

Chartered Club #970
11 Year Gold Leader Club

Skywriter



Gary Weaks brought in his beautiful North American T-28 B, plan-built from Dave Platt plans. WS is 81", Weight 17.5 lbs, engine is an Evolution 40 cc gas. The plan has retractable gear, working flaps and releasable bombs. It is finished with Ultracoat.



2011 Club Officers & Appointees...

President:	Greg Cardillo	2086 Cedar Key Ct.	Lake Orion	48359	248-393-1056
Vice Pres:	Neil Krohn	722 Leinster	Rochester	48309	248-375-0908
Secretary:	Dan Stolz	1311 Pondview Ln.	Oxford	48371	248-236-0206
Treasurer:	Bob Donohue	3323 Baldwin Woods	Lake Orion	48359	248-915-9791
Editor:	Mark Smith	1955 Hopefield	Lake Orion	48359	248-391-5970
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:	Randy MacInnes	8189 Easton Rd S.	Clarkston	48348	248-394-0414

President's Message...

Welcome to another edition of Skywriter! February was a busy month for us – and some traveling for me as I finish this letter at 33,000 feet.

FAA and Model Aviation – Important update!

As many of you are aware, the AMA has been involved in discussions with the FAA about the upcoming rules proposal regarding UAV aircraft – and whether our modeling activity will be 'in scope' of such regulations. At this point we just do not know what the rules proposal will contain until it is released this summer. AMA is actively working with Congress to enact legislation that will place our activities (recreational flying of model aircraft within line of sight) outside the scope of any UAV rules put in place by the FAA. An amendment has been approved by the U.S. Senate that we need to make sure remains in the final version of the bill. AMA is asking members to contact their representatives in Congress. Sample letters are available on their website – as

well as identifying the proper contacts based on your address. See the latest on AMA's website – and let your voice be heard (<http://www.modelaircraft.org>).

Winter Indoor Flying

We held some extra sessions this past month in evenings, as some time was available at Ultimate between leagues. Hopefully those of you that can't make the daytime flying were able to make one of these sessions. Another month to go before we wrap up for the season at the end of March.

Open House

Thank you Steve for your hospitality! For those that missed it, Steve opened his workshop to area R/C pilots for an Open House on February 5th. Model airplane talk (and trains too), donuts, and coffee made for a good time. Steve

is planning another Open House on March 5th – flyer inside.

Upcoming Meetings

March 9th will be our annual "In the Bones" meeting... This is a chance for members to show their not yet completed models that they have been working on this winter. The more – the better – so bring in your latest project to share!

We are working out the details



for a March 30th meeting – watch for more via email or on our website!

Andy Lowe, from ElectroDynamics will be joining us in April to discuss new battery technologies and his line of electronic accessories. Andy runs his business locally – based in Livonia. See more about his company at <http://www.electrodynam.com>.

Volunteers – Thank you and Help Needed...

The risk when I start thanking people for their help is that I will miss someone... so I will apologize in advance for the times that I do. Many members pitch in and contribute to the success of this club – and all those efforts are appreciated. Last month I asked for a couple of volunteers...

I would like to thank Bill Dezure

for offering to coordinate the cooking activities for the Fish Fry! I would also like to thank Greg Brausa for volunteering to assist with the newsletter mailings each month. While the majority of our members/friends receive the newsletter electronically, we do have members and manufacturers/distributors that still need/want a printed copy.

We are still looking for an Event Director for our Electric Fly. If you are interested in finding out more, please let me know!

Bald Mountain Involvement Day is fast approaching – Saturday, April 16th. As we realize our newer members may not understand the history and importance of this day, Bill Stark – our Park Liaison and former Manager of Bald Mountain Recreation Area - has provided some background information about this event (elsewhere in this issue). I again encourage you to set the date aside and come join us. More details on specific tasks are being discussed with the Park. Look for more information next month.

Toledo Expo

One of the sure signs that spring is near is the annual Weak Signals Toledo Expo. Held at the Seagate Centre in downtown Toledo, this show combines a swap shop (upstairs), with a trade show (main floor) and symposiums on various R/C topics for a weekend full of modeling fun! Club members Allen Mrock and Ross Jones both have booths on the main floor, as do many of our sponsors. If you've never made the trip – whether for a day or the weekend – give it a try... If you have questions, many of us have been there regularly – just ask – or check their website at <http://www.toledoshow.com>.

Happy Landings!

Greg Cardillo

WHATS UP WITH THIS INVOLVEMENT DAY AT BALD MOUNTAIN?

While doing some research last week preparing for this newsletter article, I glanced at the 1988 Skymasters roster. I found just a few names that are on our present roster list. I also know that in the past few years, it has been very difficult to get many of our members to participate in this important work day. That is not too surprising when you consider that the majority of our members have absolutely no idea why we have an "Involvement Day", and the difficult road we traveled to be able to fly at Bald Mountain.

When we first started "Involvement Day" in the early 90's, virtually all of our members had experienced the many battles we fought with neighbors and the township. Those members from the 80's and 90's remembered well the "vagabond" history of the Skymasters R/C Club of Michigan. The club had flown at many sites over the years but had been constantly pushed out for many and varied reasons. The letter from President Tom Weiss in 1985 to park officials requesting that a flying site be developed at Bald Mountain Recreation Area stated that Skymasters had been searching for a permanent flying site for 10 long years. The Skymasters in 1985 were tired of being booted out, usually because their flying site was to be developed. They felt that a site on state land would be more permanent than sites that they had used be-

fore. I am not sure that they had any idea of the violent storm that would await them in Orion Township.

Several of the Skymasters old timers approached our Parks Chief at the time. His name was Jack Butterfield, a deeply respected park official who had worked himself up through the ranks. He was



a special friend and mentor to me. Jack immediately took a liking to the group and especially to Chet Brady. Jack was a "hands-on" chief, and visited the Park site that the Skymasters were hoping to develop, and also attended a Skymasters meeting with me. Jack eventually approved a site to develop, but true to form, it was where he wanted it – on Greenshield Road. Jack also required that the club acquire a resolution from Orion Township officials approving the development of a flying field and the site, and a public meeting with special invitations to all neighbors be held. At the public meeting, a resident living on

Greenshield Road presented park and township officials a list of names that were against a flying site in their neighborhood. Every person living on Greenshield Road had signed that paper. After many meetings with neighbors, township and park officials, Skymasters received their approval, and in spring of 1986, the site was developed. All development expenses were borne by Skymasters members. The first battle had been won, but the real war was just about to begin.

I don't know the exact date in 1986 when Skymasters members first flew on Greenshield Road, but I am quite sure that that was the same day that my office began getting the complaints from the neighbors. "Those damn planes are too loud" or, "those planes sound like a bee hive and I can't get any peace any longer outside. Even when I go inside all I hear is those damn bees". One neighbor kept complaining that the planes were flying behind the flight line and over his horse pastures and paddocks. "Those planes are scaring my race horses and the horses are going to break through my fences and be injured." The same complaints were heard at Orion Township Hall and Parks Division in Lansing. Soon, the neighbors were calling Oakland County Sheriff Department to complain. And shortly after they were pushing for enforcement of the township's sound ordinance, stating that the club was exceeding the maximum allowable sound at the property line. Within a few weeks of the opening of the field, neighbors de-

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manded a meeting, and park and township officials, Skymasters representatives met with the neighbors and their attorneys. When the neighbors did not get the answers they were looking for, they threatened us with lawsuits.

As complaints of excessive noise and flying beyond the park boundaries continued, the Skymasters purchased a decibel recorder for the park staff. I can't tell you how many times after receiving telephone complaints I snuck into the woods just east of the flying field with the decibel meter and in line with the flight line. I can happily report that on no occasion was I able to get even a blip on the meter although I did receive meter movements from the gravel trucks on Greenshield Road.

Some of these neighbors on Greenshield were friends of mine. One dear lady in particular would beg me to come and listen to those planes and would be crying when she met me at the door. She understood the dilemma that I was in, but just wouldn't get used to those dastardly planes. There were near fights at the field when unhappy neighbors stopped to complain and some of the more "aggressive" Skymasters were ready to "take them on". Thank goodness they eventually found their composure.

The battles continued with the neighbors eventually resulting in the club having to re-locate to the present field in 1990. Our present

field was a recommended site by both our most disgruntled neighbor and the Orion Township Supervisor. Again, the club developed a new more expensive flying site which required a great deal of earthmoving, and construction of an entrance road. Again, all expenses were again born by the



Skymasters. The complaints began to diminish, but by 1994, a new Township Supervisor and new Township Board passed a resolution asking the Skymasters to "move again, to a site that is a minimum of two miles from any residence".

I don't recall how we handled that last complaint, but we must have placated the right people because we are still flying at this site.

One thing hasn't changed since that letter arrived from Tom Weiss in October 1985. The park staff and park administration in Lansing has supported us through all these years. It certainly would have

been much easier for them to just tell us to get lost. Bald Mountain Involvement Day was a way for the Skymasters to say thank you for partnering with us. The members at the time we so grateful for the support from Parks Division during this very difficult period and were equally thankful for not having to look for another flying site. That support for Skymasters was the genesis for Bald Mountain Involvement Day.

What we members have to remember is that we are dealing with an entirely different park staff, and an entirely different Township administration. Few of them remember the struggles of the eighties and early nineties. It now becomes "What have you done for me lately? Involvement Day is so important for us to keep good relationships with park staff and Parks Division. It is also important to support Orion Township events when possible and spontaneously help neighbors when a kid is having a birthday party – thanks Joe and Roger. It will pay huge dividends!

If we don't support our park, community and neighbors we just might be pushed out again and be looking for a new flying field site. Remember, it is "what have you done for me lately?" Please set aside April 16 on your calendar, and come help us. We want to show our new Park Manager, Tom Bissett that we are very thankful for his and his organizations support.

Bill

Skymasters Apparel

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

SWAP SHOP



SKYMASTERS 2011 SWAP SHOP ANOTHER SUCCESS

Once again we had one of our classic Swap Shops combining a bit of a free for all with organized chaos. It all came together because of the work of dedicated Skymasters and many of our guests.

This year had its challenges as a band concert had been inadvertently scheduled at the same time. The airplane gods were with us as the concert was postponed at the last minute to give us full use of the facilities. The weather was perfect.

Set up began as other student events were still taking place in the cafetorium. Some folks who wanted tables also helped set them up! Deals were being made from the time the first 2 folks showed up! When the appointed starting time arrived swapping and shopping was already in full swing. There were a lot of deals to be had. In addition to selling 50/50 tickets Paul Zabawa worked with Chris Hass at the admission table. Greg Cardillo provided event flyers for our upcoming summer flying season.

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Overall attendance was very, very close to last year.

As we have done in the past two prize sessions were offered. Thanks go to Flight Line Hobby, Prop Shop, Hobbico, Horizon and Ross Jones of RJR Cool Tools for their generous support. Special thanks go to Neil Krohn for providing some of the prizes. David Wendt won the major prize, a 40 size You Can Do.

Not only did the Dezur team man the kitchen but again this year they personally paid for all the food and donated all of the proceeds to the club. For the first time ever all of the food was gone. Paul Shurtliff helped with the kitchen duties. Steve Fredericks brought the coolers out of storage.

A number of past members donated items to be sold during the evening with the proceeds going to the club. The live auction was a bit light this year but again many members, after completing the sale, donated the proceeds to the club.

My thanks to all who came and helped make it another memorable event.

Joe Hass
Event Director

PROP WASH...



Joe Finkelstine

Hi All

Well, I was stumped for a topic for this column until I took part in two swap meets as a seller over the last few weeks. The most recent was at the Chesaning area RC swap meet. This swap meet has traditionally been one of the biggest in our area and I have gone to it as a buyer or seller (sometimes both!) for over 10 years now.

Swap shops have been both a boom and a bust for me, and I am always fascinated by what I see, especially the people. When I started in the hobby, swaps shops were quite an event, and the biggest one I attended was the swap shop at the annual Toledo RC expo, held upstairs to the main exhibit floor. I used to plan the better part of 1 day just for that swap shop.

The first glimpse I saw that something was changing was when the Toledo RC club hosting the event forced most vendors out of the swap shop that had competing products for sale with vendors on the main floor. I witnessed several heated debates that year, and

starting with the next year, it never had a sellout again that I could tell. I also saw this at Chesaning this and last year and it got me wondering if it is a fundamental change, or just a bad economy.

Our swap meet is small by design, so it is difficult to compare it to any others, but what surprised me was what I witnessed at Chesaning. There was a difference in both buyers and sellers I sensed this season. More on that a little later. First, I want to pick on the sellers at swap meets.

Normally, when I go to a swap meet as a seller, I make the conscious decision to price my stuff for sale at what some would say are very low prices. I have made the decision that I want use of the money for my next hobby purchase, rather than keeping the thing I am selling. The alternative is to price the item for I think it is worth, and then almost certainly take it home with me after not selling it. One thing that has been quite consistent over the years is the failure of many guys selling to understand a basic pricing truth. Whatever you have to sell is worth

what the market will pay, not what you paid, think is "fair", or some percentage of original list price. Let me pause a minute to let that sink in...

We have all seen classifieds where someone lists the price of every component in an attempt to help the reader "understand" the asking price. Never mind for the time being that everything is used, many components have better updates available for a lower price, or that some of the parts are in questionable condition. The interesting thing I see when this occurs is that the ultimate asking price this "price originally paid" model derives, is almost always higher (usually much higher) than what similar items are selling for. It is if the seller is attempting to suspend the laws of supply and demand.

Before you respond with the "seller has the right to set whatever price they want" to me, I understand that freedom, but it still fascinates me to watch these sellers return year after year with the same overpriced goods for sale. They must be saying something

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**20th
ANNUAL**

**OVER
120 Tables
Available**

FLINT'S R/C SWAP MEET

SAME GREAT LOCATION

SPONSORED BY
The Flying Aces R/C
Club
Swartz Creek, MI
And
Southern Lakes
Parks & Recreation
Serving Fenton,
Linden & Fenton
Twp.

**DEALERS
WELCOME**

OPEN HOUSE



Steve Fredericks talks to Bill Dezur about his Piper J3 Cub - ¼ scale, with 81" wing span, covered with Yellow Cover Rite and will be powered by a Saito 80.



Sherman Dickson's ~ Nieuport 28 Biplane, ¼ scale, will have a Fuji-Mac BT 24 gas engine, 80" wing, Solartex covering and weigh about 12 lbs.

By:
Fred Engelman

OPEN HOUSE

Steve Fredericks invited anyone interested in RC Aircraft and Trains to his workshop. Winter building projects and plans were brought in. Coffee & Donuts were on hand, along with a warm wood stove to fight off the winter cold & cabin fever. Steve is having another Open House on March 5, don't miss it! Bring a plane and see what's happening at Skymasters!





Dave Turner's ~ Sopwith Triplane, scratch built, 6' wing span, will be powered with a O.S. 120, and covered with Solartex



Joe Finkelstine's ~ Focke-Wulf 190 A8, 1/5 scale, powered by a 450 - 3 cylinder, fiberglass skin, will be painted with Glass Coat Epoxy.

OPEN HOUSE

INDOOR FLYING



Flying at the Soccer Dome continues to be very popular!

Tuesday's indoor flying we had 90 pilots!

Check out that flight line!

This is the general flight line there is also a Heli, 3D Aerobic and a Micro flying area!

If you haven't been to the Dome stop in and take a look, it's a great way to spend a cold winter day.



(Continued from page 7)

like, "well, I paid \$350 for that AM transmitter in 1982 and by golly, I am keeping it unless I get \$300". The suggestion I would leave you with as a seller is this: The first thing you need to decide upon before attempting to sell something at a swap meet is, do I want some money for it, or is keeping it a better outcome? This is not as ridiculous as it sounds. Up until this year, I have always left a swap meet as a seller with a pocket full of cash (always less than I wanted) and 1 box of left over stuff to seed the next swap meet. I got immediate use of that cash to buy the next round of stuff (fodder for a future swap meet!) and never looked back. Just something to consider.

Now that I have picked on sellers long enough, it is time for me to pick on buyers. For the most part, the obvious trait is that we all seek the great buy and we must get a deal! I can't recall many (if any) times where a buyer at a swap meet accepted the original asking price. Even if the thing was nearly free, every buyer wanted a cut. A few years ago, I sat next to Joe Hass at one of the Flint swap meets and watched in unending humor, each buyer come up to Joe, who had a big collection of spray paint cans he was selling for \$1 and offer 25 or 50 cents - it was amazing to me, not one buyer allowed himself to buy at "list" price. Nothing new there, as this behavior is well known to most sellers so they start their asking

price above the actual price they will accept. This is no different from any other buying situation that carries a barter portion with it. Every once in a while I do witness either buyer or seller taking prices personal as if it is an attack on their integrity or honesty, and I think we could all use a bit of reflection here - this is a hobby, and both buyer and seller are negotiating price, not the integrity of either participant.

Now back to Chesaning. The first thing I noticed was the number of unsold seller (vendor) tables available. Even this swap meet is not filling up, which still surprises me. I discussed this with a few Chesaning members and the root cause I got was that marketing (I.E. fliers to hobby shops) did not happen this year. I don't know if that was a true root cause, but I am sure it contributed to it. I am wondering if this is a trailing behavior from the last few terrible years job and economy wise. I don't know, but it does not bode well for our hobby and one of my favorite ways to pass a Sunday morning.

What really caught my attention though was what I perceived as a change in buyers behavior. I was used to most buyers coming to swap meets with specific things they were looking for. Indeed, one of the best ways to draw traffic I used to do was have a box of junk, like oddball tire size, goofy connectors, etc. This would always bring traffic to my table, because each one of these guys was on a mission. They would dig through my box like they were gold prospec-

tors who just found a nugget and the mother load is near! I saw minimal buyers on a mission this year.

I did change tactics though, I brought my Siedel 7 cylinder radial engine and put it in front of the table in plain view. Nearly every single person at the swap meet stopped to look at it and then my table. I also noticed that many buyers were really just there for enjoyment and that it almost seemed like they were overtaken with what one of my old friends says is the Gibraltar syndrome. My friend owns a laser cutter and he used to work the Gibraltar Trade Center on weekends to pick up cash for making signs, engravings, etc. He said that it took him about a year to figure out the customers, but essentially they would come to Gibraltar with \$20, pay \$3 to get in, but a beer and hotdog for \$5, and then come to his booth, not for something he had, but rather was it possible to buy anything for the \$10 they had left. I definitely saw lots of Gibraltar buyers this year. perhaps it was just an errant perception on my part, but I did have the hardest time ever selling my stuff in many, many years. Perhaps I need a dancing girl at my table next time.

Anyway, I think I will take a vacation from being a seller and return to going to swap meets as a buyer, but most importantly, go there to socialize, that remains a great part of swap meets, even now.

See you at the field soon
Joe



The Weak Signals - R/C Expo

www.toledoshow.com

It's almost time for our Annual RC Pilgrimage to Toledo ~ April 1-2-3 ~ If you have never been there, join us this year! Spend a day looking at the newest RC equipment and get a few great deals in the process! We have a Skymaster group going out to lunch if you would like to join us. Get in one of the car pools, it's a great time to make new friends. Send me an email if you need a ride or if you have an empty seat in your car.

Mark



Skymasters R/C Club

We'll Teach You To Fly!

Join the Skymasters Radio Control Club for an R/C Symposium

Skymasters Open House

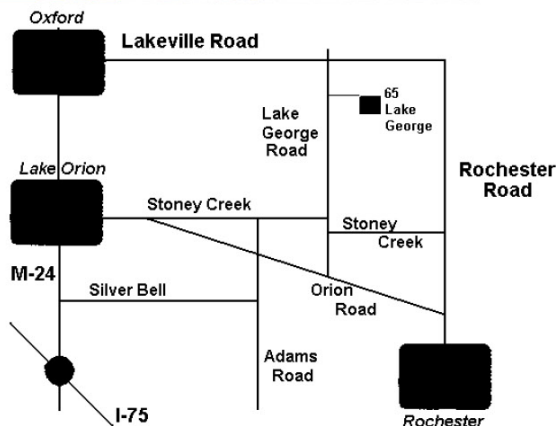
Saturday, March 5, 2011 9am – Noon

65 Lake George Road, Oakland, MI 48363

See Steve's
14'x24'
"O" Gauge
Train Layout



Pilots from
ALL Clubs
Are Welcome!



- Located in the newly updated 1100 sq ft shop of Steve Fredericks!
- "JUST PLANE FUN" in the tradition of Henderson's Hobby
- LOTS OF ROOM – Bring your latest R/C Projects to show off!
- Coffee and Donuts will be Served!

Stop by **FLIGHT LINE HOBBY** located just minutes away!

For more information call Steve Fredericks 248-693-6686
Visit our website at www.skymasters.org

Skymasters R/C Club 2011 Application For Membership



Information (print clearly)

Last Name: _____

AMA #: _____

Address: _____

City: _____

State: _____ ZIP: _____

E-mail: _____

Birth Date: _____

Significant Other: _____

New Member () Renewal ()

First Name: _____

Pilot: () Student: ()

Home Phone: _____

Work Phone: _____

Cell Phone: _____

Newsletter: Will be sent by email. If you need a paper copy, please check here: Standard Mail ()

Other Family Members Who Fly

Name: _____ AMA #: _____ Pilot () Student ()

Name: _____ AMA #: _____ Pilot () Student ()

Field Rules

- 1) Field hours are 10 AM - 8 PM (NO EXCEPTIONS)
- 2) Noise limit is 94 dB at 10 feet.
- 3) All legal frequencies on 27mHz, 50/53mHz (with Ham license), 72mHz, 900mHz, 2.4GHz permitted.
- 4) All 50mHz and 72mHz transmitters and receivers must be narrow band.
- 5) All Radios in impound when not in use - Membership card must be placed in slot on frequency board when pin is removed.
- 6) You must not fly behind the flight line.
- 7) AMA Safety Code and Skymasters Field Rules must be followed.
- 8) All vehicles at field are required to have current Recreation Passport
(Recreation Passport required for vehicle registration renewals after Oct 2010. The 2010 park sticker is acceptable until renewal)

I have read the above rules and agree to abide by them and all other Skymasters and AMA rules and regulations.

Member's Signature: _____ Date: _____

Club Officer Use:

Date: _____ Dues Paid: CK () CA () AMA Verified _____ *Voted In _____

To renew by mail, send the following:

- 1) *Renewing members: Check for \$70 (\$100 after February 28, 2011)
- 2) *New members: Check for \$100 (\$70 Dues + \$30 Initiation Fee)
- 3) Photocopy of 2011 AMA Card
- 4) Self addressed stamped envelope
- 5) Completed & Signed Application

Mail To: Randy MacInnes
8189 Eston Road S.
Clarkston, MI 48348

Make checks payable to Skymasters

We are asking ALL MEMBERS to fill out an application to help verify our records. Thank You.

March 2011

SUN	MON	TUE	WED	THU	FRI	SAT
		1 DOME FLYING	2	3	4	5 OPEN HOUSE
6 FLINT SWAP FENTON	7 BREAKFAST	8 DOME FLYING	9 MEETING	10	11	12
13	14	15 DOME FLYING	16	17	18	19
20	21 BREAKFAST	22 DOME FLYING	23	24	25	26
27	28	29 DOME FLYING	30 MEETING @ THE DOME	31	1 TOLEDO	2 TOLEDO



**SKYMASTERS
RADIO CONTROL
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**SEE THE EXPANDED FULL
COLOR ISSUE ONLINE**

Mark Smith
1955 Hopefield
Lake Orion, MI 48359

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



PHOTOGRAPHY
by Greg Cardillo and Fred Engelman

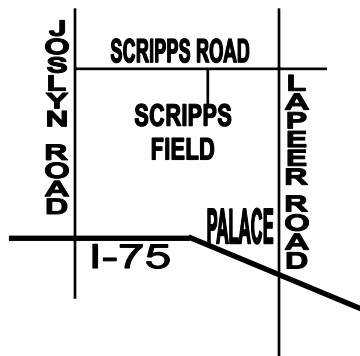
HOME OF THE 
"MIDWEST REGIONAL FLOAT FLY"

Skymasters Information.....

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

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

SCRIPPS ROAD FIELD



WINTER MEETINGS



tors around all day. Student night is also a pot luck buffet, bring something for the grill & a dish to pass. Meet the Instructors and arrange for more instruction time together on other days. Our Chief Flight Instructor is Ron Sokacz (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!