



Academy of Model Aeronautics

Chartered Club #970
5 Year Gold Leader Club

Skywriter

PRESIDENT'S MESSAGE...

BY: ROSS JONES

October 2004 President's Message

Dateline: Dimondale, MI. All moved in! Forgetting for a moment about all the unopened boxes, we are all actually here and happy with what we got. My office (first priority) is set up and as for my workshop, well, um, that project's priority is still being negotiated.

I understand that the float fly went extremely well and the weather was perfect. I'm really glad that this worked out. As it is our most important event it is always great to receive good news on how things went. More in this issue.

On the Land Swap subject, Greg Cardillo and Joe Finkelstine went to Lansing and attended a NRC Meeting and spoke publicly on our opinion as to the land swap. It looks at this point as though the State's mind is made up. They want to do it. Any com-

missioner that was against has slowly been pushed to approve; one by one, it would seem. It would seem that it is really up to approval at the Federal level before this goes through and we shall be discussing our options there.



**Mr. "TOP GUN" 2004 Joe Hass
See story on page 7**

We'll keep you posted.

October is a busy month. We have the Kids day on October 9th with Gary Weaks at Friendship Park in Lake Orion. We'll need lots of volunteers to move the students through the

program. Please come on out – it's a lot of fun and the Parks really appreciate us for the work that we do. Oktoberfest by Dave Lange is on the 16th with camping and beer (and even fire) allowed until the wee hours of the 17th. Oktoberfest effectively serves as our "field closing party." I say this in jest as this would be the end for me – but there are lots of us that fly in January...

On October 24th, we'll have a whole crew of cub scouts out at the field with Harlan Neville doing presentations, cub scout parents cooking, cub scout activities and several Skymasters doing flight demonstrations. I need some more of you for those demos – I'll come looking for you!

See you at the meetings!
Ross

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 "MIDWEST REGIONAL FLOAT FLY"

The Skymasters' fourteenth annual Midwest Regional Float Fly was a stunning success. I say this because of the numerous positive comments from club members and visitors alike. Despite this year's absence of many seasoned and dedicated hands for Float Fly setup and execution, the event ran very smoothly. Those "diligent old dogs" of the Float Fly that took a deserved year off were helpful in the planning phase of the event, so that most of the important 'tribal knowledge' surrounding float fly setup and preparation was handed down. They were certainly there in spirit and their guidance was greatly appreciated.

The weather was PERFECT all 3 days: moderate temperatures, clear skies, and light wind- just enough for Chuck Cunningham's requisite "ripple" the entire weekend. Engines roared, radios squawked, and the flightline PA system kept cadence as 84 pilots from Florida, Illinois, Indiana, Massachusetts, Michigan, Minnesota, Ohio, Wisconsin, and Ontario flocked to the shore to guide their craft across the smooth water and into the air one by one. It was marvelous. From big bipes to small electric planes, the beautiful weather was enjoyed by all. Ross Jones set up a Pig Roast for the Saturday night dinner, entitled "Best Eats on the Beach" and it was a smashing success and a real bargain at \$8. After dinner, Dan Devine treated the overnight crowd to his propane fired campfire for a relaxing end to a great first day of flying.

This was my 5th MWRFF. In other years, I've always helped out where I could: in boats, kitchen and teardown as just another cog in the big wheel. I have always been impressed by our colorful and organized setup and did what I could to help each year, but never before comprehended the overall magnitude of this project before. Seeing the event as its director was very different- I highly recommend it to you all! It was a lot like watching a circus coming to town for the weekend- except the "big tent" goes up last. If you stand back and look at the whole event, we swoop into town on Friday morning, set it all up by 5pm, then hold the event, only to tear it all down, pack it all up and leave 48 hrs later on Sunday! The teamwork and intense effort to set up, teardown and run this event is so impressive it bordered on being a religious experience for me. Many of the helpers didn't even fly at the event- just showed up to help out. What a great bunch of guys and gals! Without their dedicated service, this event could never happen.

The wonderful employees of the Is-

land Lake State Park were a big help, both in helping to move a ton of tables to where they were needed, and in being very responsive to our many requests for gate entry. The kitchen trailer arrived in the afternoon, got unpacked, and when the big tent went up, we were done. All the signs and banners were in place, Flight line control laid out, and the place looked GREAT. Kudos to the setup crew. Dave Lange, as setup director, created some great new "taxiway" buoys that (believe it or not) were successfully prop tested during the event. Speaking of setup, Joe Hass deserves a round of applause for lining up a lion's share of the pilot prizes this year, as well as getting them to the event, and serving as emcee for their distribution. "Magic" Joe Hass also made 7 upgraded signs and banners appear and that really dressed up the event, as some of the old ones had seen enough weather. Ross Jones had already arranged the park permit, tent rental and Pig Roast when he handed the "E.D." reins off to me. Thanks for all your efforts on this and all of the events you've worked on over the years. You'll be sorely missed.

Lynne Wiley, our perennial Event Nurse, deserves a lot of credit for standing by ready for any medical emergencies throughout the event. This is a very important part of running such an event safely and her volunteer expertise is greatly appreciated by all of us. She even came with her own "Hospital Tent" this year- Wade invested in a large screen room where she could keep her setup out of the fray.

Registration was very smooth, due to a lot of up front work by Mark Smith, and we ended up with 84 registered pilots. All of that stuff you see in the registration envelopes was "stuffed" by Mark and family. Some old guy came all the way from Florida, just to help with registration (Bob Donohue)! Many of the hands that man registration were missing this year, but Mark, Bob and Mike Holmes managed to pull it off. Kudos to the registration crew.

Our Contest Director & Photographer, Greg Cardillo, ran a tight ship with morning briefings for the pilots regarding flightline safety and frequency control. When the CD is also the photographer, I think you get better compliance, as he can photograph any rules violations!

Al Junko from Westland landed his plane in a willow tree waaay across the lake on Saturday- and it was retrieved before Al even arrived on Sunday by a crew including "Scott the climber" from SKS Video (new club monkey- sorry Caro-

lyn Look for Greg's pictures in this newsletter and at the Christmas party. The SKS Video will be available in ~3 months.

Impound was run as a tight ship, under Chuck Slattery's iron fist, and combined with the flightline crew was always in control. Roger Schmelling was in charge of the flightline crew and managed it all calmly in his inimitable fashion. Al McGee and Wade Wiley's two boats were at the ready pretty much the whole time: drivers, helpers and waders. A big part of event management and safety is the coordination of boats and flightline with beach control- where Dan Devine did a bang up job. I thought he looked a little like Madonna with that headset on all day, didn't you? I'm just glad he didn't sing (much). Kudos to the guts of the RC operation: impound, flightline and beach.

The Kitchen was rockin' both days! I was told that the receipts from Saturday alone exceeded last year's sales in the kitchen. Some say that's a sign that we should raise prices, others disagreed- they heard customers say they appreciated not getting gouged for once! On Sunday, we did even better, thanks in part to the addition of pulled pork sandwiches to the menu. Ross had booked a hundred dinners for the pig roast, as that is the minimum the roaster will do. Only 60 tickets were sold for the dinner, so we had quite a bit of pulled pork leftover. The Burns were able to refrigerate it overnight in their motel on wheels, and saved the day. The next day, Paul Z. was heating the most tasty pulled pork I've ever had in a skillet and serving it on hamburger buns. Mmmm good! Kudos to the kitchen, both for the 'standard fare' and their adaptability with the leftover pork.

The raffle was a little different this year, but Raffle Crew leader Donna Burns was ever the same! We usually have 'finished' planes to display on stands, but this year the 1st prize Stearman and 2nd prize Fokker DR-1 were raffled off completely unbuilt- in our new 10 x 20 tent. This change came from a decision that fell out of 4 basic issues: the kits arrived 3 weeks before the event (8 months late), the crew that showed up to assemble them was only 4 busy guys, prebuilt planes are harder to transport to & from the event without damage, and last but not least: the notion that- in the new "age of the ARF" - the little scratch builder in all of us may still want to do that much building our "own way". Ross Jones proposed that we run an experiment to see if the raffle can get a decent return without a 3 week cramming session to apply the 60+ hours needed to get the two ARFs built. Well, Ross was right! The total

PROP WASH...



Joe Finkelstine

We left off last month with me explaining only about half of the tasks involved in creating fuselage formers. If you might recall, we left off with having created bounding boxes at each location (station) for our formers. These boxes were correct in width and height, but had no detail. This month we add detail.

We have to keep in mind also a couple of overall goals again, one being that the former has to support the rest of the structure, and also we have to be able to build the darn thing on a flat building board. The part about building it on a flat board actually caused me to substantially redo my Me410 formers because I forgot about this initially.

So, let's get started.

Remember that because I lacked any fuse cross-sections for the Me410, I created bounding boxes for each former at the chosen location along the fuse and used the fuse top and side views to get the overall dimensions true to scale. We now have some additional work to try to keep things scale here because the actual former shape inside the box is more difficult to determine. This method of creating bounding boxes does not apply if we have a cross-section available to us, as we would then just use the available cross-section for the outline instead of having to make a bounding box.

I was in the situation where I had to use two references for fuse shape; one being pictures and the other was a good plastic model of the Me410. I actually bought two copies of the Revell Me410 so I could cut one of the fuselage assemblies apart at various locations to measure and see the cross section type.

Figure 1 shows one of the bounding boxes from last month. I also added two centerlines that will be quite handy later. Actually, we will add to these two centerlines when it comes time to decide where the notches will go for stringers.

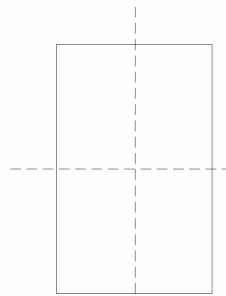


Figure 1 - Fuse Bounding box with Centerlines

After several failed attempts to get this right, I settled on a couple of key things to make this thing work. The first one was a use of a balsa stick for a crutch. The crutch would be pinned to the building board and would allow the fuse to be built one half at a time. This necessitated designing each former as two pieces – one for upper half of the fuse and the other for the lower half. Each half former would need at least three stringers to help hold the sheeting, as the top and bottom portions of the fuse are round, where the sides are vertical. Given this information (and continuing to look at lots of images and the plastic model), The basic former shape began to look like the one in figure 2

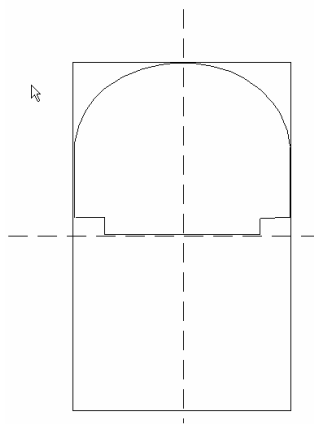


Figure 2 - Initial shape of upper fuse former

Now a couple of things might not be apparent here. The first one is that the former does not appear to fill up

the entire box. Remember that I am developing the upper former only at this point. When I get the upper former the way I want it, I am going to make a copy, flip it upside down and fill up the bottom of the bounding box. This way, I will have two formers exactly the same simplifying construction and staying true to scale. The second thing to note is that there are no real notches for the stringers. I have not yet put them in, as I need to draw some more centerlines, for a reason I will explain in a moment. The last thing to notice is the notch near the bottom of the former. This shape accommodates half of the balsa crutch, and the bottom former will accommodate the other half of the crutch. When the upper and lower formers are joined, they will but up together.

Making the stringer notches is next and I must say was one of the most tedious parts of this design process. The first thing I had to do was decide on how many stringers I would need to accommodate the sheeting and where to place them. I decided on 5 stringers for each former, and I added the center-line of each notch to the centerlines from the earlier bounding box, as shown in figure 3. The reason I did this is that the box centerlines and the former center lines form another design "ruler" – each time I make a former now, I copy this ruler into the new former bounding box and it guides me in making sure each notch is always on the same angle from horizontal so that the stringers all are straight along the entire fuse length and line up perfectly.

The next step is one in which I have asked around to several people more experienced in CAD than I am because it was tedious and difficult for me to accomplish. The difficult task I am talking about is the adding of the notches in the former. The reason it was difficult for me is that I had to add each notch on each former manually, using several trim and move operations. The reason this was necessary was to again insure that the notches all lined up for each former, and that they were in the correct place. The first thing I did was to add more centerlines to the bounding

(Continued on page 5)



Shkmaster's Octoberfest Camp and Fly



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

Saturday, October 16, 2004
At our Scripts Road flying field

Come join the fun!

- ?? 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.)
- ?? Bring the entire family!
- ?? Camping - Bonfire - S'mores
- ?? Flying stories!

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



box to keep each notch along the same lines. This was a little involved because I had to figure out how to keep them consistent. Take a look at figure 3 to see what I mean.

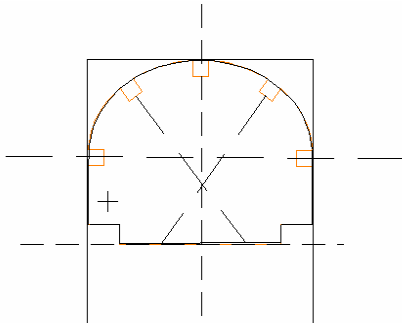


Figure 3 - All former Centerlines

I can now use all of the center lines for each former bounding box, so all the former notches will line up along the length of the fuse as I go. The real hard part consisted of making each notch. Look at figure 4

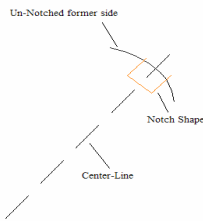


Figure 4 - building a former Notch

What I decided to do was first build 3 sides of a box equal to the stringer

size (actually, the two sides sticking out are a little longer than the stringer width) so the notches would be a snug fit. I then would proceed to place the 3 sided notch shape centered on each former center-line, keeping a little extra hanging over the former edge as shown in figure 4 if you look a little close. The reason I kept the notch a little past the former edge was that I used the trim command to trim off the former part covering the notch, and then trimmed off the notch shape past the edge. The net effect of these 3 trim commands is a notch like we are all used to seeing on a finished former. Like I said, it is a bit cumbersome and tedious, but for the life of me, I could not figure out a better way to do this for the notches. When trimmed, the notch is correct in size. Now figure 5 shows the end result of adding each notch, adding a lightning hole shape in the middle of the former, and finally mirroring the whole thing to make a duplicate copy for the bottom former.

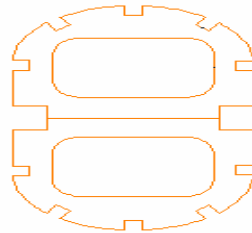


Figure 5 - Former F6 ready to be cut out!

If you look closely, the formers meet at the middle of a notch. That notch is the stick that will be laid out on the building table and is my fuse construction crutch. Continuing in the manner, I made up all of the fuse formers; with a couple of ones having an unusual shapes because of big changes in the fuse shape. The final figure of the completed set is in figure 6

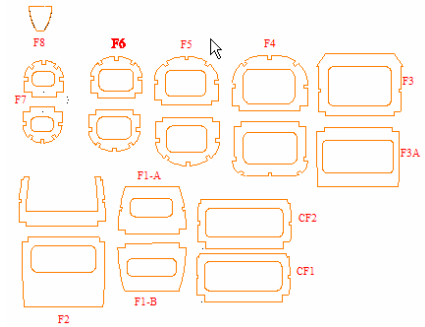


Figure 6 - Finally - all the Me410 formers

A few of the formers have unusual shape, but regardless of the outline, the method to create them was the same.

I have run way over my page allotment, so I have to end here. Next Month we begin an even more complex area of the Me410, and that would be the wing design. That will take a few months to describe!

See you at the meetings!

JOE

FALL CRAFT, MODEL PLANE AND TRAIN SHOW

October 23,2004
9:00 am—4:00 pm
Lamphere High School

Free Parking
Table Donations \$25.00 each
Food \$ Refreshments on site
Admission \$2.00

For more information
Or registration
Contact Katie McConkie
248-589-1990 ext 2018
www.lamphere.k12.us/craft

Proceeds to benefit:
Lamphere Schools

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 \$4.00 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
jimwheld6651@wideopenwest.com

AREA EVENTS...

AMRCC CONTEST SCHEDULE

-  **October 2,9,16,23,30.....Float Fly Seven Lakes.....Greg Cardillo 248-980-2812..Pete Foss 248-236-0676**
-  **October 4, 18.....Senior Center.....Harold Reuter 248-391-2669**
-  **October 6, 13, 20, 27.....Stony Creek Float Fly.....Jim Held 248-641-9724**
-  **October 9.....Orion Township Barn Days (see president's message)... ..Gary Weaks 248-540-8358**
-  **October 9.....Boy Scout Event Romeo Airport.....Bill Dezur**
-  **October 13.....Larson Meeting "Airbrush Technique".....Ross Jones 517-646-5502**
-  **October 16.....Octoberfest, and bonfire (see flier).....Dave Lang 248-969-3914**
-  **October 23.....Lamphere Craft, Plane and Train show.....Katie McConkie 248-589-1990 ext 2018**
-  **October 24.....Cub Scouts Skymasters Field (See President's message)..Ross Jones 517-646-5502**
-  **October 24.....PMAC Swap Meet, Waterford Oaks Community Center..... Linda Vella 249-681-2752**
-  **October 27.....Larson Meeting Keith Shaw "Building Light".....Ross Jones 517-646-5502**

"SKYMASTERS" ~ OCTOBER ~ 2004

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2 Float Fly Seven Lks
3	4 Orion Center	5	6 Float Fly	7	8	9 Barn Days Float Fly
10	11	12	13 Meeting Larson Float Fly	14	15	16 OKTOBER- FEST FLOAT FLY
17	18 Orion Center	19	20 Float Fly	21	22	23 Lamphere Swap Float Fly
24 Cub Scouts 31	25	26	27 Meeting Larsen Float Fly	28	29	30 Float Fly Seven Lks

SKYMASTERS "TOP GUN / CORN ROAST" 2004

Top Gun 2004

I've said many times that whenever I'm involved, even remotely, the weather cooperates. So there we were on Sunday morning, August 29th, 2004 and it's like 59 Degrees and raining like you wouldn't believe. I got there early to ice down the pop and set up the food. Good thing I did, because it didn't stop raining until around 11:15am.

So we ate.

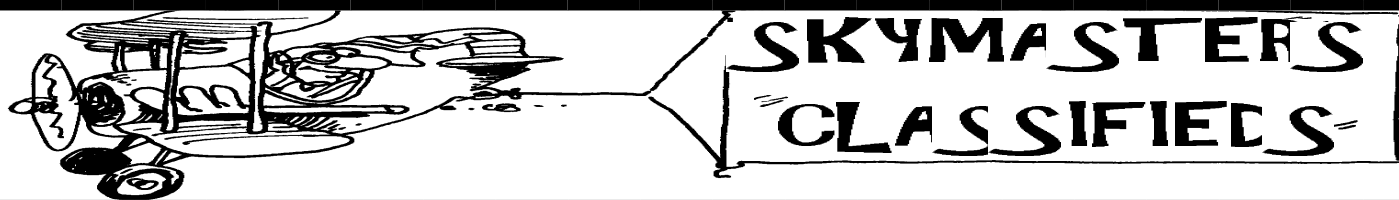
Around noon, it looked like the weather was going to hold. It's now 68 degrees or so and 7 Skymasters pilots lined up to compete for this year's top gun trophy. Last years Top Gun winner Dan Devine spent the previous night polishing it (did he have it in the closet for the previous year? We just don't know). I used a different voting system this year. Pilots were judged, of course on flying, starting from take-



off to a three minute mark on the clock. Skymasters pilots voted. Participation in the voting was voluntary and all ratings were tallied for a point total, which was used to determine the winner.



After all was said and done everyone had eaten the corn that Gary Weeks et al had prepared along with Laura Devine and family in the kitchen, the flying began and voting started.



Dan Devine and Joe Hass came 2nd and 1st, respectively, with ½ point separating their places! Joe had a phenomenal routine with an electric "Banshee" to the tune of the theme from Top Gun blaring from his minivan in the parking lot. It really was a beautiful flight, but one wonders if Dan Devine came so close to Joe not only in skill, but in the fact that Dan's airplane sounded real? I don't know...

ROSS



  Astro Flight 112D Nicad/NIMH Chargers 1 to 36 Cells up to 5 Amps \$75.00 each. Digipace II battery charger and cyclor. This is an updated version of the original workhorse, charges both the transmitter and receiver batteries at the same time. Digital display \$35, READY TO FLY Hobbico Sturdy Bird advanced aileron trainer. A perfect second plane. Complete with JR F400 4 channel radio system and OS LA 40. Just add fuel. \$120. Joe Hass 248-321-7934, e-mail joehass@cmconnect.net

  Tower Hobbies Kaos 40 with OS 46fx, 4 Futaba 3003 servos, bat \$135 obo. Great Planes Cessna ARF with 5 Futaba 3004 servos, broken wing (fixable) \$100 obo, Sig Kadet LT40 bare bones, fair condition \$25 obo. Andy Greg 248-723-4977.

  Ruzzle ARF & OS 90 FX engine, flown very little. Excellent condition only \$250. Mark Smith 248-391-5970

SKYMASTER MEMBERSHIP MEETING SEPTEMBER 8, 2004

The meeting was called to order by Joe Hass at 7:30 PM. President Ross Jones was out of town. VP Paul Zabawa and Treasurer Jo Rubenstien were present along with 25 other members.

Bill Dezur reported on the upcoming Boy Scout event on Saturday October 9 at Romeo Airport, 32 Mile and M-53. There is a pancake breakfast starting at 7 AM. A variety of full size aircraft will be there, including the Yankee Air Force B-17 "Yankee Lady". Rides on the B-17 will be available. Skymasters are welcome to attend and support the event. Static displays of model aircraft are welcome.

Greg Cardillo led a discussion on the current state of the land swap. A public meeting will be held in Lansing on September 9, 2004 regarding the swap. Greg and Joe Finklestien will attend and speak on behalf of the SKYMASTERS in our opposition to this swap. It appears that the state will proceed with the swap. Our next step will be to seek support from the federal government in opposing this land grab.

Greg Cardillo brought his electric Sikorsky S-39 for show and tell. It features a vacuum form hull, hatches and windshield. Power is a brushless Astro Flight 020.

Bob Burns brought his Seafarer (I hope this is the correct name). He rebuilt his swap shop "treasure" pulling lots of weight out and recovered it. Bob reports that it flies well.

Chris Hass displayed two of the Radical R/C Mini Stick. They were both equipped with a Speed 300 motor, 2 cell lithium pack and Berg Receiver. One was a rebuild after the wing came off. The other was a new one. Weight was 5.6 ounces with a fully charged battery and three servos and speed control.

Joe Hass brought in his Vince Pettke built Arrow. The 5 pound 6ounce aircraft was covered with Monokote and decorated in a red, white and blue star and bar pattern with computer cut sign material. It is powered with a Thunder Tiger .46 and an 11 X 7 APC prop. It has one flight on it.

Paul Zabawa won \$15.00 in the 50-50 raffle. The meeting adjourned at 9 PM

SKYMASTERS MEMBERSHIP MEETING 09-22-04

President Ross Jones began the meeting at 7:30 PM. There were 32 members and guest present.

Paul Neuville, Guy Walsh and his son Jason Walsh all introduced themselves to the members present as newcomers to the club.

Ross Jones reviewed upcoming events and activities. They included:

October 9, 2004 Orion Township Barn Day. This event replaces Kids Day. Proceeds go to Friendship Park. The public will get a chance to fly R/C with the help of Skymasters pilots and instructors. There will also be a chili cook

off.

October 16, 2004 Oktoberfest Field Closing and Bon Fire at the field. Great times!

October 23, 2004 Lamphere Craft Show

October 24, 2004 Scouts are scheduled at the field for an R/C experience

There was a discussion of a club safety officer. The members were reminded by Greg Cardillo that the Chief Flight Instructor is the club's Safety Officer.

Ross Jones reviewed the Natural Resources Commission Meeting on September 9, 2004. Greg Cardillo and Joe Finklestien made the trip to Lansing to present our view that the land swap was not in the best interest of the state. The NRC is moving forward with this land swap. This transaction must still be approved by the federal government. Our next step will be to start a letter writing campaign to Senator Debbie Stabenow. More info to follow.

Dan Devine rebuilt the flight safety stations that were destroyed by vandals. Thanks Dan!

Stoney Creek float flying continues at the Winter Cove Beach. Be there on Wednesday mornings between approximately 9 AM and noon for float flying fun.

Float flying is also continuing at 7 Lakes on Saturdays until the last Saturday in October. Flying starts at 9 AM and ends about 1 PM. Contact Greg Cardillo or Pete Foss to confirm that flying will occur before making the trip.

Harold Reuter continues to work at the Lake Orion Senior Center in helping them with a new project. This activity takes place on the 2nd and 4th Mondays of the month. Contact Harold if you can help.

Show and Tell was well attended:

Greg Cardillo brought in his Northeast Sailplane Electron 400. It is motor glider with approximately a 36 inch wingspan. It uses a Speed 400 with a planetary gearbox and a folding prop. 8 – 600MAH AE nicads power the ship.

Pete Foss displayed his Fun Planes. Com Edge 540. It is a combination of EPP and Depron foam. It is powered by an AXI outrunner with 3 1300MAH lithium cells. Flights of 20 minutes are typical.

Wade Wiley shared his Great Planes Stuka ARF. It is powered by an OS four stroke driving a 3 bladed Master Aircsrew 13 X 7 prop. The Stuka uses

an Airtronics 6 channel radio. Wade recently installed a IPC siren to simulate the noise the real Stuka made during dive runs. Wade brought in an air source to demonstrate. The siren can be started and stopped in flight.

Jack Goodrich brought in his original design "Parasol Wing Water Plane". He used the center of the wing from a Pizaaz, tip floats from a Mariner and a single float he bought at a swap shop for a fuselage. It is powered by an OS 50. Jack stated that he was about 8 hours from finishing and flying.

Ron Sockaz proudly displayed his P-38 scratch built from a Wing Manufacturing short kit. It is powered by 2 OS 46. The Lightening uses 10 servos and Spring Air retracts. 11 pounds is the total weight.

Greg Brausa shared his Funtana 90 ARF. It has a total of 12 flights. The YS 91 Air Chamber engine drives a 16 X 4 APC prop. The 7.5 pound bird has an aluminum tube as a wing joiner so the wing splits in half for transportation and storage.

Joe Hass brought in his new C3GM building board. It is a precision cut plywood board with interlocking pieces that creates a perfectly straight surface. There is a cork top surface with fiberboard underneath so pins can be used. There are drawers and cutting boards as well as pin magnet. Visit the company at www.sidewalkflyers.com or call at 1-800-675-2171 or 541-734-2088. It is available in sizes from 16" X 24" to 48" X 60".

Harlan Neuville once again visited us with an absolutely fascinating presentation on the development and implementation of the P-51 Mustang. This 1 hour presentation had the audience stuck in their seats.

There was no 50/50 raffle.

The meeting ended at 9:30 PM.

receipts for the raffle was the second highest ever- with less hassle and no crammed building time. The raffle rocked thanks to an outstanding crew of hardworking salespersons!!!

The competition this year was much like our Top Gun event: a simple pilots' choice award. Each registered pilot voted once for one pilot & plane as their favorite. The winners were:

1st Place: Mike Holmes with a beautifully built Stearman

2nd Place: Dick Brundige's Native Dancer – nice build, nice fly!

3rd Place: Bob Woolever with his "CAT"erpillar motif Cub on floats

The Super prize raffle was awarded based on drawing from a drum as follows:

1st Prize: Stan Wolak
Super Stearman ARF from Great Planes w/ an OS Surpass 120III

2nd Prize: Jeff Gasser
Fokker DR-1 Triplane from Great Planes w/ an OS 61-FX Engine

3rd Prize: Fred McConkie
Futaba 7CAF radio package

For those who were there to fly: I truly hope you enjoyed it as much as I did. For those who weren't able to join us: I sincerely hope that you can join us next year- its a blast off water! For those who thought about going but didn't have a plane ready and stayed home..... please remember that many hands make light work and the task of pulling off a national level event like this doesn't shrink. If you can find it in your heart to help out next year it will make it easier for all of us and fun for you. In order to make it happen in this 'unique' year, at least 15 of those mentioned below never flew all weekend by plan, and 10 more were so busy manning their job, they were lucky to get 3 flights in all weekend!

For those who donated their time and brains to the clockwork operation of this year's float fly, we are all grateful. Please excuse any omissions above or below in the thank you department- it was a very confusing weekend for me to say the least. I did not know all or see all that was done to fill in the gaps during the event, as I doubt if I slept 30 hours between Sept 8-12! Roll Credits, show's over.

🔧Contest Director/Photographer

Greg Cardillo

🔧M.A.S.H. Unit

Lynne Wiley

🔧Prize acquisition and distribution

Ross Jones

Joe Hass

Mark Smith

🔧Raffle

Donna Burns

Dairdre McGlothlin

Maryanne Olms

Carolyn Foss

Bob Burns

🔧Registration

Mark Smith

Mike Holmes

Bob Donowho?

🔧Setup and Permitting

Ross Jones

Bill Stark

Dave Lange

Roger Schmelling

Mike Holmes

Dan Devine

Laura Devine

Tony Devine

John Hakkula

Guy Walsh

🔧Impound

Chuck Slattery

Fred McConkie

Bob Moss

Mike Holmes

🔧Flight Line

Roger Schmelling

Bill Stark

Bill Wood

Joe Rubenstein

Mark Smith

🔧Beach Control & Wading

Dan Devine

Tony Devine

Chris Hass

Katie Brahier

Oliver Fuchs

Gayle Beamer

Foss Family

🔧Boats

Wade Wiley

Al McGee

Mike McGee

Dave Wendt

Alyssa Wendt

Mark Smith

Bob Donohue

Bill Scott

Marv Middleton

🔧Kitchen

Paul Zabawa

Laura Devine

Guy Walsh

Pete, Carolyn and Sam Foss

🔧Teardown

Paul Zabawa

Dan Devine

Tony Devine

Laura Devine

Bob & Donna Burns

Pete, Carolyn & Sam Foss

Guy Walsh

Dave Lange

Fred McConkie

Chuck Slattery

(Ed: **Big thanks to Dave Shea for**

coordinating this years event!!! I have many more of Greg Cardillos great photo's to publish next month, but due to Dave's LONG write up there is no more room)

Barn Days Information

Join your club for a good cause and a good time...This year's Kid's Day will once again be held along with Orion Township's Barn Daze on Saturday, October 9 at Friendship Park.

As last year, we will be giving kids of all ages a chance to fly a radio controlled trainer on a buddy box. We also want to have a nice static display. **Help and equipment are needed:** If you have a trainer, buddy box, trainer cords or plane for static, please join us on October 9th. Flight instructors are also needed.

We will also have time for some demo flights (helicopters, electrics, aerobatics, etc) if you would like to help out with that. Flying will be from 1:00 to 5:00.

Because of the close location, our Scripps Road field will be closed On Saturday, October 9 all day. Friendship Park is located on the northeast corner of Baldwin and Clarkston roads in Orion Township. For more information contact Gary Weaks (248) 540-8358.



1st Mike Holmes "Stearman"



2nd Dick Brundige "Native Dancer"



3rd Bob Woolever "Cat Cub"



SKYMASTERS RADIO CONTROL CLUB OF MICHIGAN

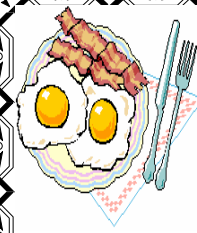
Mike Holmes
2557 Hemlock Ct.
Oxford, Mi. 48370

Web site: www.skymasters.org
Email: mholmes969@sbcglobal.net

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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



RETIREEES & WANT-A-BEE'S BREAK-FAST'S

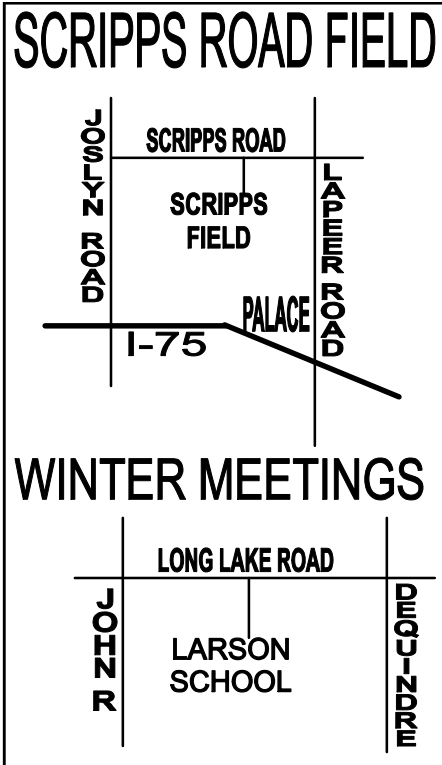
Breakfast starting 9am at the "RAM'S HORN FAMILY RESTAURANT" located on the North East corner of Crooks Road and M-59. Take the Crooks road exit off M-59 north, the address is 2265 Crooks Road, Rochester Hills. Breakfast's will be the first and third Monday each month, **starting in November**, all winter. Come enjoy breakfast and good conversation. Any questions call Bob Burns at 248-628-4666

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-

tors around all night is also a



WINTER MEETINGS

day. Student 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 **s e c o n d** Wednesday of

the month at 8:00 PM. 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!