, as radio control flight instructors, have differing approaches to flight instruction and we need to have a common thread woven into them.

In general, we need to be more conscious of when, where and how a student gets into trouble during flight and taking corrective action as appropriate.

In specific, we need to absolutely and strictly limit flight line incursions anywhere along the flightline but definitely anywhere near the pits or parking lots.

There are some instructors who take control the second that a student gets into trouble and there are some who work to wait out the student to get themselves out of trouble. There are extremes and judgement calls to be made, but we need to assure that control is solidly maintained near dangerous areas. There are some of us that are not doing this.

I do not want to get in a position where I am telling you how to teach. I would, however, like to get in a position where I can facilitate greater thought as to flight safety during flight training.

▲ If a student shows any signs of trouble during approach (particularly with direction) take corrective action immediately – don't wait!

▲ If your student expresses stress about the other planes in the air, have them wait for a clearer sky.

▲ Be vigilant with your student and under no circumstances put them in a situation they are not ready for. Likewise, don't let them put you in a situation that they are not ready for.

▲ Do not fear telling your students that it is better to lose an airplane than take someone's life. Sacrifice airplane first, over ego every time.

Sincerely,

Ron Sokacz

Also please submit all new pilots names to John Billinger so he can issue new Pilot cards.

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. Every Wednesday weather permitting there will be flying at "Winter Cove" from 9:00 - 12:00. After entering the park stay to the left, watch for signs, it is on the right after 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

NOTICE !

Jerry Blumenthal sold a HB engine at his swap sale, he has found parts for this engine. If you bought it contact Jerry to get the parts.

AREA EVENTS...

AMRCC CONTEST SCHEDULE

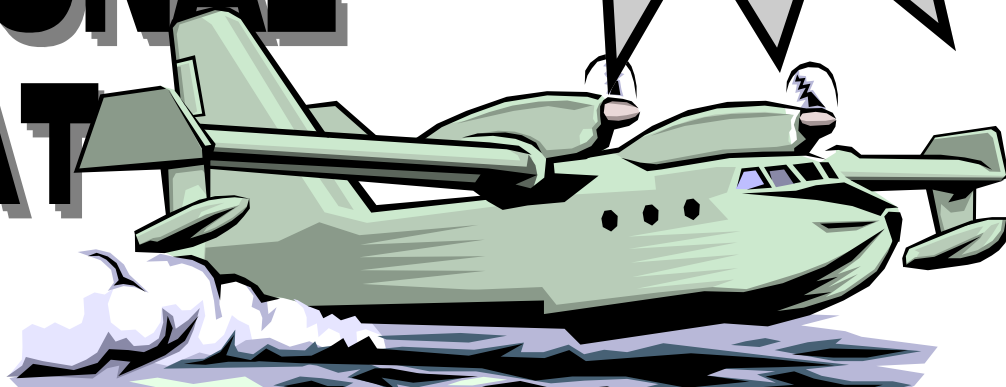
- ◆ AUGUST 2-3.....RCCD.....PERCISION AEROBATICS.....MIKE DARR 586-727-3722
- ◆ AUGUST 3.....SKYMASTERS.....WARBIRDS & SCALE.....JOE FINKELSTINE 248-887-0086
- ◆ AUGUST 6....."FISH FRY POT LUCK" 6:00 at the field.....BOB & DONNA BURNS 248-628-4666
- ◆ AUGUST 6-7.....WEAK SIGNALS.....OLD TIMER CONTEST.....CHUCK HUTTON 734-761-9304
- ◆ AUGUST 9-10....."FIRELANDS FLOAT FLYERS"NEW LONDON, OHIO....www.firelandsfloatflyers.com
- ◆ AUGUST 9.....HOLLY.....OPEN HOUSE.....ED KINCER 810-629-0928
- ◆ AUGUST 9.....CHEASANING.....BIG BIRD FLY.....MIKE FREEMAN 989-871-2673
- ◆ AUGUST 9-10.....PMAC.....ELECTRIC FLY-IN.....STERLING SMITH smitty559@comcast.net
- ◆ AUGUST 16-17.....D.A.M......GIANT SIZE FUN AIR SHOW.....STAN SPIEWAK 313-534-3300
- ◆ AUGUST 17.....SUMPTER HILLTOPPERS.....FLY-IN AIR SHOW.....BOB MURDOCK 313-294-2846
- ◆ AUGUST 23.....BITS & PIECES.....9TH BIG BIRD FLY IN.....LARRY DALRYMPLE 734-722-3678
- ◆ AUGUST 23-24.....RCCD & STRATHROY.....COMBAT.....JAY LAWLESS 248-641-7768
- ◆ AUGUST 23-24.....WEAK SIGNALS.....SILVER CUP PYLON.....KEVIN MATNEY 734-848-8195

SKYMASTERS AUGUST 2003

SUN	MON	TUE	WED	THU	FRI	SAT
26	27	28	29 STUDENT NIGHT	31	1	2
3 WARBIRDS & SCALE	4	5	6 FISH FRY STUDENT NIGHT OLD TIMER	7 OLD TIMER CONTEST	8	9 OHIO FLOAT FLY BIG BIRD ELECTRIC FLY-IN OPEN HOUSE
10 OHIO FLOAT FLY ELECTRIC FLY-IN	11	12	13 STUDENT NIGHT	14	15	16 D.A.M.
17 D.A.M. HILLTOPPERS	18	19	20 STUDENT NIGHT	21	22	23 B&P FLY-IN RCCD WEAK SIGNALS
24 RCCD WEAK SIGNALS 31	25	26	27 STUDENT NIGHT	28	29	30

SKYMASTERS "MIDWEST REGIONAL FLOAT FLY"

"2003"
13TH ANNUAL



SATURDAY & SUNDAY September 6-7
ISLAnd lake state park

SKYMASTERS 2003 "MIDWEST REGIONAL FLOAT FLY" OFFICIAL ENTRY FORM

NAME			
STREET			
CITY / STATE			
ZIP		AMA #	
PHONE			
FREQUENCIES	/	/	/
EMAIL			
BREAKFASTS @\$4		PIZZA BLAST @\$6	
TOTAL ENCLOSED			

Entry Fee.....\$12.00

NON-REFUNDABLE UNLESS EVENT IS CANCELLED

(If postmarked after 8/31/03 ad a \$10.00 late fee)

Make Checks Payable to:
SKYMASTERS

- SATURDAY NIGHT "PIZZA BLAST" ONLY \$6.00 PER PERSON.
- "FLY-IN PANCAKE BREAKFAST" SUNDAY MORNING \$4.00 PER PERSON 8:00AM - 9:00AM

ROSS JONES 248-738-4435

Mail to: Ross Jones - 6028 Meadowgreen - Waterford - MI. 48327



SKYMASTERS RADIO CONTROL CLUB OF MICHIGAN

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

Web site: www.skymasters.org
 Email: masmith248@earthlink.net

UPCOMING EVENTS

- ♦ AUGUST 2-3.....RCCD AEROBATICS
- ♦ AUGUST 3.....WARBIRDS & SCALE
- ♦ AUGUST 6....."FISH FRY POT LUCK"
- ♦ AUGUST 6-7.....WEAK SIGNALS
- ♦ AUGUST 9.....HOLLY.....OPEN HOUSE
- ♦ AUGUST 9-10.....PMAC.....ELECTRIC
- ♦ AUGUST 9.....CHEASANING....BIG BIRD
- ♦ AUGUST 16-17.....D.A.M.....GIANT
- ♦ AUGUST 17.....SUMPTER HILLTOPPERS
- ♦ AUGUST 23.....BITS & PIECES
- ♦ AUGUST 23-24.....RCCD & STRATHROY
- ♦ AUGUST 23-24.....WEAK SIGNALS

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!

