



Academy of Model Aeronautics

Chartered Club #970
5 Year Gold Leader Club



PRESIDENT'S MESSAGE...

BY: ROSS JONES

The summer flying season is wrapping up! Can you believe it? My wife is very supportive of my efforts to reserve October through March as building season. Anything to keep me home, I guess. Of course, wind-surfing and snowboarding season are – or soon will be - in full swing. My daughter is due for snowboarding lessons this season also, which will throw an interesting wrench into things this year...

My hat is off to volunteers. I was enraptured by the efforts and success of volunteers at the Midwest Regional Float Fly. Read inside for details. Volunteers totally make this club work and I'm glad to have you all to help this along. The experience they have brought to events is impressive as well. Collectively, there is a lot of knowledge in our club. Now, if we could find a way for people to get paid that know how to feed 125 people in 15 minutes...

Sound and Noise. I would like club members to sit down and think about what we can do to reduce

sound and noise at the field. Sound, in my view, is the actual Db measurement of the product of our hobby. Noise is the quality. Let's face it – four strokes sound different from two strokes. I've recently spoken with Bill Millar, who is a district VII Vice President and lives in Petoskey, MI.



ROSS'S "MOSQUITO" - ANOTHER VICTIM OF WEST NILE VIRUS?

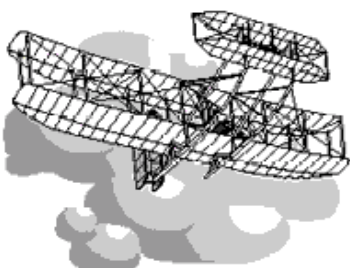
His club has managed (with some exceptions) to hit 90 Db, with engines in the .90 two stroke size. By propping large and utilizing products like mufflers from Davis Diesel – or even homegrown canister type mufflers – they are reducing sound at their

field. The Petoskey RC Club has some interesting nuances where they are trying to hit 90 Db but there is no hard and fast rule. Traverse City RC Club has to fly certain days, but not on others. No flying before noon on Sunday for Petoskey! Everyone that I have spoken to about Db's in the Detroit Metro area have thoughts on this issue and there is a lot of denial. I must bring this up again and am looking for discussions on this issue during this fall. I am contemplating putting a referendum on the table to reduce Db by at least a point or maybe two for next year. I strongly believe that where there is a will, there is a way.

November Elections will be held at the first meeting in November, on the 12th. Develop a platform if you are interested in an officer's position and run!

Remaining Events. See inside the newsletter for remaining events; we have some good ones left!

Until then – 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:	Joe Rubinstein	155 Cayuan	Lake Orion	48362	248-693-4265
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

TOP GUN & CORN ROAST...

BY: ROSS JONES

Beautiful, calm weather was the order of the day as over 75 people converged on Scripps road field for food, drink and comraderie to see some of the bravest Skymasters pilots compete for money and prizes (okay, a trophy and bragging rights) against their bretheren. Names were drawn at random from the 10 resolute individuals that chose to compete on this day.

Lots of food was devoured as the weather held and lots of people that hadn't seen each other all summer caught up with one another. This is a really neat event in that score. Gary Weaks came up with an innovative shielding device for his shins – aluminum foil! Thanks to Gary for working on the corn. I per-



sonally like to cook food on the grill real slow. Greg Cardillo and Pete Foss saw what I was doing and ascertained that the last person might get fed some where around 3:30pm (this started at 11:30am). Thanks to them both for showing me how to

grill food quickly!!! With 75 people in line, there is a definitely different cooking technique required. Thanks also to Wade Wiley for the ice cream and those individuals who brought the beans and the cookies!

At the end of the competition – consisting of flying for a 3 minute stretch – there were lots of stories to be told. With a wide margin, Dan Devine cleared the field with his trusty Extra in a very good performance with his trusty Extra. You could cut the tension with a knife edge flight (sorry, I thought that was a pretty good pun). Seriously, Dan flies a lot and practice does make for a competitive pilot.

There were several honorable mentions and really good flights. Gear retract deployment inches from the ground (before landing) is outstanding piloting and Greg Cardillo was a master. Joe Hass did a classic performance and very precise

flying – but he was doomed as first up! Speaking before about practice; your President didn't have much practice with one engine out on a twin (a heavy twin, at that) and paid the price for trying to take the trophy with a scale performance



with a warbird. Come to think of it – as I was watching my plane go in I thought it very realistic – but it didn't make the 3 minute cut... Details, details... Anyway, the greatest thing about the event is that there is more than one way to skin a cat and you got to see some of the best pilots (Yes, I'm debatable on this score) Skymasters has each taking a crack at the trophy in the way they know best – and that made for a great

event. The trophy will be up for grabs next year, and I know we're all figuring out how best to approach this coveted title. I know that not many will attack this thing in future with a twin though...

~Ross

PROP WASH... Joe Finkelstine

Hi All,

Well, someone finally heeded my plea for help (*Thank you, Ed.*) on topics to write about and suggested I'll talk about props and perhaps how to decide on which one to use.

Never being one to miss an opportunity to fill up the newsletter, I gladly accepted the challenge to overstay my welcome to your newsletter editor.

The first thing I need to successfully argue to you is that our propellers can be thought of as very similar to the wing on our airplanes (didn't say *ship* now did I?). Our wing produces lift by moving through the air, and our prop produces lift by revolving. If you take a close look at a prop (other than a tiny one), you should be able to notice they have an airfoil shape just like a wing. At the risk of sounding elementary here, the lift produced by our prop is more commonly referred to as thrust, and it is what provides a force to move our airplane forward.

Our hobby provides us with an enormous selection of props, in terms of construction, size, and even style. In particular, over the last few years, I have noticed a much larger selection of props specifically engineered for electric flight.

I get the most questions as to what the numbers on a prop mean and let me discuss this first. Two numbers classify all of the props I am aware of, one being the prop diameter, the second being the pitch of the prop. The two numbers are usually listed on the prop by diameter then pitch. For example a 13-9 prop would have a diameter of 13 inches and a pitch of 9 inches. I hope I don't need to explain to you what the diameter is, but just in case, the diameter is the length of the prop from tip to tip. Another way to think of this is a 13-9 prop would draw a circle (if a pencil were on one of the tips) whose diameter would be 13 inches.

The pitch is a little more complicated, but not much. The pitch of a prop is a theoretical number in practice. In an ideal world, where the prop would not slip or have any drag, the pitch represents how far forward a prop would travel in one revolution. Given our 13-9 prop, the 9 says that if I put the prop in some kind of fluid or special air and turned it exactly one rotation, it would move forward 9 inches.

Both of these numbers are important when we are trying to decide what prop to try on our models. It is often confusing, particularly to the beginner, as to what to choose for a new model. The "right" prop depends on quite a few things actually, and they would be:

- 1) What load the prop places on the engine
 - 2) What forward speed of the model is desired
 - 3) What acceleration of the model is desired
 - 4) Noise considerations of the prop
 - 5) What material the prop is made out of
- every prop will take effort for an engine to turn and the amount of effort to turn the prop is referred to as load. One way to quantify the load is to multiply the two numbers (diameter and pitch) together and get a "load factor". This number by itself is meaningless, but it is useful for comparisons on props of nearly the same size and diameter. Engine manufacturers will often list more than one prop for an engine, and if you compute the load factors for the entire family of recommended props, the load factors will be clustered together. You could then see if a prop not listed has a load factor that is in the range defined by the recommended prop load factors as one piece of data for a decision.

The real test for load factor is what RPM the engine will want to turn the prop at full throttle. If the prop load factor is too small, the RPM limit of the motor may be exceeded and you will be back at the hobby shop complaining the engine made a big clank sound and then quit running (the clank will be from your connecting rod breaking in half). The other end of the stick will be if the load factor is too high and the engine will be overloaded, will almost certainly overheat and will not have much pulling power. So, I now come to one of the things you must consider when choosing a prop

The chosen prop must allow the engine to stay within its recommend RPM range.

Most of my experience is in 4 strokes, and for me, that means whatever prop I choose, I insure my small-medium 4 strokes never Tach over 10,000 RPM on the ground. The wide open RPM value is also important in how much sound the prop makes as well, which I'll write about

a little later. Of all the things you think about when trying out different props, correct loading is the most important.

The second major issue is the trade off between top end speed and acceleration when choosing a prop. Let me first start with a generalization. Pitch affects top end speed, diameter affects acceleration. There is a direct trade off for each prop and which one is right depends on your style of flying and what the plane you are flying performs best on. Let's take my Dave Patrick Ultimate Biplane. Now this Biplane is highly aerobatic and I spend most of my time tumbling this thing through the air in and out of stall. The ability for me to accelerate from near zero speed to climbing speed is far more important than how fast the biplane goes at full throttle. For this model, I seek as much acceleration as possible with no regard to how fast the top end speed is. For this reason, I choose the largest diameter prop that the engine (Saito 180) can handle within its power range. The guys and gals who like very fast models choose the other end of the spectrum and go for as much pitch as possible. Our sport models are always a compromise between the two. Many of the highly aerobatic ARF's today are quite specific on the maximum pitch to use, because the designer has made the model to be highly maneuverable and flying this type of model fast will usually induce flutter. I am currently drooling over a Dave Patrick Edge 540, and he mandates no more than an 8" pitch on the prop. Seeing as I will use a Moki 1.8 on this ARF, which allows me to essentially fly an 18-8 prop, as I have not yet seen a 19-7 or 19-6. I will also probably try a 20-6, but I am concerned that this may overload the Moki.

If you stay with a prop that does not over or under load the motor, the only way I know to select the prop for acceleration vs. top end speed is experimentation. Try out different props. For smaller props that only cost a few bucks each, this is relatively painless. When you get in to props bigger than 18" in diameter, this is expensive, so I use the time-honored tradition of borrowing different props to test flight characteristics.

The last factor I use in prop selection is noise. Unbelievably, prop tip noise can often be the largest contributor to the noise our models make. In particular, when the tip speed of the prop is at or over mach .75 (yes, that is $\frac{3}{4}$ the speed of sound) the tip noise generated will be very large and over our limit, almost every time regardless of any other noise sources. There is a very simple formula

(Continued on page 6)

MIDWEST REGIONAL FLOAT FLY... BY: ROSS JONES



I have the strange gift of always having great weather with events that I have participated in. The weekend of September 6th and 7th, 2003 for the Midwest Regional Float Fly proved to be no exception to that gift. Both days were stellar! Sunny and in the low 80's. Wind was perfect out of the southwest at 5-10 knots maximum. Just enough wind to get those all important ripples on the water for takeoffs. 107 Pilots registered for the two days and brought with them 131 planes. 7 flight lines were going full time throughout the event with nary a hitch. Bill Stark, Mark Smith, Bill Wood, Roger Schmelling did a fantastic job coordinating frequencies on par with air traffic



control on a Navy aircraft carrier! For a while there I thought Al Nelson was going to melt. He was the one walking between stations in the sun with a radio all day on Saturday!

In every successful operation, there is the inside guy. For this float fly, that guy has always been Steve Fredericks. He had the floor plan and shopping list in place and organized people to put that plan into action on Friday – the setup day. Simply put, without Steve, this event simply wouldn't have come together. Then at the end of it all, he took it all apart again! Bob Donohue was the Event Director and had done a lot of the ground work like signing up Jack Fleming for Master of Ceremonies up until a few weeks prior when he escaped to Florida. He's still there... Dick Freiwald was site security and watched over our setup on Friday and Saturday nights. Kathy Fredericks, Jane Watts and Lydia Fleming were the enforcers – completely working out registration and making it run smoothly. Darrell Watts ran the sign-in forms for the AMA. With the preparatory work done here, the event was a breeze. For sheer entertainment and selling prowess, Donna Burns, Dairdre McGlothlin, Denise Cardillo and others came through in spectacular fashion in the raffle department.

Patrons to our concession stand were very pleased to see a large variety of food readily prepared thanks to Paul Zabawa,

Fred McConkie, Jim Wright, Bob Moss, Bob Dukelow, Charles McGlothlin and everyone else who worked in ideal weather, but let's face it – it's hot work in there! Ron Sokacz headed up transmitter impound along with Doug Riley and others. Here's the problem, there were so many volunteers for this event. It was difficult at best to keep track. Ron Thuringer stayed at Show Front Center all day for both days in his Kayak! Gene Thuringer filled in everywhere. Since



everyone knew that they were volunteers, no-one was putting any money in the tip jars that I put out. Everyone saw right through that! Yes, I was indeed having fun.

Al McGee and Wade Wiley put in all weekend with their boats, and they were very busy. Sherman and Thomas Dickson filled in and there were several others who didn't miss the chance to jump in the boats when they were empty.

The flying quantity and quality was impressive. I lost count in the first 15 minutes as to how many flights there were. Greg Cardillo and Terry Overton both commented how they had had the "perfect" flights with their ships on Sunday (Sorry about the 'ship' thing. Regardless of what Joe Finkelstine might write about my scale stik I still like the way the guy writes) I've never had the pleasure of meeting the regulars at this event (I'd never been able to go before) - Laddie Mikulasko was there with a veritable fleet of scale & sport aircraft, including his electric rendition of the "Spruce Goose." Terry Overton won Multi Engine, Multi Wing pilot's choice with his Stranraer. Jeff Landis from Ohio had a very nice Balsa USA Phaeton 90 on floats. He won best sport. Mike Beckman had an outstanding Husky with which he won best scale entry. Each winner received a Balsa USA Kit. It so happened that the scheduling worked out that Balsa USA brought their trailer and Dave Lewis and Mark Enderby came with it and showed off the latest offerings from Balsa USA. Ever see a Sopwith Camel on floats? You did if you were there. Sometime on Friday night, Balsa USA had their trailer broken into by someone that obviously didn't know what they were looking at in the trailer. Rather than swiping from any of several completed aircraft, the thieves parted with a \$3 flashlight. Nothing else other than broken locks were taken. The Sky-masters trailer lost it's lock too. Ralph from SKS video productions was there as well selling his wares.

Bob Mayhew had a really nice looking Beaver that was my personal favorite built from plans he copied and blew up. Oddly enough, after talking with several other people, there were several planes like that. Maybe Joe Finkelstine and I can go into business together working on plans like this? Hmm... Beats the Information Technology and Machine Tool Industry, that's for sure. I've received many a comment on how well things went at the float fly and how a good time was had by all. The most interesting thing about this event was, first, that I was the new guy on the beach. The second thing is that everyone else had a pointer from their perspective. As such, when I communicated messages I looked really prepared and on top of things. Make no mistake, this was really due to the volunteers and the "old pros" - it flat out just wasn't going to come together without them - that's for darn sure. I think we all had a lot of fun. Thank you volunteers! If I missed some of you, I apologize. Let me know and I'll be sure to get you mentioned in the national publications when I do that article as well. Darrell Watts, I love ya for this!

WE ARE MISSING A
WALKY-TALKY FROM THE FLOAT FLY. IF
YOU FOUND IT PLEASE RETURN IT TO
RON SOKACZ THANK YOU



PHOTOS BY: GREG CARDILLO

(Continued from page 3)

for finding the RPM for a given prop diameter at which the tip speed is mach .75 and it is $RPM_{max} = 190,000/D$

Where: RPM_{max} = RPM at which the tip speed will be mach .75

D = Diameter of prop in inches

Prop Dia.	Max RPM
7	27,143
8	23,750
9	21,111
10	19,000
11	17,273
12	15,833
13	14,615
14	13,571
15	12,667
16	11,875
17	11,176
18	10,556
19	10,000
20	9,500
21	9,048
22	8,636
23	8,261
24	7,917

Table 1: Max RPM to keep tip speed < mach .75. Consider a sport 2-cycle 46-size engine. A common prop for this type of engine might be an 11-7. Now a sport .46 with a recommended prop would almost certainly never tach out above 17,273 (from above table), but I have seen the pylon racers, and the original MvV engines tach this high. For most of us flying sport, we will not bump up against these numbers. I will comment though, that many engines I use and other use swing props in the 20-24 inch range, and as you can see above, the maximum RPM is easy to reach.

The last selection criteria I listed above are concerned with what the prop is made out of. The two most common props at our field are either wood, or a composite (APC) prop. The wood prop is a little safer for those of you who like to experiment with how deep a cut will be generated on your finger for a given RPM. The two primary disadvantages to

a wood prop are its fragility (one nose over and it is done) and they tend to be the loudest of the bunch, at least to my ear anyway. The composite props have advantages and disadvantages also. The primary advantages I see are accuracy of pitch, pre-balance, and higher efficiency. I have experimented with this on several occasions and I can say that if I take a wood and APC prop of same diameter and pitch, the APC will turn more RPM on the same engine and will appear to be quieter to boot. One of the biggest dangers of an APC prop is that they are razor sharp on the edges and they will cause much more damage to your fingers than a wood prop. If your standard landing technique includes nosing over (like an un-named club president I know), then APC props are the way to go for you! - On my Dauntless, I splurged for a carbon-fiber 3-blade prop driven primarily because I wanted a 3-blade prop, and Carbon fiber was the only choice at the diameter I needed.

In the end, one of the best methods for starting out with choosing a prop is to watch and ask. Look for a similar model to yours at the field and observe how it flies. Ask the owner what prop he or she is flying and if you like the way it flies. If it is an aerobatic type, watch how it accelerates, and watch how it behaves full throttle. I have also found the RC group bulletin boards on the Internet to be quite helpful.

Hope you are already making balsa dust for next flying season!

-JOE

PHOTOS BY: MIKE HOLMES



BOB LORION - MID STAR



HERM GREIF - BRONCO

SEVEN LAKES FLOAT FLYING

The Skymasters will be float flying at Seven lakes State Park. Every Saturday thru October. Weather permitting there will be flying from 9:00 - 12:00. To get to Seven Lakes Exit I-75 at Grange Hall head west, right on Fish Lake Rd. to the park entrance. After entering the park, head for the Beach.



“Get your floats & join us at Seven Lakes every Saturday”

*Flyers consider buying a sandwich and pop from Ed at Seven Lakes and tell him thanks for being there.



Activities at Scripps on Oct. 5th

On Sunday October 5th we will be hosting a Cub Scout pack activity at our field. We anticipate that about 50 cub scouts and their parents will be in attendance. The field will remain open if you want to fly. However, **from 3 pm to 5:30 pm** two or three flight stations will be occupied with scouts flying on buddy box. The fields will shut down **between 5 and 6 pm** for about 30 minutes for an “air show.” ~Darrell Watts

AREA EVENTS...

AMRCC CONTEST SCHEDULE

- ◆ OCTOBER 5.....SCOUT DAY AT SCRIPPS FIELD.....DARRELL WATTS 248-391-4677
- ◆ OCTOBER 5.....SUMPTER SWAP.....COMMUNITY CENTER.....LOU ROLSTON 734-654-6392
- ◆ OCTOBER 8MEETING.....JOE FINKELSTINE ON SCALE.....ROSS JONES 248-738-4435
- ◆ OCTOBER 11.....ORION TWP "BARN DAYS"KIDS DAY.....GARY WEAKS 248-540-8358
 Mark your calendars for Saturday, October 11th! This year's Kids Day will be held in conjunction with Orion Township's Barn Daze at Friendship Park from 11:00 am until 5:00 pm. Friendship Park is located at the corner of Baldwin and Clarkston Roads. As always, there's something for everyone at this event. Mostly we will need a healthy supply of training type airplanes and instructors. In addition, we need ground instructors and people to simply help with the busy flight line. We could also use some demonstration flying pilots to wow the crowd. For more information contact Gary Weakas at (248) 540-8358. See you at Barn Daze! As a special note the **Scripps Road Flying Field will be closed** until 5:00 on October 11th because of the close proximity of Friendship Park.
- ◆ OCTOBER 11-12.....RCCD....."HALLOWEEN CAMP & FLY"JAY LAWLESS 248-641-7768
- ◆ OCTOBER 18.....SKYMASTERS "OCTOBER FEST CAMP &FLY.....DAVE LANGE 248-969-3914
- ◆ OCTOBER 19..... PMAC /OAKLAND YARD SWAP MEET..... 5328 Highland Rd (248) 673-0100
- ◆ OCTOBER 22..... MEETING - ANDY LOWE OF ELECTRODYNAMICS....ROSS JONES 248-738-4435
- ◆ OCTOBER 26.....SUMPTER....."HALLOWEEN FUN FLY"BOB MURDOCK 313-294-2846

SKYMASTERS "OCTOBER" 2003

SUN	MON	TUE	WED	THU	FRI	SAT
28	29	30	1 BOD MEETING	2	3	4
5 SCOUT DAY SUMPTER SWAP	6	7	8 MEETING AT LARSON	9	10	11 BARN DAYS RCCD CAMP/FLY
12 RCCD CAMP/FLY	13	14	15	16	17	18 OCTOBER- FEST CAMP OUT
19 PMAC/DOME SWAP	20	21	22 MEETING AT LARSON	23	24	25
26 SUMPTER FUN FLY	27	28	29	30	31 HALLOWEEN	1

**Skymasters General Meeting Minutes
September 10th, 2003**

1st indoor meeting of Fall 2003
Meeting Called to Order 7:30 PM:

Officers Present:

- Ross Jones
- Paul Zabawa
- Joe Rubinstein
- John Billinger
- Bill Stark
- Mark Smith

General Business:

Preliminary Numbers on the 2003 Midwest Regional Float Fly.

131 Planes, 107 Registered Pilots, 103 Actual fliers.

September 25th to October 5th – Skymasters has a display table at Lake Orion Township Library. Plans include one airplane on display at unattended table with information sheets on Skymasters and old Model Airplane magazines for distribution. Bring Old Magazines for donation to Ross Jones.

Scout Day – Cub Scouts. October 5th. Darrell Watts is handling this event in the afternoon where an airshow by Skymasters members will take place along with model rocket

launches, etc.

Barn Daze – Gary Weaks. This event will replace “Kids Day” and will be held at Friendship park in Lake Orion, MI. Need instructor pilots for club trainers.

“October Fest” Party – Dave Lange will be handling festivities for our “October Fest” including a bonfire, campout and lots of flying. I would like to install new fencing for helicopter pilots also on that day. Possibilities are a candy drop for kids also.

Fund Raiser for Troy Middle School – at Troy High School on October 18th 8-10am. Need electric and small scale fliers including helicopter pilots if possible. PMAC (Pontiac Miniature Aircraft Club) will also be working up some kind of program.

Bill Dezur will be out for a couple of meetings for recovery from an injury. Someone needs to bring in coffee/donuts for a while. Looking for a volunteer.

Guest Speaker: Red Huntoon of Falcon Trading/Midwest RC Products.

Red has been with Midwest RC for over 10 years in his capacity as a representative. It all started out with a phone call to Midwest over a quality concern in a kit that Red was building.

It has blossomed into a relationship where Red lives out of a 5th wheel trailer and covers the countryside flying Midwest products.

Falcon trading is the ARF division of Midwest. The plant size is 50,000 ft square with over 100 employees covering manufacturing from conversion of balsa logs into finished goods to packaging and design.

Red pointed out that Balsa wood, due to its nature is ordered one year in advance and due to deforestation is more difficult to find with consistent density.

Red covered the precision and quality inherent in Midwest products and the attention to detail placed in machinery setup where sheet balsa was planed. With such precision, there is consistency among sheets that, while more expensive, allows for faster building, with less fuss.

Break.

Joe Rubinstein introduced as interim treasurer as Bob Donohue has “escaped” to Florida to seek his fortune. (Thanks Bob we will all miss you.)

Elections for 2004 are to be held on November 12th.

Motion to Adjourn – 9:30pm.

3RD ANNUAL PMAC & OAKLAND YARD SWAP MEET

5328 HIGHLAND RD. 5328 HIGHLAND RD.

SUNDAY OCTOBER 19 10AM - 6PM

MAIL TO:
 PMAC - STERLING SMITH
 4865 PELTON RD.
 CLARKSTON, MI. 48346
 248-673-2884
 Smitty559@comcast.net
 OAKLAND YARD
 5328 HIGHLAND RD.
 WATERFORD, MI. 48327
 248-673-0100
 David@oaklandyard.com

~DEALER SITES AVAILABLE~

**INDOOR & OUTDOOR
FLYING DEMO'S**

DOOR PRIZES



SWAP TABLES \$15
 (MUST REGISTERED)
ADULTS \$5
SENIORS \$4
CHILDREN \$2 (UNDER 15)

MAIL IN FOR SWAP TABLE REGISTRATION

LAST NAME _____ PHONE (HOME) _____

FIRST NAME _____ PHONE (WORK) _____

ADDRESS _____ VISA/MC# _____ EXP _____

CITY _____ ZIP _____ AMOUNT ENCLOSED _____ # OF TABLES _____

EMAIL _____

WWW.OAKLANDYARD.COM

Scoutmaster's Octoberfest Camp and Fly



Set up camp
anytime on
Saturday, then
fly until dark!

SATURDAY, OCTOBER 18, 2003
AT OUR SCRIPTS ROAD FLYING FIELD

Come join the fun!

- ♣ Games for the kids starting after dinner
- ♣ Open flying all Day!
- ♣ Barbeque - 5:30 (Pot Luck style, bring your own meat and a dish to pass)
- ♣ Alcohol permitted after flying (B.Y.O.B.)
- ♣ Camping - Bonfire - S'mores
- ♣ Flying stories!

Contact: Dave Lange 248-969-3914
bajadave@aol.com





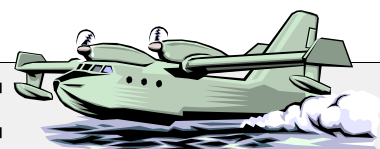
SKYMASTERS RADIO CONTROL CLUB OF MICHIGAN

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

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

UPCOMING EVENTS

OCTOBER 5.....SCOUT DAY SCRIPPS
OCTOBER 5.....SUMPTER SWAP
OCTOBER 8LARSON MEETING
OCTOBER 11..... "BARN DAYS"
OCTOBER 11-12.....RCCD CAMP
OCTOBER 18....."OCTOBER FEST"
OCTOBER 19..... PMAC SWAP MEET
OCTOBER 22..... LARSON MEETING
OCTOBER 26.....SUMPTER FUN FLY



HOME OF THE "MIDWEST REGIONAL FLOAT FLY"

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!

