



Academy of Model Aeronautics

Chartered Club #970
5 Year Gold Leader Club

Skypwriter

PRESIDENT'S MESSAGE...

BY: ROSS JONES

As you all know, we have a classic case of pending land development on our hands. I would like to relate a case of some land development that happened near our house. The land we reside on here in Waterford was previously farmland, and some of the land adjacent to us was left in its original state and had been untouched all those years. Just a few weeks prior to the rezoning hearing, we found out that the land was to be developed. As the development plans became clear, quite a few people voiced a lot of concerns over a CVS and a Taco Bell being placed in our backyards. We stopped that one cold. A year later, a residential development was proposed and few people cared. It was going to be developed anyway, everyone thought, and better a residential development than a commercial. Few people attended that meeting. The rezoning proposal passed and more land was lost forever. But you see, it was only 10 acres...

As you have all seen my warbirds and their sheer weight, when I was building them each time I reinforced

an area, I would say, "it was only a few ounces!" Pretty soon, you have a brick! Friends, development doesn't happen overnight, and it doesn't hap-

ing and we need to tell people about this. Have a look at www.michiganlanduse.org. This bipartisan group has submitted their report on land use and development and the current state administration - which supported it - is looking to act upon these proposals. We have timing on our side. I would suggest writing about our concerns to local and regional newspapers as well as the letters you've written to governmental officials. If you can't win their minds, at least get their consciences. This is really about losing a little bit of land here and a little bit of land there. You know what happens in the end, you have nothing.

Clean out your basements and workshops, we've got our swap meet coming up. I've met a lot of people at the other swap meets this year who are really looking forward to it. Our swap really is very highly regarded. Plus, visiting the other swap meets, I've confirmed that we have the nicest people in our club found anywhere.

We've got a great series of meetings lined up - see inside...



pen rapidly, it happens in small amounts in a lot of places over a long period of time. The land adjacent to us is threatened by this very think-

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2004 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:	Joe Hass	1142 Brunswick Dr.	Rochester	48309	248-321-7934
Treasurer:	Joe Rubinstein	155 Cayuan	Lake Orion	48362	248-693-4265
Editor:	Mark Smith	1955 Hopefield Dr.	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:	Gary Weaks	2512 Red Fox Trail	Troy	48098	248-540-8358

Skymasters Membership Meeting January 28, 2004

President Ross Jones gave an update on the land swap and Bald Mountain State Park boundary changes. Visit the club web site and write letters as recommended. Our letters are making a difference.

President Ross Jones reviewed the grievance procedure that was introduced earlier. It has been slightly modified reflecting member input. Greg Cardillo moved to approve the procedure. It was approved by acclamation.

Our guest speaker was Andy Low from Electrodynamics. Andy has been a long time modeler and has been in business for 10 years. He shared some new products including a new heavy duty switch with improved contacts and mounting hardware as well as a review of his method of assembling nicad battery packs that improve performance.

Andy then made an excellent presentation on battery types, selection, charging techniques and maintenance. There were excellent handouts. Electrodynamics is a great source of information and products.

Cover photo: This Month's Cover of RC Modeler

Features Wade Wiley's very nice model of the Gee Bee Y. Wade's model has an 82" span and is powered with a Quadra 35 engine swinging an 18x8 Zinger prop. The model was assembled from the Pacific Aeromodel ARF kit, and uses a Hitec Flash 5 radio with heavy duty Hitec ball bearing servos along with a 1700 mAh 5-cell NiCd battery pack to provide the control. Wade's model weighs in at 16.5 lbs., ready to fly and has a Hobby Lobby "Bridget" Pilot figure in the cockpit, to simulate the aircraft raced by Florence Klingensmith who flew the original in the 1933 Chicago races. The photo was taken by Wade at the Skymasters' field located in Bald Mountain State Park, near the town of Lake Orion, MI.

Congratulations Wade!

Two things were most important. Make sure your charger has the ability to charge at a rate of at least .1 of the capacity of your battery (C/10) for overnight charging. Example: A 1000 MAH battery needs a charger that puts out at least 100MAH. The second item is to match your battery capacity to the type and number of servos you are using. Example:

- ♦ Regular Servos (Futaba 3004) 60MAH of battery capacity times the number of servos used 60MAH x 4 servos=240MAH Round up to next highest size battery. In this case use a 500MAH pack or larger.
- ♦ High Torque Servos 125MAH of battery capacity times the number of servos.
- ♦ Digital Servos 200MAH of battery capacity times the number of servos
- ♦ High Torque Digital Servos 250MAH of battery capacity times the number of servos.

Show and Tell was very busy

Joe and Chris Hass brought in a total of 5 aircraft including the new Ultra Stick Lite 120 that was powered by a Saito 1.8 and weighed only 9 pounds (this will be an RCM kit review and will be converted to electric with a new brushless motor from Hobby Lobby), a foam flying wing called Poltergeist that does not need any vertical stabilizers and is powered by a 3 cell 1200mah li-po battery and an IPS geared motor, a Speed 280 flying wing called the Mini Bee (with vertical stabilizers) and a carbon fiber reinforced Depron foam profile Speed 300 powered 3-D fun fly airplane.

Jack Edwards brought in a Kyosho P-51 with a 52 4 stroke engine.

Mike Holmes presented a Global Models Beaver with a 50 SX 2 stroke engine.

Jack Goodrich shared with us a 30 size Waco biplane as well as a variety of high quality 1/6th size pilots.

Sherman Williams presented a twin elec-

tric motor Seagull 2 channel aircraft that uses differential motor speed for turning.

Darrel Watts showed off his new Estes T-25 Centurion. It is two channel (aileron and elevator) and uses a rocket motor to launch it to altitude for a glide down. It weighed 16 oz.

Joe Rubinstein brought in 2 aircraft, a Depron pizza box with elevons and Depron pylon racer. Both were electric powered.

Wade Wiley made the cover of Radio Control Modeler (RCM) with his magnificent Gee Bee.

Dave Wendt brought his current project, a Valley Aviation designed Fw190 (short nose). It will be powered by a Saito 450 and will have a 92" wingspan.

Ross Jones brought in a Tiger Moth in the bones from Pilot kit.

Meeting adjourned at 9:35.

NOTE: The February 1, 2004 edition of the Rochester Observer and Eccentric had an article on the proposed land swap (Page A4). It failed to bring up numerous items that should be of concern. Make sure you write those letters.

Ghost Of Hendersons

Retires lunch and build or bull session 2nd and 4th Monday of the month at the Orion Senior Ct. in Lake Orion. The room is available from 1:00pm to 5:00pm with lunch served at noon. We have seniors and kids building model planes, so hang around and explore other activities available. For more information contact the Senior Center at 248-693-2066, Harold Reuter at 248-391-2669

WINTER FLYERS

WANT TO FLY THIS WINTER?
THE WINTER FLYERS ARE OUT
FLYING MOST WEEKENDS WE
WILL BE FLYING SUNDAY'S FROM
12 till 3 WEATHER PERMITTING.
COME OUT AND JOIN US.



"SNOW FLY 2003" ...

BY: PAUL ZABAWA



Our usually snowy "SNOW FLY" was a "No Snow Fly" but the lack of snow didn't stop 23 pilots gathered on New Years Eve Morning to brave the cold and Paul's Chili to fly their planes. It was a great success as usual. This year we had no snow but a lot of fun.

Photo's by: Mike Holmes

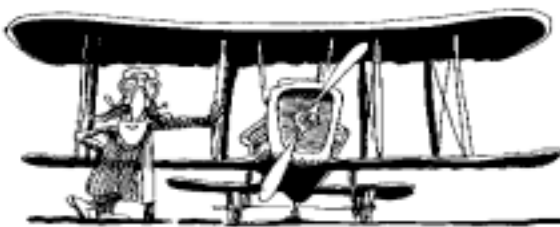
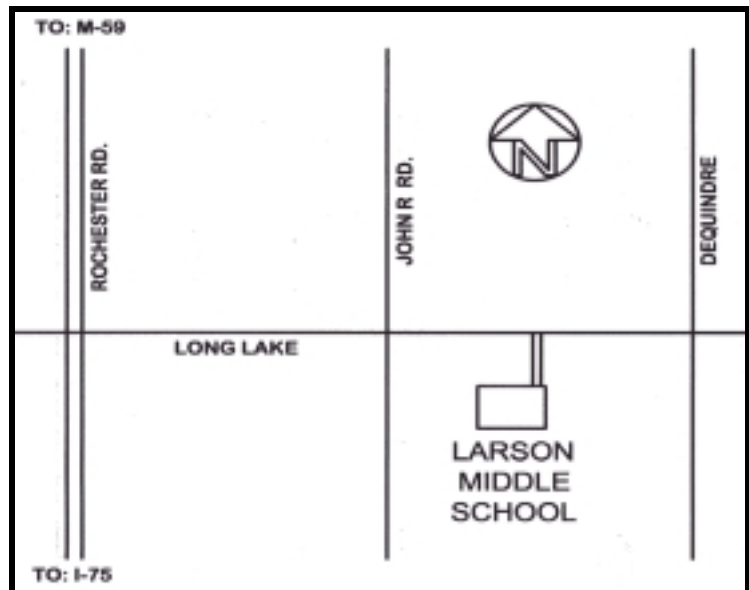


SKYMASTERS R/C SWAP SHOP

W E D N E S D A Y — F E B R U A R Y 25

- ◆ TABLE \$10.00 - ONE PER PERSON. INCLUDES ONE ADMISSION.
- ◆ FIRST COME FIRST SERVE. NO RESERVATIONS.
- ◆ ADULTS \$3.00 - KIDS UNDER 12 FREE!
 - ◆ DOOR PRIZES
- ◆ RAFFLES THOUGHT OUT THE EVENING!
 - ◆ 50/50 DRAWING
- ◆ REFRESHMENTS AVAILABLE
- ◆ SMOKE FREE BUILDING

**SET-UP - 6PM
OPENS AT - 7PM**



GET THERE EARLY!!

**LARSON MIDDLE SCHOOL
2222 E. LONG LAKE (18 MILE)
EAST OF JOHN R. - TROY**

FOR MORE INFORMATION CALL ROSS JONES AT 248-738-4435

PROP WASH...

Joe Finkelstine

Not quite ARF....

Hi All, Well, since swap season is upon us, I thought I would rant about my favorite type of Almost Read to Fly (ARF) planes out there. My favorite is what I refer to as a "swap shop ARF". As the name implies, you can find these at a swap shop and they are usually very close to being able to drop a receiver in and go. The variants include a plane with no electronics, or motor, or a plane ready to go minus receiver. Ideally, I find a plane that just needs one of my many idle receivers and away I go. Well, I rarely find a ship in this state that I actually want, and when I get one of these swap shop beauties, I invariably always get one that is missing servos and usually a motor. I like not having a motor, as I like to use motors I already have and not buy yet another motor to sit idle on the bench, especially if the previous owner defaced the plane with a two stroke (just kidding, some of my best friends are two strokes!)

Two years ago at Toledo, I bought a 1/5 scale Dave Platt Me-109 at what appeared to be a great price of \$200. The plane was framed and painted, had a beautiful cockpit and needed just a "minor" amount of work to install a motor and electronics. The plane even had a fully installed set of retracts from Mr. Platt himself, which actually worked, so I thought I had a great deal here.

I have been attempting to get this ship airworthy now for about two months and I have been consistently cussing at the original builder for a whole host of reasons.

One of the biggest things to hit me was that once I started working on the electronics, it became painfully obvious that the builder of this Me-109 had never ever flown an RC craft before. Because of the way he

built the ME-109, there was no room left for servo wiring at all between the two major radio compartments. The tail feather servos are behind the wing in this plane, and the throttle, battery, etc. are in a bay in front of the wing saddle. Well, this genius brought the floor of the cockpit flush to the wing mounting! - Any attempt to run wires between the two bays will meet with rubbing of wires. That problem was solved by rerouting several wires through the cockpit floor, which lead to the discovery that this beautiful cockpit was created by gluing painted parts to painted parts. If you have ever built plastic models or anything like them, you know that paint does not glue well to paint. After 2 hours of working on the cockpit, every single piece (except for the IP, which as glued directly to unpainted wood) had fallen out of the cockpit - even the darn seat! At least it made accessing the cockpit a whole lot easier for wiring.

Oh well, on to the wing. The first frown I had was that this poor builder actually followed Dave Platt's directions and installed a bell crank system to actuate the ailerons. Well, of course after working with the system for about 5 minutes, one of the bell cranks broke inside the wing (I actually pushed hard on purpose to see if the plastic bell cranks were weak, and they were). Since I had to cut open the painted wing to replace the bell-crank, I just decided to rip all that nonsense out and use two servos for the ailerons.

I could go on and on here for a while, especially about the engine mounting blocks he used, but I have ranted long enough.

The very long winded point I am trying to make here, is that I suspected that I would run into problems like this and that is what my initial hesitation was from on purchasing this ship - I just did not

really investigate it at the time as thoroughly as I should have. I have often heard that we buy on emotion and justify with fact. I can say here that I liked the Me-109 so much that I dismissed the actual work involved here. Am I sorry I bought the plane? Absolutely Not! As much as I complain about getting her ready, I can assure you I am quite anxious to see this great looking warbird take to the sky.

It is a little funny that after almost 10 years in the hobby, I can still be mesmerized by a plane at a swap shop and still be so thrilled at owning it that I overlook the real work to be involved.

I hope you all have the same problem I do this swap shop season!

~JOE

Membership Renewals for 2004

All membership renewals and membership questions for 2004 should be addressed to:

GARY WEAKS
2512 Red Fox Trail
Troy, MI. 48098

You can phone Gary at:
248-540-8358
or email him at:

Gary.T.Weaks@USA.dupont.com

Remember, if you are renewing by mail you must include a photocopy of your 2004 AMA card & completed application.

AREA EVENTS...

AMRCC CONTEST SCHEDULE

- ★ FEBRUARY 1.....FLINT R/C SWAP.....SCOTT 810-621-9428
- ★ FEBRUARY 2.....RETIREEES BREAKFAST.....RAMSHORN.....BOB BURNS 248-628-4666
- ★ FEBRUARY 11.....MEETING..... Experimental Aircraft Models - With Cleve Lee & A New line of kits
- ★ FEBRUARY 14.....GRAND RAPIDS SWAP.....BOB 260-483-6144
- ★ FEBRUARY 15.....CHESANING SWAP MEET.....DAVE HAMILTON 989-865-6649
- ★ FEBRUARY 16.....RETIREEES BREAKFAST.....RAMSHORN.....BOB BURNS 248-628-4666
- ★ FEBRUARY 21.....SAILPLANE 34TH SNOW FLY.....WEAK SIGNALS.....JACK IAFRET 810-694-2490
- ★ FEBRUARY 25.....SWAP MEET.....LARSON SCHOOL.....ROSS JONES 248-738-4435



LAKE ORION SENIOR CENTER

HELP OTHERS BUILD PLANES

THEN FLY THEM IN THE SPRING!

1:00 - 5:00 THE 2ND AND 4TH MONDAY OF EACH MONTH

CONTACT HAROLD REUTER AT 248-391-2669

SKYMASTERS "FEBRUARY" 2004

SUN	MON	TUE	WED	THU	FRI	SAT
1 FLINT	2 RETIREEES BREAKFAST	3	4	5	6	7
8	9 ORION SENIOR CENTER	10	11 LARSON MEETING	12	13	14 GR SWAP
15 CHESANING SWAP	16 RETIREEES BREAKFAST	17	18	19	20	21 WEAK SIGNALS SNOW FLY
22	23 ORION SENIOR CENTER	24	25 LARSON SWAP MEET	26	27	28
29	1 RETIREEES BREAKFAST	2	3	4	5	6

ARTICLE VI - GRIEVANCE PROCEDURE (FLIGHT AND GROUND SAFETY RULES)

1. The safety grievance procedure provides a mechanism to enforce existing safety rules by providing a progressive disciplinary system when needed. Although most complaints can be resolved informally, if a complaint is serious or cannot be resolved informally, the matter should be referred to the Executive Operating Committee for its consideration by means of a Grievance Form. At least one witness and one author must sign the Grievance Form.

2. The Executive Operating Committee, after reviewing the incident in the next appropriate Executive Operating Committee meeting, shall use its judgement in carrying out action on the following:

A. FIRST VIOLATION

Viewpoints of both complainants and accused will be considered ***and if the executive committee agrees the filed grievance has merit, then:*** A verbal reprimand will be given to the accused by a member of the Executive Operating Committee and the issue will be recorded in the committee files (meeting minutes).

B. SECOND VIOLATION

The accused has a right to a written rebuttal to the Executive Operating Committee. The flight privileges of the accused will be suspended for a period of time determined by the Executive Operating Committee.

C. THIRD VIOLATION

The Executive Committee will decide and notify the accused in writing of disciplinary action up to and including termination of Skymasters membership. (See Constitution Article IV).

3. These three actions will not be enforced unless they are accumulated within a two-year period of time.

4. Any member receiving a Grievance, who directs any retaliation action against the person filing or witnessing the said Grievance, will be subjected to expulsion from the Skymasters (See Constitution Article IV).

Skymasters Club Grievance Form

Date: _____

Time: _____

Nature of Violation: _____

Signature: _____

Witness: _____

Additional Witnesses (not required):

Adopted Amendment



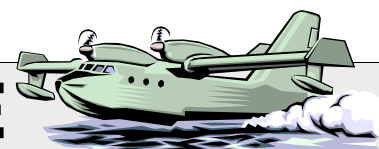
SKYMASTERS RADIO CONTROL CLUB OF MICHIGAN

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

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

UPCOMING EVENTS

FEBRUARY 1.....FLINT R/C SWAP
 FEBRUARY 2.....RETIREEES BREAKFAST
 FEBRUARY 11.....MEETING
 FEBRUARY 14.....GRAND RAPIDS SWAP
 FEBRUARY 15.....CHESANING SWAP
 FEBRUARY 16.....RETIREEES BREAKFAST
 FEBRUARY 21.....SAILPLANE SNOW FLY
 FEBRUARY 25.....SKYMASTERS SWAP



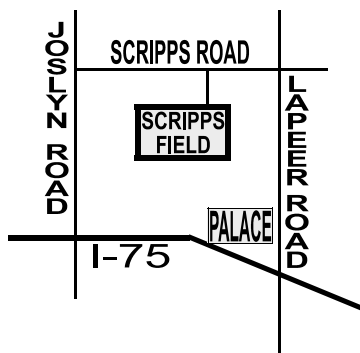
**HOME OF THE
 "MIDWEST REGIONAL FLOAT FLY"**

Skymasters Information.....

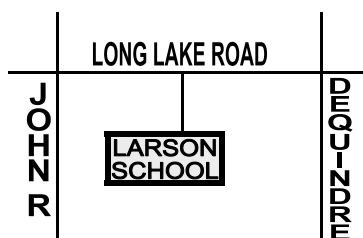
Skymasters field is located within the Bald Mountain State Park on Scripps Road (see map). State Park Permits are required and can be obtained from the Park Headquarters located on Green-shield Road or at club events. Flying is permitted from 10 AM to 8 PM. The noise limit for 2003 is 94 dBA at 10 feet—this noise rule is strictly enforced.

In the summer, Wednesday evenings are Student Nights and there are usually instruc-

SCRIPPS ROAD FIELD



WINTER MEETINGS



tors 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!