



Academy of Model Aeronautics

Chartered Club #970  
5 Year Gold Leader Club

# Skypwriter

## PRESIDENT'S MESSAGE...

BY: ROSS JONES

Spring is almost here – but remember, it is Michigan. We'll have another foot of snow any day now. We're not quite there yet... April is the month we build our relationship with the Bald Mountain Recreation Area during our involvement day on Saturday, April 17th. Mark your calendars now for this most important event. Gary Weaks will have our list of to do's soon! I can't stress enough how important this one is. After all, what is one Saturday out of 52 in a year?

We have a date for our internal club fun fly – July 11th. Dave Wendt will be cooking up a program and we'll let you know what transpires. This is, of course, in addition to the intra-club fun fly that Mark Smith is coordinating. That competition is coming up fast!!! May 16th @ Scripps Road Field is the date. As mentioned in last months' newsletter this event (will we call it the "RC smackdown?") will involve several area clubs fielding teams to compete against one another.

Some Skymasters members came through for the Orion Senior Center guys. Thanks to Wade Wiley we have a .40 sized engine. Joe Hass donated a flight pack with all the servos and batteries we need and Paul Zabawa came up with one of the best radios ever made – a Futaba G

Series gold radio. An antique, but a functional radio – I should know, I have two! We're starting on the finishing phase of the project and all indicators point to our completing the ship in time for spring for the first student night in the spring. Thanks everyone for your donations, on behalf of the Orion Senior Center



Al Mrock 1/12 scale Dornier

gang!  
Speaking of student night – here's the deal. I've talked with some of the "club historians" about what the student night means and

I've got some thoughts. First, the potluck. Bob and Donna Burns ran that forever; showing a level of commitment that is tough to match! At present, I have not lined up anyone to organize it for 2004. If you would like to step up for this, by all means let us know. As it stands, there is no-one to "coordinate" food at the student nights. I am open to options on what to do, how it should be done and who can do it.

Second; advanced flight training in addition to basic flight training. Some of us bounced this idea around a little bit last year and we pretty much agreed that another, separate night for pilots that are signed off and wanting to learn advanced skills needed a night with less air traffic. Part of this was the need for instructors to be present that weren't completely occupied. I'm for this – let me know what you think. How about Mondays?

As you read this, I've sent out thousands of begging letters and written a review of the 2003 float fly for Radio Control Modeler. I'm getting the Midwest Regional Float Fly ready, just like I promised in last month's newsletter. Anybody out there to run it?

Until next time – Keep thinking about flying...

~ROSS

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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:	Mike Holmes	2557 Hemlock Ct.	Oxford	48370	248-969-9189
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**

March 10, 2004

Meeting called to order at 7:30 by President Ross Jones. 44 members and guests were present.

Frank Lohn of Troy was a guest. Frank has built static models and is interested in getting into R/C.

Joe Hass donated Futaba G Series servos, batteries and switch harness to go with club Futaba Gold Series Transmitter and Receiver.

Ross Jones gave an update on the land swap at Bald Mountain. The DNR will have a new leadership soon so the process may change. The letter writing campaign has brought attention to the problem. There will be more guidance from the club at a later date.

Ross also updated the club on a Intramural Fun Fly event between local clubs and the Skymasters. Progress is being made on a date and format. More info will be available shortly.

Pete Bergstrom, Product Manager for Engines and JR Radios of Horizon Hobby, was introduced by Joe Hass. Pete has been flying models for over 31 years. Pete currently is competitively flying pylon, both .40 size and Giant Scale. He flies aerobatics for sport. Pete also is a full size pilot with 1100 hours in Huey Cobra helicopters, numerous fixed wing aircraft and just received his glider rating.

Pete introduced the new Saito 82. The SKYMASTERS were the first to see the engine that will be formally introduced at Toledo. It has the same case as the 70 but

with an additional 1000 rpm.

Pete then launched a discussion of 4 strokes by discussing break in procedures.

Because there is no direct lubrication of the lower end of the engine (crankshaft and bearings) blow-by and scavenging are used. Pete suggested running the engine at 4000 RPM for ½ hour to help the break in lower section of the engine including the lower connecting rod. The cam gear can easily be lubricated by removing the valve covers and putting a few drops of air tool or Marvel Mystery Oil in the valve pushrod housings.

Pete stated that hot gasses and methanol turn into nitric acid that can rust bearings. It is very important to use after run oil through the crankcase breather to lubricate the low end and displace any residue left over after a flight. This should be done at the field because rusting starts quickly. Horizon has a specific product for this purpose. Automatic transmission fluid can work but is not thin enough to easily migrate throughout the engine.

A question came from the floor about using ceramic bearings. They are expensive and there is still metal in the inner and outer races. There isn't that much improvement.

Answering another question Pete mentioned that valve float could occur above 10,500 RPM. Prop your 4 stroke to keep the RPM well below 10,000 then adjust diameter and pitch to get the flight performance you desire based on the type of airplane you are flying.

Pete recommended using 18% synthetic lubrication to prevent build up of material on valves.

There was a question from the floor regarding using 30% nitro helicopter fuel. Pete said it was expensive but there would be a 20% increase in power.

Pete confirmed that there is no difference in running a 4 stroke upright, on the side or inverted. There is a possibility that fuel can

pool in the cylinder of an inverted engine that can cause a hydraulic lock. Simply turn the airplane over or remove the plug to remove the extra fuel. If the mixture is set correctly the engine will run well inverted.

Pete suggested the following procedure to set the needle of a 4 stroke:

Using a tachometer set the maximum RPM to 200 RPM rich (below) peak.

Go to idle and hold for at least 10 seconds: Accelerate to high

If the engine accelerates smoothly the idle mixture is set OK. If the engine quits it is too lean. If the engine hesitates and spits it is too rich.

Pete mentioned that the Saito 4 strokes can be converted to run in the opposite direction at their service center for those needing pusher configurations.

Pete then went to speak of 2 strokes. It is best to stop a 2 stroke by pinching the fuel line to remove all fuel. After run oil is just as important. Break in an ABC engine (most on the market today) by running a tank of fuel through it at a setting just above a rich setting (as the engine clears from a wet burble) and breaks into 2cycle operation. ABC engines need to run at their designed rpm and temperature to break in properly. Fly them to complete the break in.

Pete introduced a new Evolution .36 for small sport airplanes. It requires only a 3 minute break in. The idle and high speed needles are set and have limiters so that they cannot be set incorrectly. This new engine is in addition to the .40, .46 and .60 size Evolution engines. The new Evolution .36 has its best torque at 9300 to 9600 rpm.

**Show and Tell was busy:**

Gary Weeks showed off his own design Douglas Devastator. It has a 90 inch wingspan is 1/6 scale and weighs 18.5 pounds. It is powered with a BME 50cc gas engine with Robart retracts with a homemade wing folding and locking system. The aircraft is painted with Rustoleum. The Devastator was the first all metal monoplane in the Navy.

Joe Finkelstine brought in a Dave Platt  
(Continued on page 5)

**PHOTO CONTEST**

Announcing the 1st annual Skymasters Photo Contest. Email your best airplane and members pictures. A highly qualified board (Carolynn, Sam and I) will pick the best photos. Gift certificates for the top three, plus star billing on the Member Pics section of the website. See the Member Pics section for the type of pictures I mean.

Nice clean backgrounds, etc. Posed pictures, not pictures of planes with stuff everywhere.

Email your photos to:

[peteskymaster@sbcglobal.net](mailto:peteskymaster@sbcglobal.net)

Please don't send them to my regular email address and clog it up!!!!

Pete Foss

## Bald MT. INVOLVEMENT DAY

Come join your fellow members in helping out the park. Bring rakes, shovels and work gloves. Come for the whole day or any part of the day. Meet at the park office at 1330 East Greensheid Rd.

Hours: 9:00 AM to 3:00 PM  
COFFEE AND DONUTS  
AT 8:30 AM  
LUNCH at NOON

For info Gary Weeks 248-540-8358

**For Sale**

¼ scale Tiger Moth Including, 2.2  
Cobra gas engine, all servos, Futaba 6XA computer transmitter and receiver, Balsa USA floats. Built by Herb Dohem  
\$ 850 Al Mrock  
248-969-8139

# PROP WASH...



Joe Finkelstine

Hi All,

Last month, I began a series on designing a scale model using CAD. If you missed it, the first installment went over some basic principles and did not get into any detailed steps of how to proceed. This month, we begin the details.

We left off last month assuming you had diligently gathered up your documentation on a plane you wanted to scratch build, and most importantly, are in possession of at least one good 3-view. I have copied a piece of a 3-view I have of a F3F, to show you a 3 view that has good detail

The image above is just a piece of the entire 3-view, but take a look at the right side of the image. There are 3 good cross sections that are essential for an

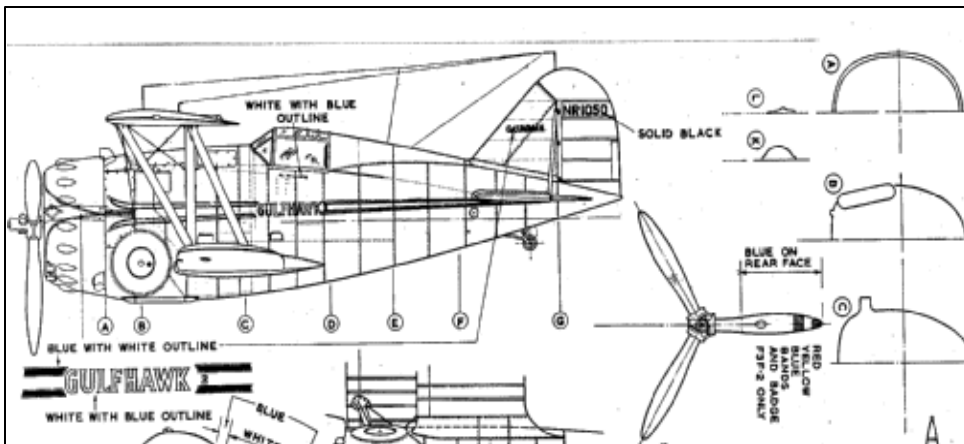
flat bed scanner can read.

Scan the image and save it to the computer.

Convert the scanned image you just saved to a format compatible with the CAD program.

Let's look at the first step, getting the paper 3 view to a size of the scanner. I do not own a scanner, so I always borrow one. Invariably, the scanner I borrow can only do 8.5" X 11" max, so I sometimes find myself reducing the 3 views I have on a copier to the size the scanner supports. If I wasn't such a cheapskate, I would go to Kinko's, who can scan bigger prints than just letter size, but why pay when I can beg?

It usually takes me about 10 tries to get it right on the copier, but once I do, I



accurate rendition of the fuse in this case. The full 3 view also has good outlines in the side, top and front views.

So, how exactly do we get a printed 3 view from paper into our CAD program, and why would we even want to do this?

Let me answer the second question first. The reason we want to bring our 3 view into the CAD program is to use it as a "tracing" layer. If we can somehow get the 3 view into the CAD program, get it the correct size, and use it to verify outline shapes, etc., we can very confidently say that we have reproduced the scale drawing on our model.

The problem before us this month is how to get a printed 3 view into the CAD program. The process I follow has three steps

Get the paper 3-view to a size that a

have a series of 3 views, all of which are letter size ready for the scanner.

I have found that most scanners have a little program associated with them on the PC, which is good, because you will almost certainly need to tweak a few things to get the kind of files we need. The reason we need to tweak things is that most scanner programs assume you will be scanning a color picture so you can email it to your sister in Denver. We need to do something different. I spend my time poking around the scanner controller program to get a scan with the following attributes:

Black and White scan – not color or not grey scale

300 DPI minimum, although I prefer 600 DPI

Output as a TIFF file

Most scanners in the default mode

will attempt to take our 3 views and scan them like a color photograph making a huge file with poorly defined lines. It takes a lot more "bits" to store a color image, so when we set it to black and white, we not only reduce the files size immensely, we also set the scanner to be more sensitive to black lines on white paper. I also first scan the print to the screen and look at it. The thing I am really looking for is the threshold setting.

Let me explain the threshold. The scanner, when set to black and white mode, will read in each little spot on the paper (I'll call it a pixel for now) and calculate if the pixel is assigned black or white. The first thing the scanner does is look at the reflection/transmission of the pixel and assign the pixel a numeric value depending on how much light is reflected/blocked. For example, the scanner might set a 100% totally white spot to 0, and set a 100% totally black spot to 255. Since we told the scanner we want only black and white, the scanner must decide, for each pixel, whether to call it white or black. This decision number is the threshold. For each pixel, any value above the threshold is set to white and number less than the threshold is set to black. You can usually set the threshold to a number between 0 and 255 on the scanner control program. I adjust the threshold up and down on the scanner and look at the resulting image each time.

If the threshold is set to turn too much to black, the scanned image starts getting all kinds of dots and big black blobs. If the threshold is set to high, the detail of the print starts disappearing. You will almost certainly need to play with the scanner settings to get a good rendition of black and white TIFF file.

Each scanner, and its associated control program, is different, so I can't give you exact instructions or numbers, but I hope you get the idea of what you need to do. The key here is to play around to where you get a scanned image that has all of the detail but does not have lots of extraneous dots and blobs from too much being set to black via a low threshold. It is a balancing act and fortunately, you can experiment pretty easily.

So, now we have a 3 view that is a TIFF file on our PC. Just how do we get it into our CAD program and use it?

The biggest problem we have here is that most CAD programs will not accept raster files, which is what a TIFF file is. Every scanner that I have dealt with can

*(Continued on page 4)*



(Continued from page 3)

only produce raster files, and we need vector files to bring into our CAD program.

The other reason we want a vector file, is that a vector file can be scaled very easily without changing the accuracy and clarity of the file, whereas, scaling a raster file (especially making it larger) creates problems for us.

Let me briefly explain the difference between a raster and a vector image. A raster image is made up of pixels. Each pixel on the image is completely independent of any other pixel. If you look real close at a photographic image in a newspaper, you can see the pixels that make up the picture. If you try to enlarge a photograph you took with a small instamatic camera, you will probably notice the image begins to blur and become much less sharp as you increase the image size. When you enlarge a raster image, you move the original "pixels" farther apart if you enlarge the image. Ultimately, you move them so far apart that the collection of pixels that used to form a group that looked like a circle, now is a bunch of big blobs (the line thickness grows as well) that have no resemblance to a circle. This is not good for us.

Enter now, our friend the vector im-

age. Let's take the example of that same circle in the vector file. A vector file will store a circle as a center location and a radius. The vector file understands what a circle is, so when I scale a vector drawing, the circle radius scales (i.e. changes), but the fidelity of the circle remains as before. There is no loss of information or intent when I scale a vector drawing. This is the primary reason we want a vector file. The original 3 views we can usually get are 1:72 or 1:48 scale typically, and we often design in scale from 1/3 - 1/12. More than likely, we are going to be enlarging the 3 view we have for RC.

So now, just how in the heck do we make a Vector file from a TIFF file?

I use a converter program that came with my CAD program called Ocrtrace, from the same company that makes Corel Draw. The program views the tiff file in the left half of the screen, and creates a vector image side-by-side in the right half. My program allows me to twiddle with settings on the vector file as well, so I spend time tweaking parameters until I get a vector file and image I like.

There are several raster to vector converter programs out there in cyberspace, and most are not free. I put the

following string into the widely used search engine at [www.google.com](http://www.google.com) "free raster vector convert" - if you do the same, you will get over 10 pages of possibilities. Most programs have at least free trials, so you can test one out. If you are a cheapskate like me, put some effort into finding a free one, or beg some poor fool like me, who already has a converter. Perhaps you may even find a scanner that could output a vector file directly, and that might make this whole conversion step unnecessary.

The vector file format I would highly recommend would be DXF. This format, originated by Autodesk (makers of AutoCAD), has morphed into an industry standard drawing format that every CAD program I have ever used or tried out supports.

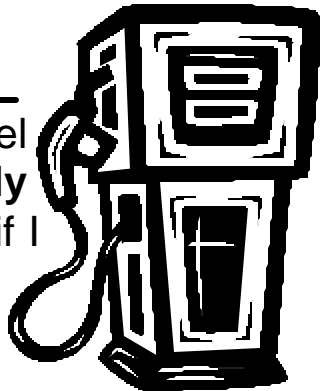
So, at the end of this process, we should have our 3-view in a DXF file, even though it may be full of blemishes and other non essential detail. Next month we begin the process of actually importing the DXF file and scaling it to the proper size we need.

That was a lot of detail this time, and we have not even drawn a single line yet!

See you at the field soon - spring is near!

# "FUEL SALE"

It's time once again for me to place the annual fuel order. This year, orders will be accepted by **phone only** at the number shown below. Please leave a message if I am not available when you call.



🚰 **10% Cool Power @ \$10/gallon (ordered by the drum)**

🚰 **15% Cool Power @ \$11/gallon (if orders permit a drum, otherwise \$12/gallon)**

🚰 **10% Omega @ \$11/gallon (factory packed)**

🚰 **15% Omega @ 12/gallon (factory packed)**

🚰 **Four-Cycle @ \$12/gallon (factory packed)**

**Alan McGee**  
**(248) 589-0283**

*Please feel free to inquire about other fuels available from Morgan. Please place your order no later than **April 30th**. I hope to have the fuel available by mid-May.*

**INSTRUCTOR NOTES**

Well it's that time of the year again. Spring is upon us. For most of us, the coming warm days and gentle winds will bring us out of hibernation and out to the field. This is also the time that we begin our Student Instruction for the year. On this note, I would like to point out areas that all Instructors need to be concerned with:

All Instructors are Sound and Safety Monitors. Do not hesitate to address these issues when needed.

✍ When enforcing Safety Rules, please be courteous but firm. It is better to have someone unhappy, rather than the cause of an injury to themselves or others.

✍ When enforcing Sound Rules, assure

that our DB Level is maintained.

When utilizing a Buddy Box or not, Instructors are to take full control of the aircraft in order to prevent:

✍ Flying over the flight line

✍ **Landing in trees**

✍ Flying out too far

✍ Damaging or destruction of any aircraft while instructing our students in Take Offs and Landings

The Frequency Pin must be pulled at all times!!!

Always monitor our new pilots and when necessary give immediate advice or assistance.

✍ Act as a "Spotter" when required

✍ Instructors to enforce the Safety Rules that:

**Only Pilots** are allowed in the Pit Area and on the Flight Line.

✍ Children should not be playing in the Pit Area.

✍ Spectators are not allowed on the field side of the fence

✍ The Instructor must control the pace at which each student progresses. As an example; do not start to teach "how to take off or land" when the student has not mastered good flight control. Encourage Students to be patient.

✍ It takes two (2) Instructors to sign-off a Student.

PLEASE HAND IN NAMES OF SIGNED OFF STUDENTS TO EITHER GARY WEEKS OR RON SOKACZ.

(Continued from page 2)

Me109 he bought at Toledo and rebuilt. It is powered with a Saito 1.50 with a Graupner 3 blade 15x8. It has a 90 wingspan.

Ross Jones presented his Top Flight 1/6 scale Spitfire. It is finished polyurethane. It

weighs 11 pounds and is powered by an OS .91 4 stroke.

Bruce Thomas displayed his Sig L T 40 powered by a K&B 40. It weighs 6.5 pounds.

Joe Rubenstein brought in a sport scale French Block 210. This twin electric aircraft was flown extensively by Greg Cardillo at the 2003 NEAT electric fly-in in New York.

It is scratch built and powered by Astro Flight O20 geared brushless motors and Castle Creation speed controls.

Herman Greif had his new GWS foam ARF A10 Warthog with a 730 MAH NIMH battery powering twin ducted fan motors.

Joe and Chris Hass brought in their new Ultra Stick Lite after it has flown. It weighs 9 pounds and has 1230 square inches. After finishing adjusting the radio programs it will be converted to electric.

Joe and Chris also showed off 2 new electric aircraft. A flying wing from Lynch's Hanger in Caro, MI is called the E-FORCE DELTA. It weighed 7.2 ounces with a GWS

IPS "A" drive with a 7 X 6 prop. Joe reported 15 minutes of flight with a 3 cell 860MAH lithium pack. Joe had a pre-production prototype of a Radical R/C Micro Stick. It weighs 3.6 ounces with rudder, elevator and throttle. It is powered by a GWS direct drive with a 3 X 2 prop and 2 560 MAH lithium battery. It has flown in the golf dome.

After the break and show and tell Pete gave a brief history of Horizon. Horizon is focused on establishing a stable vendor base and providing superb service as evidenced by their warranty. Pete asked for feedback from crowd. A flurry of questions and suggestions finished off the meeting.

The 50/50 in the amount of \$33.00 was won by Joe and Chris Hass.

Pete Bergstrom and Horizon were kind enough to donate an Evolution 40 engine to the club. A raffle for the engine was held for those present. Joe and Chris Hass did not win. Greg Charbeneau won the engine.

Meeting adjourned at 9:40PM

## 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.**

## 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.

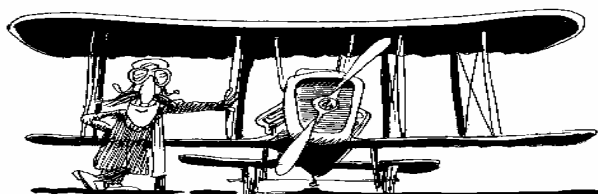
**"Get your floats on and join us at Winter Cove every Wednesday"**

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

# AREA EVENTS...

AMRCC CONTEST SCHEDULE

-  APRIL 2-3-4.....TOLEDO EXPO.....WWW.TOLEDOSHOW.COM
-  APRIL 5.....RETIREES BREAKFAST.....RAMSHORN.....BOB BURNS 248-628-4666
-  APRIL 12.....SENIOR CENTER.....HAROLD REUTER 248-391-2669
-  APRIL 14.....SPRING BREAK NO MEETING.....ROSS JONES 248-738-4435
-  APRIL 17.....BALD MT. INVOLVEMENT DAY.....GARY WEAKS 248-540-8358
-  APRIL 19.....RETIREES BREAKFAST.....RAMSHORN.....BOB BURNS 248-628-4666
-  APRIL 26.....SENIOR CENTER.....HAROLD REUTER 248-391-2669
-  APRIL 28.....LARSON MEETING....FLYING CARS RC BLIMPS..... 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 " ~ APRIL ~ 2004

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2 TOLEDO SHOW	3 TOLEDO SHOW
4 TOLEDO SHOW	5 RETIREES BREAK- FAST	6	7	8	9	10
11	12 SENIOR CENTER	13	14 NO MEETING	15	16	17 BALD MT. INVOLMENT
18	19 RETIREES BREAK- FAST	20	21	22	23	24
25	26 SENIOR CENTER	27	28 LARSON MEETING	29	30	

# SKYMASTERS "2004"

## EVENT SCHEDULE

<u><i>April 17</i></u> <i>(Saturday)</i>	<b><u>Bald Mountain Involvement Day</u></b> - Bald Mountain Park Headquarters. Come out and volunteer to help our park prepare for the summer season. There are light jobs & heavy jobs and everything in between. -Gary Weaks (248) 540-8358
<u><i>May 16</i></u>	<b><u>Inter-Club Fun Fly</u></b> - Fly against other clubs in the area. Each club will send a team to compete for bragging rights. Fun Events. This years first fly will be held at our Scripps Rd. Field 11:00am - Mark Smith (248) 391-5970
<u><i>May 22</i></u> <i>(Saturday)</i>	<b><u>Chet Brady Memorial Float Fly</u></b> - Seven Lakes State Park, Holly. AMA. Our first Float Fly Event of the year. It adds a whole new dimension when flying from water - it's also great to watch. Flying starts at 9:30 AM. - Pete Foss (248) 236-0676
<u><i>May 23</i></u>	<b><u>Bald Mountain Float Fly</u></b> - Bald Mountain Recreation Area, Trout Lake. AMA. The beach will be closed. Another fun day float flying! <i>The Scripps Road Field will be closed for this event.</i> - Ross Jones (248) 738-4435
<u><i>June 19</i></u> <i>(Saturday)</i>	<b><u>Small Fry, Electric, and Sailplane</u></b> - Scripps Road Field. AMA. Electric's & Gliders or any plane with a 2 cycle engine to .25; 4 cycle to .30 (tow planes any size welcome) High Start, Power Pod, or Tow for Gliders. - Pete Foss (248) 236-0676
<u><i>July 11</i></u>	<b><u>Team Fun Fly</u></b> - Scripps Road Field. Even if you don't fly you got to see this one! Lots of exciting flying events, lots of fun, and even some prizes. Need a teammate, we'll find one for you! - Dave Wendt (248) 969-8738
<u><i>August 1</i></u>	<b><u>Harold "Big H" Maseles Warbirds and Scale</u></b> - Scripps Road Field. AMA There's lots of variety in the air and on the ground, P51's to Tiger Moths. Come see Military and Civilian scale planes. - Joe Finkelstine (248) 375-0530
<u><i>August 29</i></u>	<b><u>Corn Roast and Top Gun</u></b> - Scripps Road Field. This is the club event of the year with our annual 'Top Gun' pilot competition. A field full of aircraft and some great flying & great food! A Excellent day out for all club members, their families, and our neighbors. - Ross Jones (248) 738-4435
<u><i>September 11-12</i></u>	<b><u>Midwest Regional Float Fly</u></b> - Island Lake State Park, Brighton. AMA. This is the Largest float fly in the Country! Over a 100 Float flyers from all over the Midwest bring all sizes, shapes, and color of aircraft imaginable and fly them for two days solid. "Super Prize Raffle". Flying starts at 9:30 AM both days!
<u><i>October 9</i></u> <i>(Saturday!)</i>	<b><u>Kids' Day</u></b> - Friendship Park, Lake Orion. We are again Joining Orion Townships " <b>Barn Daze</b> " for 2004. Trainer aircraft and instructors will be available to guide the kids through a short flight of a real R/C aircraft. - Gary Weaks (248) 540-8358
<u><i>December 31</i></u> <i>(Friday)</i>	<b><u>Krazy Snow Fly</u></b> - Scripps Road Field. AMA. Come and give your planes and winter clothes an outing. There's plenty of hot food and drinks, a fire, and some 'cool' flying. The more snow, the better! - Paul Zabawa (810) 678-3332



# SKYMASTERS RADIO CONTROL CLUB OF MICHIGAN

**Mike Holmes**  
**2557 Hemlock Ct.**  
**Oxford, Mi. 48370**

Web site: [www.skymasters.org](http://www.skymasters.org)  
Email: [mholmes969@sbcglobal.net](mailto:mholmes969@sbcglobal.net)

## UPCOMING EVENTS

APRIL 2-3-4.....	TOLEDO RC SHOW
APRIL 5.....	RETIREES BREAKFAST
APRIL 12.....	SENIOR CENTER
APRIL 14.....	SPRING BREAK NO MEETING
APRIL 17.....	BALD MT. INVOLMENT DAY
APRIL 19.....	RETIREES BREAKFAST
APRIL 26.....	SENIOR CENTER
APRIL 28.....	LARSON MEETING

**THIS IS YOUR LAST ISSUE IF YOU  
HAVE NOT RENEWED YOUR MEM-  
BERSHIP FOR 2004**



**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 2004 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**

**LARSON SCHOOL**

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!