



Academy of Model Aeronautics

Chartered Club #970
10 Year Gold Leader Club

Skywriter

Top Gun 2010



Chris Hass beat out 2009 Top Gun Scott Abbott and four other pilots to take back the Top Gun title. Chris flew a Aero-works 106 inch wingspan Extra 300 powered by a 100 CC motor.



2010 Club Officers & Appointees...

President:	David Wendt	4549 Sedona	Clarkston	48348	248-969-8738
Vice Pres:	Paul Zabawa	PO Box 138	Metamora	48455	810-678-3332
Secretary:	Dan Stolz	1311 Pondview Ln.	Oxford	48371	248-236-0206
Treasurer:	Bob Donohue	3323 Baldwin Woods	Orion	48359	248-915-9791
Editor:	Pete Foss	562 Tanview Dr.	Oxford	48371	248-236-0676
CFI :	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

PRESIDENT'S MESSAGE...

August was quite a month for the Skymasters. We started out with a brand new event, the Heli Fun Fly. New events are particularly difficult to plan. Adding to the difficulty was the fact that this was the first helicopter event the Skymasters has hosted. Paul Goelz volunteered early on to plan and execute the Skymasters Heli Fun Fly. Paul produced event rules, planned the food and ran the event. I have to say Paul did a spectacular job. When the event day arrived nobody knew if we would have 5 pilots or 25 pilots. I certainly did not expect the turnout we received. The Skymasters parking lot was absolutely full. I don't think I have ever seen our field host an event that large. The pilots began arriving at 9:00 a.m. and were still flying at 5:00 p.m. Hats off to the helicopter pilots, they know how to have a great time.

On the 11th of August, Skymasters field was the site for our annual fish fry. I was disappointed because I could not attend this year. My family reunion was held at Cedar Point and my daughters were not going to miss a chance to ride the coasters. I'm told that the Fish Fry was a great success. Thank you Joe Hass for stepping up and making sure everything ran smoothly.

Finally, the Top Gun competition was held on August 22nd. Top Gun is an internal Skymasters free-style competition. The winner gets bragging rights as the top Skymasters pilot for the year. The event is also a chance to bring the family to the field and enjoy a corn roast. This year we went the whole hog so to speak and added a pig roast to the menu. You can read more about each of these events in the articles listed by the event directors.

Next on the line up is the Skymasters 20th annual Midwest Regional Float Fly. Greg Cardillo will be the event director. Greg is working on setting up teams for the kitchen staff, retrieval boat crews, setup and tear down, and all the other teams necessary to support the float fly. All we need is you! You can register on line at <http://www.skymasters.org/events/midwestregional/register.php>. The Midwest regional Float Fly is one of my favorite weekends of the year. We have some spectacular pilot prizes this year donated by our many sponsors. Come and join the fun.

David Wendt

Student Night



Student night has been very successful this summer. On the left, Dave Gorka with his Tower Hobby Trainer with David Wendt on the buddy box. While on the right, Joe Hass with Carey and Marv Neal and their Hobbyzone Super Cub after one of many successful flights.

Heli Fun Fly

The weather cooperated, 51 (yes, fifty one) heli pilots signed in, and the first (annual?) Skymasters Heli Fun-Fly was just that.... a lot of fun. We had big ones, little ones, a couple scale helis and one turbine powered heli. We started with four flight stations but dialed that back to just three after some input from the 3D crowd that they felt a bit confined. Three worked out just fine, with all three in use most of the time. The way we set it up, the two end stations were available for forward flight as well as 3D. The center station was reserved for 3D only, and that seemed to work great.

An interesting side note was that of those 51 pilots, I think there were two or maybe three pilots on 72MHz. All the rest were on 2.4GHz. How things change!

We had four crashes that I was aware of, none serious. No mid-air. For that many flights, I think that is pretty remarkable. Thanks guys for being aware of the rules and flying safely.

Those of you who left before 5:00 probably missed the cool tandem demo flight after most folks had left. Tumbling loops around another heli doing a chaos. Dual death dives stopping just off the



deck. Coordinated tick tocks. And the list goes on. The routine ended with dual autos. Pretty slick.

Ron Bernot and his wife Rita did a GREAT job with the food. We had plenty for all, and cold drinks throughout the day. Thanks Ron and company! I'd also like to thank the folks that helped at the sign in table and others who pitched in and became deputy event coordinators throughout the day. It was most appreciated.

And of course, I must thank the businesses who donated prizes.... we had enough so that about 2/3 of the pilots won something. Gift certificates and a gallon of 30% from Flightline, gift certificates from Prop shop, blades from Cermark, tools from Ross Jones at RJR CoolTools, Castle Creations and Hobbico.

I'm beat but I had a great time. Next year?

Paul Goelz

PS. I'd also like to thank Scott Abbott for his invaluable brainstorming input as we were thinking through the physical layout and the field rules.



Fish Fry

The 2010 Fish Fry on August 11 was a complete success!

Over 75 members, guests and visitors enjoyed a bountiful seafood feast. Unfortunately, President David Wendt had to be out of town but he bought all the fish and supplies prior to his departure. A variety of members set up the 4 fryer kitchen area.

Volunteers Duke Dukelow, Gary Wells, Bill Dezur and Chris Hass manned the fryers. The recent high school graduation obviously was productive as Chris knew his way around the fryers and quickly "trained" the rest of the "kitchen staff". Greg Cardillo and Pete Foss manned the grill for the burgers, dogs and other items for those that did not prefer fish. Multiple other members set up the tables and brought plenty of accompanying dishes and desserts to share.

There was a longer than typical pause in the "Student Night" flying, and the table area was noticeably quieter during dinner time, a great indication that everyone was enjoying a fantastic meal.

Thanks to all who helped put together another enjoyable evening of dining and flying.

Joe Hass



A very nice dinner of fish, salads, etc. was had by all. On the right it looks like Miss McConkie decided "Life is short - eat desert first"!



Before and after we ate, the flightline was a very busy place with pilots and students with their instructors filling up the flight stations.

Corn Roast and TopGun

With the help of several volunteers the 2010 Corn Roast/Top Gun tournament was smooth sailing. It started at 6:00 am when Greg Cardillo helped build the grate system to hold the pig. By 6:20 am the pig was over flame and roasting away. Pete Foss and Greg Cardillo manned the grills and steamed and roasted 12 dozen ears of corn, four chickens, hamburgers and about 2 dozen hot dogs. Thanks to Fred Engelman for supplying the hamburger buns and Joe Rubinstein for supplying the coleslaw. By noon the internal temperature of the pig reached 160 degrees and the pig was ready to pull off the roaster. 95 plates were served in what can only be described as an outstanding success! Thanks to Sharon Edwards and Suzanne Krohn



for carving the pig and Alyssa Cardillo and Carolyn Foss for serving the corn and prepping the dining area.

Very special thanks to Joe and Paula Hass for organizing everything necessary to run to the Top Gun competition.

This year the wind was strong and blowing directly in the faces of the top gun pilots. Each pilot was allowed



3 minutes to impress the crowd with their own freestyle flight routine. I have to admit I was somewhat worried about flight line infractions because of the wind direction. I am happy to report there were no flight line infractions and it turned out to be a very clean competition. This year Chris Hass took back the Top Gun crown with an impressive 3 minute display of 3D aerobatics. Chris was flying his Aero-works 100cc Extra 300. The individual scoring was as follows:

Chris Hass	215.0 Points
Scott Abbot	188.5 Points
Joe Hass	174.5 Points
Frank Genovese	161.0 Points
Pat Norton	148.0 Points
Larry Louzon	95.0 Points

Thanks to all the pilots who competed. It takes a lot of guts to fly a three minute freestyle routine in front of 90 plus people. All of the pilots did a fantastic job!

David (*Master Pig Roaster*) Wendt





Skymasters R/C Club

We'll Teach you to fly!

Join the Skymasters Radio Control Club for our **20th Annual** Event

Midwest Regional Float Fly

Saturday/Sunday September 11-12, 2010

Island Lake Recreation Area, Brighton, Michigan

Check in at 8:30AM; Event flying from 9:30AM each day!

"The best float flying site I've ever seen!" – Dave Brown, Past President AMA

Open Flying both days!



Super Prize!

Judged Competition

Saturday Night Dinner

40 acre clear lake

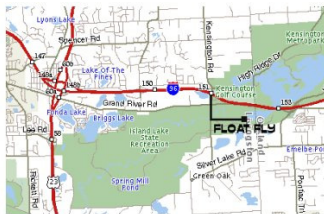
1,000 feet sand beach

6 acre lawn/picnic area

Flying open to AMA members



**As seen in
SKS Videos and
February 2009 Flying
Models Magazine**



- Lots of Parking
- Refreshments available at event
- Pilot Door Prizes

**Public
Welcome!.**

•Great chance to see this exciting hobby!
Island Lake Recreation Area is located on the south side of I-96 at Kensington Road. 12 miles west of I-96/I-275 or 3 miles east of I-96/US-23.
All cars need State Park sticker – available at event.

For more information call Greg Cardillo 248-431-5562

On the web at www.skymasters.org – Email at floatfly@skymasters.org

The 2010 Midwest Regional Float Fly is fast approaching... It takes support from many members to make this event go smoothly - both behind the scenes before the event, and of course the days of the event. To 'spread the load' - members have taken ownership of various areas each year - and insure that area is covered. This year we are looking for a 'point person' to coordinate manning the retrieval boats.

The other areas already covered include:

- Friday Setup - Steve Fredericks
- Raffle Tent - Neil Krohn
- Registration - Fred Engelman
- Impound - Ron Sokacz
- Flight Control - Roger Schmeling
- Kitchen - Bill Dezur

These can all use additional volunteers - contact the coordinators (or Greg) if you will be available to help out...

More people helping makes for easy work!
Thanks for your support!
Greg Cardillo

2010 Midwest Regional Float Fly Registration

Name: _____ **AMA or MAAC#:** _____

Address: _____ **Club:** _____

_____ **Email:** _____

Evening Phone: _____ **Daytime Phone:** _____

Primary Aircraft Model: _____ **Manufacturer:** _____

Primary Frequency: _____ **Additional Frequencies:** _____

Pilot Registration:

By 8/31/10: _____ @ \$15

Late Entry: _____ @ \$20

(By postmark date)

Judged Events:

Sport: _____ @ \$5

Standoff: _____ @ \$5

Scale: _____ @ \$5

Cookout Reservations:

Adults: _____ @ \$10 each

Children: _____ @ \$7 each

(12 and under please!)

Additional Purchase:

30 Raffle Tickets _____ @ \$20

2008 SKS DVD _____ @ \$15

Total Enclosed: \$ _____

Make checks payable to Skymasters. Mail to: Skymasters; %Greg Cardillo; 2086 Cedar Key Ct; Lake Orion, MI 48360

PROP WASH...



Joe Finkelstine

Hi all,

Those of you who have been in Skymasters for more than about 5 years may remember I used to write a column for our newsletter each month. Well, after some gentle prodding by your current BOD, I have decided to return with keyboard in hand to rant, rave, and express ignorance with total bliss. My old column, Prop Wash, is once again alive. Like the previous version, I will mix things up from technical to just plain gibberish when I am out of ideas. For now, I actually have a plan for the first few columns. So let's get started.

Several of you in the club now either own, or have thought about owning a helicopter. I want to spend the next few (perhaps several) columns describing some answers to questions I often get from newcomers and others at the field on helicopter set up and operation.

Before I do that though, I want to introduce you to the official heli instructor list at the club as of August 10. Right now, it consists of Scott Abbott and myself. I am looking for additional heli pilots to join the instructor ranks, so if you are interested, please see or contact me. Besides being a better pilot than me, Scott is also great at helping newcomers with one of the most daunting tasks, and that is initial helicopter setup. Being the experienced instructor I am, I take great pleasure in delegating everything to Scott and leave walking around looking important to myself.

For the rest of this column, I want to discuss the most frequent question I get and that centers around what type of helicopter would I recommend to start out with. This is a bit more complex than it sounds and my answer usually does not provide one particular model or type. One of the first questions I ask back to the questioner is if they have any decisions already made. The reason I ask this is that given the tremendous explosion of small electric helis over the last year, they may be looking along those lines and any discussion from me outside electric will be ignored. This is a necessary starting question nowadays.

From a recent historical standpoint the small, easy to fly electric helis are without a doubt (at least in my opinion anyway) the primary reason that helicopters are now a strong portion of our hobby. When I first started in helis at our field, I was one of the only ones flying them for a few years, but this is no longer the case at all. Electric helis present many conveniences and a few challenges as well. Many people in the club, who would have otherwise never touched a helicopter have one of the small coaxial helicopters (MCX, etc) - These are the small helis that fit in your hand, usually have two counter rotating blades and are a riot to fly. Often, the person asking me about what to get is really asking me "what should I get next, after I discovered I like the small coaxial?"

If they already are set on electric, my next question centers around how much time are they willing to spend (timewise) on learning, and how much are they willing to spend (\$) to get the heli airborne. While these questions are pertinent to both gas and glow, they are a bit more pointed for electric. The reason being that for electric, the inflection point (cost wise) to me is the 450 size fully functional heli. These helis have become quite common as their coaxial cousins, and they can now be ready to fly for under \$400. The next step up is typically an equivalent to a 50 size glow heli in electric and the investment to get it airborne is now near, if not more, than an equivalent 50 size glow heli. If they have seen someone at the field flying a 50 or 90 size heli, it helps frame the size they are thinking about and their decision point.

From a performance standpoint, electrics have now surpassed glow in terms of power available to the blades (at least for 5-6 minutes of a fresh Lipo pack). Either power source is more than enough for most of us sport flyers. If the person I am talking with really gets into Helis they will chart their own path and figure things out for themselves. The rest of us mere mortals (me included) can suffice with a good Lipo or a gallon of fuel and have fun zipping around.

There are many good Points I share with my inquisitor about electric helis

- ◆ Generally, no field equipment (glow driver, starter, etc.) needed.
- ◆ Plug 'em in and go fly.
- ◆ No oily mess to clean up.
- ◆ Can be powered for strong aerobatics, or just leisurely flying, or anything in between.

There are a few potential drawbacks, especially if the heli is 50 size (Trex 600 for example) or larger

- ◆ Individual Lipo Packs can get expensive (although price points on Lipos is definitely downward).
- ◆ Initial motor and speed control often cost more (sometime substantially) than a glow.
- ◆ Electric helis often require hi rating Lipos (often 30C or better) and these packs are problematic heat wise in my experience. I continue to see many of them puff after less than 50 cycles.
- ◆ Ask Joe Hass or Scott Abbott about Lipo fires.

If the person I am talking with is still interested in glow options, I discuss the 2 most popular sizes, that being a 50 size and 90 size. For most beginners/intermediates who go the glow route, I highly encourage them to start with a 50 size. These are small enough to be easy to transport, have many good models to choose from and are not intimidating as a 90 hovering close making all that prop wash noise. The good points I raise about glow helis:

- ◆ They burn stinky, sticky, oily glow fuel, that some of us actually like the smell of (if you are younger than 35, this will make no sense to you).
- ◆ The heli runs as strong at the end as it does the beginning (Lipos poop out at the final 25-35% of their charge in my experience).
- ◆ If you are willing to buy used, a 50 size glow heli can be purchased for much lower cost than an equivalent 50 size electric typically. Even with all new equipment, they will often be less expensive than equivalent electric from 50 size up.
- ◆ If the wind is blowing from the North, you can fog the entire flight line and keep the bugs away.

The negatives I point out are:

- ◆ You will need field equipment - if you fly airplanes already, your additional equipment typically is just a starter wand.
- ◆ You will have to clean up the oily goo off your heli (If you are like Scott, you meticulously clean your heli at the end of each flying session, if you are like me, you clean it once a season whether it needs it or not).
- ◆ Heli glow engines have a voracious appetite for glow fuel. They typically spend the majority of their time running between 15,000 and 20,000 RPM.
- ◆ You will occasionally be greeted with a cantankerous engine that requires some persuasion to get running.
- ◆ If you leave fuel in the heli, bring it in the house and drip fuel on the carpet, on second thought, let's not go there.

So, at last here are my recommendations

1. Get a good simulator and learn to hover and move around on the sim before you fly at the field with anything more advanced than the little coaxial. While learning to fly an RC airplane without a sim is straightforward, there is much to be gained for helis on a sim. All 4 channels are used on a heli all the time. The best spot to become instinctual with the sticks for a heli is the sim.
2. Practice on the sim (see #1 above).
3. Avoid the seemingly irresistible urge to bling your heli out - they run just fine in stock configuration, particularly when you are learning. Those cheap \$25 dollar wood blades don't look so bad when you discover your little tiny tail boom strike just shattered a \$125 set of carbon blades that made your heli look cool.
4. If you are set on electric, pick out a good 450 size that is fully functional - I.E. full collective, driven tail rotor, etc. - Lots to choose from here. If you are OK with the cost, forget the 450, go to a 50 size electric right away.
5. If you are OK with Glow, start with a 50 size glow. If you have no fear, go for a 90.

Just like our planes, the bigger the heli, the easier they are to fly. I mostly sport fly, and my 90's are much easier to fly around than those damn squirrely little electrics I see sometimes. I can actually fly true hands off in hover on my 90 for over 30 seconds - I did it once. So to those of you who think I am anti-electric, I can assure you I still have an open mind, but like many old coots in the club, I still prefer glow.

In the next few columns, I am planning on taking on other questions I get all the time involving those mysterious electronics like heading hold gyros, governors, CCPM, cyclic and collective, etc. My goal is not to make you study for an exam (although if you take my Astronomy 1030 class I am teaching at Macomb Community College, I will) but rather just understand a little more how these whirling crazy contraptions actually fly. Did you ever notice that Scott Abbott and Chris Hall always seem to be smiling after flying their helis? - they are fun (Actually, Chris is still learning, so the pucker factor is still a bit high!)

Till we meet again, I hope you leave the field with as many parts as you came with.

Joe F

UPCOMING SKYMASTERS EVENTS

Stony Creek Float Flying - Wednesdays Thru October

Stony Creek Metropark - 9:00 AM

Every Wednesday the weather allows. Come fly off water at Stony Creek Metro Park on Wednesday mornings. Flying from Winter Cove. Contact Jim Held for more info and to get on mailing list for cancellations.

Please send email to jimwheld@wowway.com for flying status at Stony Creek or phone Jim Held at 248-641-9724

Student Night and Potluck - Wednesdays Thru Summer

Scripps Road Field, Lake Orion - 10:00 AM

Every Wednesday thru Labor Day! Instructors available all day (flying dependent on weather conditions) - Potluck Dinner at 6pm Regardless of the weather! Bring meat (or other) for the grill, a dish to pass, and non-alcoholic beverage. "We always eat, we sometimes fly!"

Bring the family and come out and join us! Spectators welcome!!

TOPS Meeting - Wednesday, September 8, 2010

Larson Middle School. 2222 E. Long Lake Road, Troy - 7:00 PM

Full scale pilots club meeting, Skymasters welcome to attend.

Midwest Regional Float Fly - Saturday/Sunday, September 11-12, 2010

Island Lake State Park, Brighton - 9:30 AM

This is the big one! Float flyers from all over the Midwest bring all sizes, shapes, and color of aircraft imaginable and fly them for two days solid. A blast! Flying starts at 9:30 AM both days!

Seven Lakes Float Flying - Saturdays - September 18th thru October

Seven Lakes State Park - 9:30 AM

Fly off the water of Big Seven Lake and Seven Lakes State Park. As long as the weather allows - the last float flying of the season...

Starts Saturday AFTER Midwest Regional Float Fly!

Skymasters Meeting - Wednesday, September 22, 2010

Larson Middle School. 2222 E. Long Lake Road, Troy - 7:00 PM

Program TBD

Skymasters Meeting - Wednesday, October 13, 2010

Larson Middle School. 2222 E. Long Lake Road, Troy - 7:00 PM

Program TBD

Skymasters Apparel

To order Skymasters hats, shirts, jackets, etc. please call Creative Embroidery at (248) 628-9351 or creativeemb@att.net

Sponsor of the Month: Chris Wrigley at Nankin Hobby in Farmington has been a great supporter of Skymasters in the past, especially as a sponsor for the indoor flying. As you may know, they had a fire a while ago that destroyed the store. We are happy to announce that the store has reopened. Please keep them in mind for your hobby purchases.

33350 Nine Mile Rd. (Nine Mile and Farmington Rd.)

Farmington, MI 48336

248-919-0040

<http://www.nankinhobby.com/>



SKYMASTERS RADIO CONTROL CLUB OF MICHIGAN

Pete Foss
562 Tanview Dr.
Oxford, MI. 48371

Web site: www.skymasters.org
Email: newsletter@skymasters.org



PHOTOGRAPHY by
Fred Engleman and Greg Cardillo



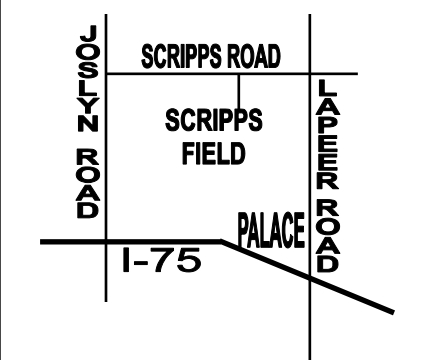
Skymasters Information.....

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

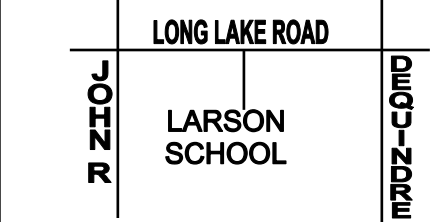
In the summer, Wednesday evenings are Student Nights and there are usually instruc-

tors around all night is also a

SCRIPPS ROAD FIELD



WINTER MEETINGS



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 (586) 977-1404.

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 7:00 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!