



Academy of Model Aeronautics

Chartered Club #970  
5 Year Gold Leader Club

# Skypwriter

## PRESIDENT'S MESSAGE...

BY: Joe Hass

### President's Message May 24, 2005

Another month has flown by with a great speaker, great events, great activities and some of the strangest weather we've had in a long time.

Our last meeting of the spring featured Dave George and his turbine jet. Dave is a remarkable modeler and a great speaker who really explained the systems associated with jets. It was another informative, enjoyable evening.

Our flying events have begun with two great float flies that will be reported elsewhere. The plans for the Midwest Regional Float Fly are well underway. The Super Prize Kondor Beaver has flown off both land and water and all the promotional photographs have been taken by Greg Cardillo with the lovely Kelda Brooks. I am surprised that Chris doesn't want a haircut every week (call me for an explanation if you don't know

the story). Thanks again to Ron Sokacz for building the Beaver. Remember that the winner will get the airplane, Hitec radio, Saito 1.8, fixed gear and floats.



**Kondor Beaver on final what a beauty!!!!**

Buy your tickets early. See Greg or myself.

There has been a modification to our event schedule. The Warbirds and Scale has been moved to Saturday, August 6 in order to not conflict with the PMAC electric event. All other events stay the same. Visit the web site or call for a list of events.

Publicity for our events is

late in coming in Model Aviation as the entire event scheduling process for this area (southeastern Michigan) was delayed this year even though our submittals were done on time. While traditionally done in early January we are working on moving the whole process up a couple months to avoid any delays in the future.

Speaking of moving things up we are using the suggestions that have come in along the way to work on our speaker schedule for 2005/2006 and the 2006 event program. If you have an idea or topic you would

like to see please let me know. By the way, unless you have been in another club you probably don't understand the unique situation we have in the SKYMASTERS. NO other club has the number of events, speakers and member activities all put together with the hard work of volunteers.

We were approached by the

*(Continued on page 2)*



### 2005 Club Officers & Appointees...

President:	Joe Hass	1142 Brunswick Dr.	Rochester Hills 48309	248-321-7934
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Secretary:	Dave Wendt	4549 Sedona	Clarkston	48348 248-969-8738
Treasurer:	Joe Rubinstein	155 Cayuan	Lake Orion	48362 248-693-4265
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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

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Cystic Fibrosis Foundation to help with a fund raising walk. Ron Sokacz donated the hot dogs, buns and other necessities and yours truly, Jack Fleming, Jack Goodrich, Chris Hass, Greg Cardillo and Jerry Romito did the cooking and serving. Thanks for all the work gentlemen. Vince Pettke's boys, Ronny and Joey, both have CF.

We have plenty of room for more members so encourage your friends to come out and enjoy the fun. In June we will start up the Wednesday Student Night and Pot Luck Dinner. It is a great way to learn and have a good time.

We are on track on our financial goals. But given the continuing increases in costs I will be working with the board to review our dues structure.

Remember our goal is to have fun and promote this great hobby and sport. Let's leave the controversy, politics, etc. at the gate and enjoy every moment we can flying.

Joe Hass

## Meeting Minutes

Date: Wednesday April 13, 1005

Location: Larson Middle School

President Joe Hass gives the greeting:

- Joe Finkelstine had an emergency appendectomy but is at the meeting looking well.

- Chris Hass won third place in the model boats in Toledo. Gre0at Job Chris!

- Joe Hass updates the members regarding on-line registrations for the MWRFF. Payment is accepted over the web via PayPal. This is intended to be an enhancement to today's methods of paying the Skymaster's treasurer. Payments will still be accepted by the treasurer regardless of the new functionality of the website.

Attendance:

- 41 members were in attendance.

- 4 Guests, Robert De Silva B. and family attended the meeting.

Guest Speakers:

Carl Rolland Bob Edlestein spoke on the topic of antique engines.

Our own Jack Fleming gave Bob a working antique May Rocket engine prior to the meeting. This was a beautiful Detroit built engine given with to a true collector.

Bob started by going through the history of model engines. The back row of engines on display at the meeting were model engines made in Michigan.

Bob discussed many different engines as well as many interesting facts about each engine he displayed.

The first production engine was made by Brown. Bob displayed the 59<sup>th</sup> engine made by Brown. The engine was sold mounted to a wood frame. This particular engine and mount was actually glued into the front of the plane. Bob talked about how the necessity for RC systems were born as the "new" engines tended to make models fly away to an unrecoverable location.

Bob went into great detail, with numerous samples and literature, on how engines evolved. Bob also spoke specifically on engines that were made in Detroit. The break was filled with up close, hands on contact with the engines.

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## 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.

Starting May 4th, every Wednesday weather permitting there will be flying at Winter Cove from 9:00 - 12:00. After entering the park follow the signs to the boat launch & golf course, Winter Cove is on the right after you pass 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**

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#### Miscellaneous Business:

- Gary Weeks gives an update on Bald Mountain involvement day. There is plenty of work for everyone. The day starts at 9:00 Saturday April 16. Bring warm clothes and work gloves. Breakfast and Lunch will be served.  
 - Treasures Update. We have \$14,132. We are on track from a budget and membership perspective.  
 Ron Sokacz is working on the Beaver project for the MWRFF. Ron is trying to get the project in the air for an upcoming RCM cover.

#### Show and Tell:

Jim Held – Balsa USA ¼ scale Fokker D VII. 20lbs with a Moki 2.10. 2 lbs was added to the nose. The plane is covered with Solartex. The lozenge pattern which Jim used to cover the lower wing of his D VII was purchased from Arizona Models. The red and white was painted with Rust-Oleum sprayed from a gun.

Charlie McGlothlin Piper Pawnee PA-25 White wings kit. 89.5/8 wing span OS 108 with a Slimline muffler with a Hyde soft mount. Dubro heavy duty switches, 8 JR servos, JR 7 channel PCM receiver, 4” tires. Charlie is willing to part with it for \$600. Charlie has over \$1,100 into the plane.

Craig White showed a Wildfire Biplane. With a diesel engine. Controlled by a galloping ghost. This was an Old setup.  
 Chris Hass – Ikarus Yak. With a Berg 4channel and a Phoenix 25. with an AXI motor.

Don Patterson Square Hare designed for the Galloping Ghost system. The plane is quite hefty. The radio is modern electronics converted to the galloping ghost system. This plane was vintage 1960's

Joe Hass showed his “Captain American” Aero that was entered in Sport Monoplane in the Toledo Show.

The 50/50 drawing (\$19.00) was won by Bill Stark.

Show and tell was won by Don Patterson.

## Meeting Minutes

Date: Wednesday April 27, 1005

Location: Larson Middle School

President Joe Hass gives the greeting:

Attendance:

- 62 members were in attendance.

- 1 Guests, Dave Higgins was in attendance. Dave is learning to fly and is interested getting further into the hobby.

Dave has flown a GWS slow stick and a Tiger Moth 400. Dave found out about us via the web.

The inter-club fun fly will be on June 5<sup>th</sup>.

The DeHavilland Beaver was mentioned as the MWRFF Super Prize. Raffle tickets are now on sale.

Jim Held mentioned that next Wednesday float flying at Stoney Creek begins.

Guest Speakers:

Ken Meyers, Keith Shaw, Jim Young, Jack Lemon.

Introductions were impressive and long. These folks are the experts in electric flight.

Jack brought in a small plane built by Matel. Proof positive that e-flight has been around for a long time.

Why electric flight?

Ken Meyers – Ken simply likes electric flight. Ken has been in the hobby since 1962. Ken displayed two airplanes that are 15 years old. Ken's point was that the planes look the same after 15 years.

Keith Shaw – “I think its great because of reliability, and repeatability.” Other than that he thinks it's fun.

Keith has an electric plane from 1976 that he still flies.

Jim Young – Jim considers himself a disciple of Keith's. Jim said he likes the fact the planes don't get damaged by fuel. Jim first got into the e-flight because it was challenging from an engineering standpoint.

Jack Lemon – Jack started out flying at 5 years of age. Jack tried all different aspects of the hobby. Jack's interest in electrics was very practical. Jack didn't like the mess and noise. In 1960 Jack started to look into what he wanted to do in RC. Jack's current interest is in multi engine RC float planes. Jack has not flown the multi engine planes yet but he seems very excited about it. Jack sang the praises about the weight savings of LiPoly cells. Jack mentioned that performance degrades slowly with LiPoly cells, and they can give long flight duration.

Making the Jump to Electrics:

Jack Lemon - “build it lighter than you think you should.”

Keith Shaw – “Don't build your dream plane for the first experience in electrics. There is a lot of new things to learn. Try and solve these things on an easy project first so you don't learn expensive lesions. “

Ken Meyers – “Get something that is similar that you fly today. “

Jim Young – “Do a little research on the parts you are buying. Try and stay away from the kits where the motors are included. Try and purchase a decent power system. “

Motors:

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# PROP WASH...

Joe Finkelstine

Hi All,

I really struggled this month for a topic, so I am going to take the lazy way out and address a few smaller ones here. The first topic is one that caught me by surprise and one I would like to address directly with everyone. These are my opinions directly, not the BOD's or any other entity.

By now, if you are not aware, the land swap Mr. Weger was looking to do has been approved and has actually occurred (look at the no trespassing signs on Scripts if you come from M24). I was privy to several conversations about this over the last few weeks at the field and I think there is a big misconception going on. The tone of most of these conversations was that we were going to lose our field and some even thought the club would disband. Let's calm down a bit and look at the realities of this (in my opinion anyway) – First, to be sure, Mr. Weger did NOT get the land our field is on, so he is NOT going to put a no trespassing sign up for us. His primary interest continues to be the rich piece of the property with M24 frontage he stole from us taxpayers. He will have a big battle with the Lake Orion Township board to get any rezoning done. His big financial gain here is to get a Wall-Mart or some other big box store to buy his M24 frontage and this will require a change in zoning for the property. He will face a multi-year battle with Lake Orion to get initial zoning so he can do anything with it other than hang up no trespassing signs (I suppose he can hunt on his land though...) He also faces similar issues for the land that is along scripts and closer to our field. The land

closer to us provides much smaller financial incentive for him to work it is a low return for him vs. the M24 frontage. From a purely financial return argument I make here, the development of any of the land Mr. Weger has near our field is many, many years off. Also, remember that the land Mr. Weger owns does not border ours – there is still a buffer zone between us, so even if he does eventually develop the “Golf course” he casually mentioned during his “testimony” to the DNR, it would not overlap our field directly. I honestly believe it will be a minimum of 2-4 years before he finishes his fight with Lake Orion and then several years after that before he even does anything with the land along scripts. – Do we ignore what is going on as a club? – of course not, but I would ask you to keep in mind that we will have a field for many years yet and stop worrying about it – I am far from convinced it will ever close our field. Mr. Weger has bigger fish to fry and taking on us and the DNR (they still like us remember) for small returns is unlikely. Remember, Mr. Weger's actions are aligned to making himself wealthy (a noble cause if I might say so) - The land along Scripts has got to be very low on the priority list. So, let's go flying and stop worrying about this.

The second thing I have been thinking about is one of the changes I am trying this season. For most of my RC flying, I have been attracted to sport aerobatic ships, and slowly I have been migrating to other types of flying/building. I have been building scale for a few years now (although I am so slow, I have yet to get one of my scale efforts airborne yet) and have been getting better at my new interest in Helicopters. I

also recently picked up some FAI type aerobatic (precision aerobatics) airplanes, although they need engines, etc. I have found that I am really getting bored with just boring holes in the sky. I am putting my efforts now into flying my heli's out of hover and into forward flight (this is even more scary than hovering) and to making precision maneuvers like slow rolls. It has renewed my desire to fly again, as I had lost interest over the winter a bit in flying. If you are feeling in a rut like I was, make it a point to put a purpose in your flying. Perhaps it can be just learning how to do a flat spin or a 4 point roll. Maybe even a nice fly by for a scale maneuver. I am finding keeping a heli flying is like being a student all over again. My hands are sweating, my heart is pounding and I am now finally getting to the point where I am most dangerous (although several say every time I fly that happens) with the heli – ready to break the leash of hovering. This is analogous to the point as an instructor, where the student is ready to try to land for the first time. You know as an instructor that there is now a point where you have to let them land and a mistake within one wingspan of the ground during landing approach will not leave you time to correct. From years of listening to people about how expensive Heli's are to fix, I have taken a couple of seasons to get over that big hesitation to try much (especially given the carnage I created last year by crashing about half of my fleet of airplanes!). Finally I came to the conclusion that I have become reasonably proficient at keeping the heli out of trouble, reasonable at getting it out of trouble and it really costs about the same as a 90-120 size aerobat. I crash those all the time – what the heck am I worried about? – So, soon I hope to fly an actual pattern with my Raptor – Just like a student does with their trainer. – I am all excited again and it has definitely

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rekindled my excitement to fly. Give something new a try like this and I can guarantee you will feel the same.

My final note is one that I have been thinking about for the longest now and that is one of a sabbatical from this column. I have really been struggling with topics recently and I have come to believe that I am a bit burned out and need some time to just fly and recharge my idea bin. I have columns dating back to the 1995-96 year and it is time for a rest for me. I am going to take at least the whole summer flying season off and re-evaluate then if I want to pick it up again. I would welcome any comments or suggestions any of you have, and I am hoping to be ready to take this on again someday.

Until then – keep yourself a safe ways away from my heli blades and enjoy the summer flying season!

Joe

## FOR SALE

60 SIZE "RAZZLE"  
FLOWN VERY LITTLE  
NEVER CRASHED

ONLY \$85.00

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MASMITH248@EARTHLINK.NET



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Ken Meyers – “Brushed motors have motor brushes and brushless motors don’t “ (this was a joke) . Brushless motors have different speed control devices. Brushless motors are usually lighter than can motors. “Can motors are basically motors built in a can” (another joke). Watch out for motor advertising. “there is no truth in advertising these days” Ken’s example was “Read the ad on a ammo motor, then read the review be Steve Neu in Quiet flyer”.

Keith Shaw - Brushed motors can be very efficient. Cobalt magnets are a large step up in the motor. There are a lot of brushless motors that are not really that great. Keith agrees that the truth in advertising has really gone down over the years.

Keith Shaw - The load you put on a motor determines the amount of energy draw from the motor. You can play with the flight dynamics of the motor greatly by the prop chosen. The big difference is the motors does not create energy they just transfer the load by a prop at a given speed.

Jim Young – A given motor will try and run any given prop at the speed the voltage supplies.

Keith Shaw – Building light will be far less expensive to fly because you will require less energy and smaller drive components.

Battery tech:

Keith Shaw - There is a long way to go with LiPoly cells. The cost will really come down as manufacturing ramps up. Fuel cells are not efficient in the small sizes. NiCad’s are not dead.

Geared vs. Direct:

Ken Meyers - Ken showed two very different sized planes with the same motor. The bigger plane had a gear drive . Ken showed the different sized batteries. The gears change the amount of torque. The torque changed the flight dynamics of the motor. An out runner is not designed with higher torque built in so you can’t put a gear box on it. There is a bit of a weigh savings on a out runner.

Cost: Where do they start? At what level does it become cost prohibitive to do electrics?

Jim Young – “The price range is vast, depending on what you are looking to do. Cost can be comparable if you want it to be.”

Keith Shaw – “I did a cost comparison with NiCad cells. What I determined is that the cost should be identical between electric and a good quality 4 stroke system.”

Are NiMH usable in electrics?

Ken Meyers – “Don’t buy the NiMH at discount stores. Good cells can be purchased by KAN or Gold Peak. The discount stores have a high resistance.”

Jack Lemon – “Panasonic 2300 mAH NiMH are useable.”

Ken Meyers – “Use MotoCalc and ElectricCalc to size motor, propeller, and battery. Think about watts not cubic inches when sizing the power for a plane.” Ken suggested using the following formulas to convert from engine size to motor size.

Low to Medium performance - cubic inches / 2 \* 25 = watts  
Medium to High performance - cubic inches / 2 \* 30 = watts

So how do you choose the motor by watts?

Ken Meyers – “You have to find the numbers on the web for each motor. Go to the either the manufactures site or motocalc.com.”

How about watts to lb?

Keith Shaw – “40 watts barely flies 50 some aerobatics 70 decent aerobatics. Over 100 is a very hot plane with unlimited vertical. Finding the correct prop is a different issue.”

What price range should I expect for a 60 sized airplane?

Jim Young – \$300 to \$600 depending on brushed or brushless.

Helicopters?

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# AREA EVENTS...

## AMRCC CONTEST SCHEDULE

Interclub Fun Fly— Sunday, June 5,2005—Scripps Road Field, Lake Orion—10:00 AM  
 Skymasters host the first of a series of Inter-club Fun Flies being held this year. Several local clubs will be participating and hosting their own event later in the year. \*\* Note date change\*\*

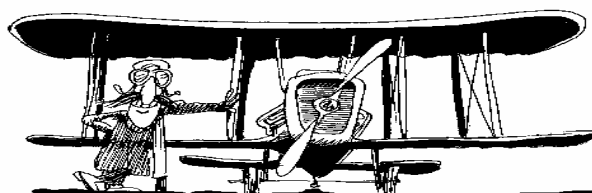
Skymasters Meeting—Wednesday, June 8, 2005—Scripps Road Field, Lake Orion—8:00 PM Summer meetings are short—following student night!

Small Fry, Electric and Sailplane—Saturday June 18, 2005—Scripps Road Field, Lake Orion—10:00 AM Come and see what electric airplanes can do. Any size electric or sailplane. For the “wet” flyers, 2 cycle engines to .25; 4 cycle to .30 ( tow planes any size) High Start, Power Pod or Tow for gliders.

### STUDENT NIGHT AND POTLUCK DINNER

Beginning June 1st and every Wednesday till August 31st at the Scripps road field we will again have student night and a potluck dinner. Bring your family, meat for the grill (or other main dish)- enough for your family, a dish to pass and non-alcoholic beverage. You won't go away hungry! Dinner at 6:00pm rain or shine.

Instructors available at the field all day (weather permitting). Priority given to student flights. Charlie & Dairdre McGlothlin



## SKYMASTERS “JUNE 2005”

SUN	MON	TUE	WED	THU	FRI	SAT
			1 STUDENT NIGHT & POTLUCK	2	3	4
5 INTERCLUB FUN FLY	6	7	8 STUDENT NIGHT, POTLUCK, FIELD MEETING	9	10	11
12	13	14	15 STUDENT NIGHT & POTLUCK	16	17	18 SMALL FRY, ELECTRIC and SAILPLANE
19	20	21	22 STUDENT NIGHT & POTLUCK	23	24	25
26	27	28	29 STUDENT NIGHT & POTLUCK	30		

# May 21st and 22nd float fly Reports

## Chet Brady Memorial Float Fly May 21,2005

The 4th incarnation of the Chet Brady Memorial float fly was one of the best spring float flies we've ever had. Held on May 21st, the weather is always a question. This year we had a perfect day with almost no wind and a decent amount of sunshine. The turnout was fantastic with 28 registered pilots. Gift certificate winners were Gene Thuringer, Jim Held, Gil Esselink, Roger Schmelling and Bruce Doll. (Oh yea, I won too! That never happens <grin>.)

Wade Wiley brought his boat and I brought a kayak for airplane retrieval. Carolyn and Sam Foss retrieved all the short ones by swimming out (and a couple that were halfway across the lake, Brrr.) Carolyn and I cooked cheese burgers and dogs over charcoal. Man were they good! See you all next year!!!

Pete Foss

## Bald Mountain Float Fly May 22, 2005

Sunday dawned brisk with an overcast sky that was an indicator of incoming poor weather. The weatherman had said that we had until 4 PM before the rain would come so we were eager to fly. Two early birds were on site before Chris and I arrived to set up. The water level appeared to be in another county as the lake was so much lower than last year.

With Wade Wiley bringing his recovery boat and Greg Cardillo bringing the trailer we were quickly set up and flying. All told 17 pilots registered and everyone flew. Jim Held had the first flight with his Northstar. Roger Schmelling had his twin Ultra Stick. There were a number of trainers on floats as well as Seamasters.

Chris and I brought 3 airplanes including the 96" Kondor Beaver that will be the Super Prize at the Midwest Regional Float Fly. The Beaver, which will also be a kit review in an upcoming Radio Control Modeler Magazine issue had already flown off land. The floats were installed and the completed bird had been photographed along with the lovely Kelda Brooks adding a feminine touch. It was time to do the flight test off water. Greg Cardillo was at the ready as the Beaver taxied majestically out to take off position. Turning into the wind the throttle was advanced and the big bird was in the air at half throttle just as it had off the ground. It took me a while to get the rudder and aileron coordination worked out but once stabilized the Beaver was breathtaking in the air. Greg got a lot of airborne shots before I set up for landing and an uneventful touchdown. Someone is going home with this wonderful scale airplane. Ticket sales were brisk. Have you bought your tickets yet?

Even for the less than ideal weather there were a number of spectators, many who had never seen a model airplane fly let alone fly off water. There was even one excited guest modeler who stated out loud that he had been flying models for over 30 years and had never seen a float fly. He couldn't believe how much fun it was just watching. A lot of Skymasters literature was passed out.

The kitchen was fired up and cooking as the first raindrops fell. During the casual rainfall we took cover under one of the overhangs, ate and caught up on a few things. The rain stopped for a while and more flying took place. With the rain resuming at about 1PM things were packed up and we headed home.

This really wet everyone's appetite for more water flying (pardon the pun). Take advantage of the Wednesday morning activity at Stoney Creek if you want more float flying during the summer. Contact Jim Held, 248-641-9724 for more info.

Thanks to all who came out and to those that helped out during the event.

Joe Hass



**Greg Cardillo has many more "GREAT" photo's from the float fly. Unfortunately, due to lack of space, I have only include a few. Hopefully the rest will be posted on the web site. More Float Fly photo's on page 9**

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Keith Shaw – “There are a lot of good electric helicopters. Even some as large as a 6 foot rotor. Electrics in helicopters definitely have the advantage of motor dependability. Gears can be lighter. Some of the electrics even have a small motor in the tail rotor, which can be lighter.”

Keith is the youngest person voted into the AMA hall of fame.

Ken says Fly RC is a recommended magazine because they include all of the information about the planes review. Prop, watts, rpm etc. *Note from the president – Ken also said that my reviews in RCM weren't bad either.*

Show and Tell:

Keith Shaw Czech Mate 86 Reno racer 2500 watts in full power. Very fast!

Keith Shaw Fokker DVIII – ¼ scale in post war markings 26x16 direct drive motor 13 lbs.

Keith Shaw Focke-Wulf 47 66" wing span weighs under 2 lbs.

Jim Young - B-29 8cell pack chrome UltraCoat. Plans are available from RCM

Jim Young – Mr. Mulligan – scratch built Aveox motor with 16 cells

Jim Young - Windell Williams

Jim Young - Hughes H1 Astro 020 geared 3 LiPoly cells.

Ron Sokacz – MWRFF first prize is a Kondor Model Products Beaver. The model is guided by a Hi-Tech Optics 6 radio, and powered by a Saito 180. The model weighs around 14.5 lbs.

Gary Weeks – MD A-26 Invader. Scratch built from modified Palmer plans. The plane has a 91" wing span and weighs 14lbs, powered two OS 91 four stroke engines. Covering is UltraCoat buffed with scotch bright and 1000 grit sand paper to give it a weathered look. The plane is guided by 11 servos.

Joe Rubinstein – Bloch 210 64" wing span 5.5 lbs. 2 Astro 020 geared 3 to 1 2-10 cell 1950 NiMH. 8 minute flight time.

Greg Brausa – 16 oz 3 HiTec 55 phoenix 25

Sea Star built with blue foam was 13 lbs and he is trying to get a few pounds out of it. Sorry, didn't get the name of the builder.

Mark Rittinger - BF-109 covered with Harbor Freight Aluminum foil. This is a construction feature in Model Airplane News this month. Wingspan 42 in. Weight 38 oz. With an Kyosho Magnetic Mayhem Reverse-wind. The gearbox is a Master Airscrew 3.5:1 and the battery is an Apogee 3S1P 2480mAh Li-poly.

The 50/50 drawing (\$25.00) was won by Bob Zorn

Gary Weeks wins the show and tell prize of a gift certificate.

## Meeting Minutes

Date: Wednesday May 11, 1005

Location: Larson Middle School

President Joe Hass gives the greeting:

Attendance:

- 28 members were in attendance.

- 2 Guests, Hap Hanna, and his son Alex (7 years old) were in attendance.

On 5/14/2005 there is a Cystic Fibrosis walkathon from 10:00 to 5:00. Volunteers are needed.

The field Opens on the 25<sup>th</sup> of this month with the clean up party. Clean up day begins at 10:00.

Jim Held mentioned the float flying has started at Stony Creek. There were 14 flyers last Wednesday. Flying starts at 9:00

Guest Speakers:

Dave George – Dave has been building and flying for many years. Dave has won awards at the Toledo show, Regional, and Nationals.

Dave mentioned that model turbine engines look, smell, and sound like the engines at Airports because they are basically the same. These are real miniature turbine engines.

Dave brought along a BVM Bobcat. Dave said the plane took about 4 months to build. The finish was silk and dope with many coats of dope rubbed to a smooth finish. Everybody wants to know how fast they go. The AMA wants to keep the plane under 175 mph. The AMA also mandates a simple written test and a flight test. Pilots need to keep a log book to prove that you have at least 20 flights per year. The minimum flight requirement is intended to keep pilots current.

Dave said he tries to keep the plane at a speed less than 125 mph.

The engine is a Ram 500 that can spin at 120,000 rpm and runs on kerosene and turbine oil. 1 quart of oil per 5 gallons of kerosene.

The plane has retracts with large flat plates on the struts, which helps the plane slow down on landing. The speed on landing is about a 40 mph air speed. There is a fuel pump and ECU to drive the engine and an air cylinder for brakes and gear. There is an extra battery for the fuel pump. There are multiple ways to shut the engine down for safety. Turbine engines get very hot, normally 1000 degrees. The heat of the engine can start a fire so it's mandatory to carry a fire extin-

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guisher and water just in case of an emergency.

The turbine is actually very easy to start up. There are a number of automatic monitoring capabilities within the engine to check that the starting sequence is working correctly. The engine starts on Powermax fuel controlled by the ECU. Once the engine detects heat the ECU starts feeding kerosene to the engine rather than Powermax. If anything goes wrong the engine automatically shuts down.

There are 9 servo's in the BVM Bobcat, mostly for redundancy. 2 aileron control surfaces, two rudder surfaces, and 2 elevator surfaces. Dave is living proof that this works. As it happens, Dave lost an elevator servo and the other elevator surface took over. There is capacity for 80 oz of fuel on the Bobcat. The engine burns 6 oz of fuel a minute on average. Most flights are about 10 min. There is also a header tank in the front to filter the fuel and get rid of all air bubbles to prevent flame outs.

Dave told a story about his first jet flight. Dave basically said take off and flight was very steady and predictable. Pretty "easy" by his description. Dave said he was very nervous about the landing but it was pretty easy as well. Dave said the real difference between the prop planes and turbines is the fact that they accelerate differently. He said turbines tend to keep accelerating to a much higher speed, and piston engines will hit a terminal speed much quicker.

The BVM Bobcat can easily take off and land on grass.

Show and Tell:

Dave Shea – Great Planes Extra 300S "Swap Shop Special" OS 46 AX, 6lb 4 oz Dave says "the plane torque rolls nicely and flies well".

Chris Hass – Hot Rod. AXI 2204, 4 - Waypoint 060 servos, Guided by a Berg 4 channel receiver, and powered by 3 – 1200 mAH hi discharge Li-Poly cells. The plane weighs 8.5 oz

Ron Sokacz – MWRFF Super Prize is a Kondor Model Products Beaver. The model is guided by a Hi-Tech Optics 6 radio, and powered by a Saito 180. The model weighs around 14.5 lbs. The first flight test was accomplished. And photos taken for the RCM review.

The 50/50 drawing (\$21.00) was won by Paul Zabawa

Show and tell was won by Chris Hass



# INTER CLUB FUN FLY' IV



# JUNE 5 2005





# 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)



PHOTOGRAPHY by  
*Greg Cardillo*



## 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 2005 is 94 dBa at 10 feet—this noise rule is strictly enforced.

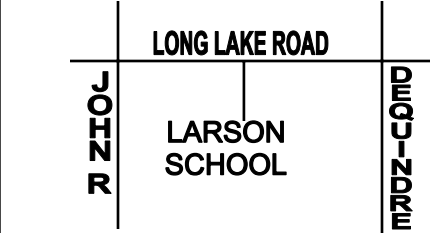
In the summer, Wednesday evenings are Student Nights and there are usually instruc-

tors around all night is also a 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 (586) 977-1404.

### SCRIPPS ROAD FIELD



### WINTER MEETINGS



From June to August, Club meetings are held at the field, on the second Wednesday of

the month at 8 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!