

Chartered Club #970
11 Year Gold Leader Club

Skywriter

Field's Open



Kick the tires & light the fires! The weather is warming up and it's time to fly! Dave Shea & Dan Stolz take advantage of a Spring day to get in a few long awaited flights. Our annual field opening party is on Wednesday May 11.



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...

Another month has flown by... Seems I just wrote my last letter, and here we are at the end of April...

The Past Month

What a busy month this has been... We ended last month with a 'pre Toledo' visit from Horizon and several of the ETOC pilots. The Toledo Expo started April – with many Skymasters present. Our own Allen Mrock took second place in the Non Military Sport Scale category if the Static Competition.. and Chris Hass qualified for and competed in the Electric Tournament of Champions (E T O C). Our winter meetings came to a close with visits from Andy Lowe of Electro Dynamics, and Pat del Castillo from Castle Creations. A special thanks to our guests for their time and generosity visiting Skymasters and the modelers of Southeast Michigan!

By the time you read this, our weather delayed Bald Mountain Involvement Day will have also passed – completing much needed work for the park this spring. Thanks to all those that attended this very important work day!

WOW – that's a lot in a month.

Estate Sale

Skymasters has received a very generous donation from the estate of one of our Indoor Pilots. To say there is a TREMENDOUS amount of stuff would be an understatement... We are going to hold an Estate Sale on Saturday, May 7th at 10am at the Boys and Girls Club of Troy. Bring your money and shopping list – many items new in box... and did I say there was a LOT of stuff?? We will need some

help from Skymasters that morning beginning at 8am – watch your email or contact Joe Hass for more details. A portion of the proceeds will go to the Boys and Girls Club of Troy!

Upcoming Events

May starts our flying event season – with Wednesday morning float flying at Stony Creek through-

Our Student Night has traditionally been on Wednesday – including a pot luck dinner. Over the years it has become a Student Day as well – with flying all day long. In an effort to increase flying and eliminate Wednesday morning conflicts with other events (and have two chances for nice weather!), we are making a couple of changes...

Student Day will be on Mondays – from 10am till 2pm... and Student Night will remain on Wednesdays from 3pm till 8pm – with pot luck dinner at 6pm...

What does this mean? Well, first of all students are welcome to fly ANY-TIME with an instructor. The difference with Student Day/Night is that (weather permitting) we will have instructors already out there to assist. (At other times, you may wish to contact an instructor in advance to be sure there will be someone available.)

We will continue to have our potluck dinner at 6pm (rain or shine!) Participants are asked to bring something for the grill (enough for you and your guests), a dish to pass, and your own beverages. We've had

quite an assortment of food at times – so come out and enjoy!

(We obviously need the support of our instructors – but also other members to assist with ground check out and field repairs of student's planes. Come on out and enjoy the fun!)

Hopefully good weather is just around the corner!



out the summer; a pair of weekend float fly's on May 21st and 22nd; and Student Night starting following Memorial Day (see more below). See event flyers for more details.

Our Field Opening (cleanup and maintenance) workday is Wednesday, May 11th. We have several projects needed – more hands will make light work – and of course we need to test out the grill – so dinner at 6pm.

Student Day/Night

Happy Landings!
Greg Cardillo

Skymasters

General Meeting Minutes

March 30, 2011

Attendance: 111 Members and Guests.

Greg Cardillo called the meeting to order at 7:03PM

Greg Cardillo opened the meeting and asked for those in attendance to identify which clubs they represented. We had 20 clubs present which included:

Skymasters, PMAC, Holly Cloud Hoppers, Romeo Skyhawks, Lapeer Wingnuts, Detroit Aeromodelers, Detroit Balsa Bugs, Fraser RC Club, St. Clair Prop Busters, Rib Crackers, CARDS – Lansing, Chesaning Area RC Club, RCCD, UFO, Midwest Greater Detroit Soaring & Hiking Society.

Joe Hass introduced some special guests who were participating in the Electric Tournament of Champions (ETOC) at the Toledo Show. RJ Gritter presented George Derderdian a SR120 helicopter to show their appreciation for practice time at Ultimate Soccer Arena. The ETOC participants present were:

- R J Gritter – Greensburg, NC.
- Dean McGrath – Rochester, NY.
- Clay Wheaton – Rochester, NY.
- Chris Hass – Rochester, MI.
- Dave Lockhart – Medford, NY
- Donatus Pauzuolis – Lithuania

Greg Cardillo introduced our special guests from Horizon Hobby:

- Pete Bergstrom
- Matt Andren
- Craig Greening
- Jennifer Mazuera
- Roy Alojado

Pete Bergstrom kicked off Horizon's presentation by discussing several new products.

Mosquito by Park Zone – This is a twin engine aircraft that looks very realistic and flies well as demonstrated later in the meeting. It is only available as a BNF for \$119.

F-27 Stryker by Park Zone – This

is a redesign by Quique Somenzini of an earlier version and uses a 40 amp ESC. It tracks like an arrow with no pitching and has a functioning rudder. It flies at 85-90 mph using a 3S 2200 mAH 25C battery.



Leader 480 by eFlite – This is a sport pattern plane with a two piece wing. It tracks very well and uses a Park 480 motor with a 3S 2200 mAH battery. It is priced at \$109.

Advance 25e by eFlite – This is a sport plane with a fully sheeted foam core wing and tricycle landing gear. It uses a 3S 3200 mAH battery with a



Power 25 or 32 motor options. It is priced at \$99.

Sundowner 36 by Hangar 9 – This sleek looking plane flies at 130 mph and can be built either glow or electric. It uses the Evolution 40 (in a 32 size case) running a 9X6 prop @ 16k RPM.

Corsair – This is a 50 size plane that uses a Saito 82 or Power 46 electric motor. It also can use the new rotating electric gear and will be



shipping this summer for \$219.

Pilatus PC6 by Seagull – This is a beautiful but different looking plane with printed Oracover including all scale detailing. It flies slow and does beautiful touch and goes. It is available either electric or 46-52 two stroke



for \$179.

Horizon is coming out with an exciting line of 7 and 9 cylinder radial engines. They will be made by UMS from India and are a "grandchild" of Seidel engines from Germany. They have instant throttle response and lots of torque. There will be glow and gas versions and they range in size from 35cc to 260cc. Pricing is reported to be very aggressive compared to RCS and OS engines.

Pete Bergstrom from Horizon Hobby opened up the floor to Q&A and there was a good discussion. Some of the highlights were:

Saito is moving deeper into gas engines with a new ignition module coming out.

The goal of the new Saito and Evolution gas engines is to make them as simple and reliable as glow engines. However, they are not quite there yet.

Gas engines have about a 90% operating cost savings vs. glow but are somewhat more complex upfront when all things are considered.

Zenoah, Saito, and JR had no earthquake damage in Japan.

(Continued from page 3)

Overall there is a slight shift from glow to electric but glow is still prevalent. Electric is eating into the sales of glow on the low end (60 size and below). Below 25 sizes it is mostly electric and above 60 sizes it is still mostly glow.

Parkzone will be all DSMX going forward.

Ultramicros will stay DSM2.

DSMX is wide band and hops randomly always grabbing two channels.

The Q&A session rapped up with Marv Middleton from Skymasters winning a new Sundowner 36. Several additional prizes from Flightline Hobby and Air, Land, and Sea were raffled to those holding the lucky tickets. Horizon closed out the night by giving all in attendance two 150 mAH batteries. Thank you Horizon Hobby, Flightline, and Air, Land, and Sea!!

The 50/50 winner was Jim Sieger (\$32).

Meeting adjourned at 8:49 PM

Submitted by:

Dan Stolz, Skymasters Secretary

Skymasters

General Meeting Minutes

April 13, 2011

Attendance: 45 Members

Pete Foss called the meeting to order at 7:00PM

Pete Foss opened the meeting by discussing some of the upcoming events on the Skymasters calendar including Bald Mountain Involvement Day April 16. We would like to welcome three new members. They are:

Marc Devereaux – Marc is re-entering the hobby after a 25 year break.

Jeff Hilton – Jeff is new to the hobby and has never flown.

John White – John has been looking for those elusive thermals and has decided to give powered flight a try.

Pete introduced our special guest tonight – Andy Low, President, and Chris Tucker from Electro Dynamics. They have been in business for 18

years and are located at 31091 Schoolcraft Road, Livonia. In addition to manufacturing and engineering, they also have Team Electro Dynamics who is available for flight demonstrations. Electro Dynamics makes a variety of products for our hobby including lighting systems, batteries, onboard glow systems, switches, chargers, optical switches, and various



connectors. Your Secretary liked the Forget Me Not Light (Idiot light). It plugs into any open receiver port and is illuminated when the receiver is on. This may have saved me some stitches from an onboard glow and after run oil incident.....Their website is <http://electrodynam.com/rc/index.shtml>.

Andy also discussed at length Eneloop and A123 battery technology. Some interesting information included:

Eneloop Batteries –

Good size for a transmitter

Charge no more than one amp

1,000 charge cycles

Negligible discharge

Flat discharge curve

Use Nimh charger

A123 Batteries – Very light compared to Nicad and Nimh

Have good recovery

Withstand more abuse than Nicad and Nimh

Very simple to use

Like a high amp charge –must use A123 specific charger

Voltage stays up – even for six months

Low internal resistance.

Discharge curve is slow.

Two cell at 6.6 volts is good for receivers.

Should use a two wire switch vs. three wire. The third wire on a three wire switch will slowly discharge your A123 battery. Use a Nano Switch EDC-77N which is a JR color scheme.

Total pack voltage is not as important as individual cell voltages. 3.5 volts is a full charge, 3.1 volts is an empty charge, and Andy recharges when voltage reaches 3.3volts. All voltages quoted are per cell.

Show-N-Tell

Joe Hass brought a small air force including a Kyosho Spitfire and ME109, a Cermark 30 size electric ARF, Cermark Fantasy Racer, and three small Teerific Jets. The Kyosho aircraft (\$130 list) are distributed by Hobby Lobby and also available from Flightline Hobby. They are four channel receiver/battery ready and include ESC, motor, and servos. A 450mAH two cell gives a nice 10 minute flight. The Cermark Fantasy Racer (\$160 list) is very sharp looking with its 51" wing. It uses a three cell battery and provides excellent vertical and roll per-



formance. You must keep power on during landings.

Dave Lang showed us his progress on a beautiful but as yet un-named seaplane. The fuselage, floats, and wings are CNC foam. The CNC foam parts have been cut by Mark Smith with Dave sheeting them with 1/16" balsa. Both Mark and Dave have done a great job! This aircraft will eventually be kitted and sold.

Chuck Hixson won the 50/50 for \$12.

Pete Foss adjourned the meeting at 8:47 PM.

Respectfully Submitted

Dan Stolz

Skymasters Secretary

ETOC



The 2011 ETOC was held in April in conjunction with the Toledo Show . The Best E-Pilots compete, Skymaster Chris Hass flew with his caller Devin McGrath. Chris placed 10th this year up from 17th last year. Great job Chris!



HOMEFRONT



SKYMASTERS SUPPORT OPERATION HOMEFRONT- MICHIGAN

Operation Homefront-Michigan is an organization dedicated to helping the families of deployed US Service personnel with the basics, whatever they may be. Whether it is a new starter for a car or fixing a broken faucet, they try to ease the burden of those left behind.

One of their fundraisers was an evening of exhibition hockey on February 18, 2011 at Cranbrook Schools in Bloomfield Hills, MI. Keeping the military theme, the organizers had a group of active duty personnel on hand as well as an Honor Guard for the National Anthem. They wanted to do a "fly by" typical of larger venues. But how to do it at night and indoors?

Rick Loewenstein, one of the organizers made contact with Ken Myers, the author of the internationally known AMPEER newsletter. After Rick explained his de-

sires and Ken described what today's aircraft can do Ken finished with "There is only one local organization that can pull this off. Call the SKYMASTERS".

Rick reached Chris Hass and an appointment was made to visit the hockey arena. Chris flew a demonstration flight to let the organizers know first hand what today's generation of indoor aircraft can do in a confined place. The organizers asked Chris to fly a 2 minute routine to Bruce Springsteen's "Born in the USA".

After the National Anthem the Color Guard moved to the side to give Chris the full arena. After a short introduction Chris launched into a high energy routine that included flying through speaker arrays, light fixtures and banners. Rolling harriers, hovering and a host of 3D maneuvers were all included. Chris flew his own design Edge foamy that he hopes to compete in the 2011 E.T.O.C. in Toledo, OH. The Edge was even

equipped with lights. The beautiful patriotic color scheme was designed and applied by noted scale modeler George Maiorana. At the end of the flight Chris hovered the Edge and plucked the airplane out of the air. The crowd really got into the entire flight, clapping in time with the music and even a round of applause at the end.

Head Coach Andy Weidenbach called the flight "Awesome". Organizer Rick Loewenstein added that "the evening was a complete success and the feedback was fabulous". The fundraising goals were exceeded.

One interesting and unexpected side note. The Edge was set on the ice for about 10 minutes before the flight. In that time the warm 4.8 ounce aircraft melted just enough of the surface of the ice to get "stuck" on the surface when it came time to take off. That has to be a new one in the world of foamies.

Joe Hass

PROP WASH...

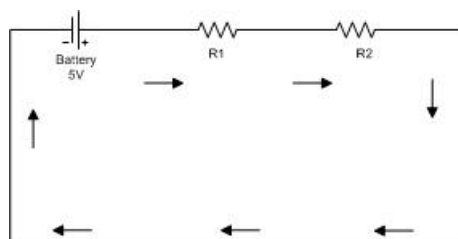


Joe Finkelstine

Hi All,

I can take some educated guesses. It is not uncommon when you push your transmitter stick I am back to torture you with a continuation of RC electronics 101. This month, I want to continue with the promised brief discussion on parallel circuits, and then come back to an equation I discussed last month with some real world examples of what it means. I want to reserve next month's column for one of the most misunderstood terms (at least according to the number of questions I get on it) known as power.

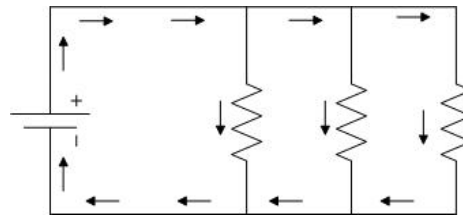
First though, let's review the series circuit from last month. Because I am a nice guy, I have repeated the image from last month below.



→ = Direction of current flow

The keys to remember about a series circuit were that there is only one path for the current to flow, and that each thing in the path either takes voltage to get through (switch, conductor, servo, etc.), or provides voltage (Battery) . As more things are added in series, the total resistance goes up, and the voltage from the battery gets further divided amongst more participants. As you may recall, we typically have a few series circuits in our planes - The circuit from the battery to the receiver or the battery to the speed control are examples of this. Finally, if anything in

the series fails (or is switched) open, the whole circuit shuts down. Now we look at the parallel circuit.



This circuit has three loads, represented by resistor symbols and its behavior is significantly different than the series circuit. In particular, the current in the circuit splits up into 3 portions (not necessarily the same amount) as it travels through each load, and then recombines back to the return line to the battery. A prime example of this type of circuit is our servos connecting to the receiver. If one of the paths fails open, then the other paths are still available to have current pass through and keep working. If one of the paths attempts to draw large amounts of current, this circuit will allow it easier than the series circuit, which can get us in trouble. In reality in our hobby, most of our electronics are combinations of these type of circuits. If you understand them basically, like the power circuits are usually series, and the servos are usually in parallel , you will have a good foundation to understand how things are working and more importantly, perhaps how things are failing. Certainly, I could go on about these circuits and give you all a lecture on Kirchoff's laws, etc. but that's enough for now...

What I really wanted to focus on this month was that little equation I introduced last month: $V=I \cdot R$. In words, this equation says that the

voltage drop across a load is equal to the current through the load multiplied by the resistance of the load.

These voltage drops can range from negligible to catastrophic. Let's look at two examples.

The first one involves a voltage drop from a long servo lead, often found in the large 30% and up aerobat and large scale ships that frequent our field. The equation , $V=I \cdot R$ gives a direct way to determine the voltage drop across a load if you know the current and resistance. Remember back to the water pressure and flow example. $V=I \cdot R$ can be thought of as how much water pressure is lost going through a kink in the hose, a mechanical elbow, etc. While we often don't know either the current or actual resistance, we can make some fairly good guesses based on some experience and wire charts. Let's look at some common servo wire. Often, the cheap stuff (I.E. China) comes to us in 24, and sometimes 26 gauge. Good quality servo wire however is often 22 gauge. I went online and searched for "wire resistance chart" that gave me the resistance, per foot, of several gauges of wire, which I gladly plagiarized as part of the table below .

Now we need to make some estimation of the current our servos are using. Nowadays, it is getting quite common to use digital high torque servos, and this speed and torque come at a price of high current draw. While it is difficult to pin down a single current for our servos (primarily because they are

(Continued on page 10)

INVOLVEMENT DAY

After being delayed 2 weeks because of inclement weather, the 2011 edition of Involvement Day came off without a hitch. Skymasters put 37 dedicated members to work on a wide variety of projects throughout the park.

Steve Fredericks provided the necessary leadership and coordination along with Tom Bisset, the new park ranger. Ranger Bisset has done a fantastic job in upgrading all aspects of the Bald Mountain Recreation Area.

The projects this year included work on recycling worn out picnic tables, clearing trails, replacing the roof on a restroom and a variety of wood work for a dock.

Bill Dezur started things off with coffee and donuts. Ron Sokacz again manned the kitchen providing his usual gourmet lunch. Joe Rubinstein's wife supplied her special "Can anybody spell Mostacholi". Carolyn Foss worked and helped out with a great desert.

Steve took advantage of our recent estate gifts to reward participants with some great modeling gifts. Two of the veteran modelers declined their prizes and allowed newcomers to get some great ARFs. All participants left with gift certificates for their efforts. Special thanks also go to Bill Stark who participated in a lot of the advanced planning but was able to attend the actual event for only a short period of time because he was ill. Get Better Soon, Bill! Jim Held, a regular participant in Involvement Day, was pressed into service securing our boat dockage for the Wednesday Stony Creek Float Fly. Thanks Jim for your efforts.

Over the years the Skymasters have provided thousand of man hours to help maintain and improve Bald Mountain Recreation Area. All of our work has always been in areas outside of our flying area as a "Thank You" for allowing us to fly at this great location.

And speaking of "Thank You", thanks to all the members who came out and spent the day working.

Steve





(Continued from page 7)

usually always moving and drawing constantly varying current) , weto an extreme for the servo to demand (for a very short time) a current often between 3-10 amps. I have chosen some nominal current draws and summarized the resulting drop through our 4 foot

solder your wire together and make your connection strong and lowest resistance as possible.

4) Those that fly the real big stuff are generally well aware of this and use specialized equipment to keep the voltages and currents within specs to keep things working well.

One final note on this for those of you who may think a voltage regulator will

servo is continually working and moving, it is never (and I mean never) still. It draws constantly varying current as it moves as fast as it can. the voltage drop across that combination will then constantly vary as well. It will almost never equal the precise amount to drop the voltage exactly to 4.8 volts (or 5.0 if you care) - I don't know what the long term effects on these tail

	22 Gauge Wire	26 Gauge Wire	Comment
Resistance per foot	.01614	.04081 ohms/ft	
Total resistance of 4 foot length	.064ohms	.163 ohms	
Voltage drop of lead @ 1 amp draw	.064 Volts	.163 Volts	
Remaining voltage seen at servo @ 1 amp draw	4.94 Volts	4.84 Volts	
Voltage drop of lead @ 5 amp draw	.32 Volts	.815 Volts	
Remaining Voltage seen at Servo @ 5 amp draw	4.68 Volts	4.19 Volts	Houston, we may have a problem

lead below (a 4 cell receiver pack is assumed - 5.0 Volts nominal)

Now, these larger current draws are not usually very long(fractions of a second), but if you keep the sticks jammed in the corners and/or you have a stalled servo, you can see this could very well be a significant problem, especially if the current draw exceeds 5 amps. While the net here is that the servo might be quite sluggish or not work, if a 2.4Ghz receiver sees these voltages, you might experience a reboot. That would be a very bad thing.

One often unmentioned benefit of using 6.0 volts in your receiver pack is the fact that you should always have at least 5 volts at the servo in all but the most extreme examples. So, some morals of this example are:

1) Use 6 volts whenever possible in your planes (also makes the servo faster and stronger, but causes higher current draw)

2) Do not use cheap servo wire - this is not a place to save money -

3) Do not make a long servo wire with extensions connected via pairs of connectors - each connector can add significant resistance and make the overall resistance of your lead very high, giving a very high voltage drop -

solve this. Unfortunately it will not, as the voltage regulator's job stops at the output of the battery - it has nothing to do with the voltage drop along the servo wire.

The last example I want to discuss here will pick on heli pilots. One thing Heli setups have required is that the tail rotor servo was strictly a 4.8 volt affair. Many helis were set up with the swash servos at 6 volts (for reasons we just talked about), but that left a problem with the tail rotor servo. One attempt to "solve" this voltage step down from a unnamed manufacturer was to put a fixed resistor in line with the tail rotor servo lead that would cause a fixed voltage drop from 6 to 4.8 volts and allow a 6 volt pack to be used. Look back at $V=I \cdot R$ and think about this for a minute. The tail rotor

rotor servos is, but I am willing to venture a guess it is not good. A fixed resistor is *not* a voltage regulator, and should not be represented as one. I use a dual voltage regulator in my helis - one output gives me 6 volts for the swash, the second independent regulator gives me 5.0, so I only have the small fixed amount of resistance of the lead to deal with. The real solution for us heli pilots are now emerging - Tail rotor setups that do not mind 6 volts - about time!

That's enough for this month, I will return to electronics 101 for one final topic next month, then I am officially out of ideas for a while...

Joe

CLASSIFIED'S

- Micro sized 10" floats - Flat bottom or V bottomMark ~ 248-391-5970
- A123 1100 cells \$4.00 ea. Great for flight packs or starter motors.Mark ~ 248-391-5970
- Put your one line ad here.....FREE for members



Skymasters R/C Club

We'll Teach You To Fly!

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

A portion of the proceeds will benefit the Boys and Girls Club of Troy

R/C Estate Sale

Saturday May 7, 2011, 10am – 2pm

A tremendous inventory of

Radio Control equipment including:

Kits, Almost Ready to Fly (ARF), Ready to Fly (RTF) Aircraft
(for Indoor and Outdoor)

Motors and Speed Controls

Engines (2 stroke and 4 stroke)

Building Supplies,

Static Display Aircraft,

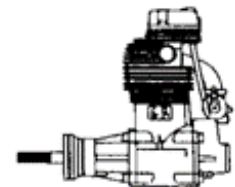
Radios, Chargers, Batteries, Props

Much more!

Many, Many Items NIB.

Non R/C items: Trains and Slot Cars

**Auction at 1pm
(if needed)**



Refreshments Available

Admission \$2

Boys and Girls Club of Troy

3670 John R Road

Troy, MI 48083

**Additional Parking
across street at park!**



*No Dealer or Internet Sales
Skymasters reserves the right to limit sales.*

For more information call Joe Hass 248-321-7934

Visit our website at www.skymasters.org





Skymasters R/C Club

We'll Teach you to fly!

Join the Skymasters Radio Control Club for an R/C Aircraft Event

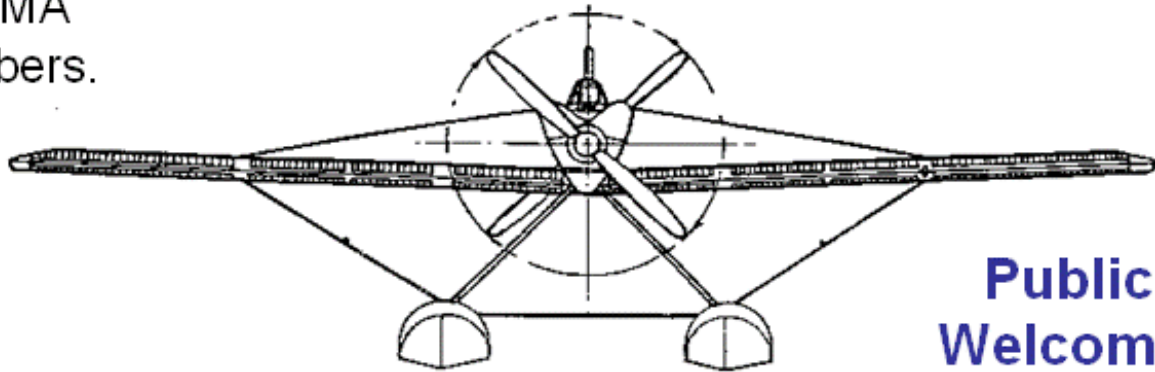
Chet Brady Memorial Float Fly

Saturday May 21, 2011

Seven Lakes State Park, Holly

Flying open
to AMA
members.

Event Flying starts at 9am



**Public
Welcome!**



- Lots of Parking
- Refreshments available at event
- Great chance to see this exciting hobby
- Toilet located at field

\$3 Landing Fee
Pilots Prizes

Park entrance is on Fish Lake Rd, just north of Grange Hall Rd. Take I-75 to Exit 101. Go west approx 5 miles (3rd Light). Turn right. Park entrance will be on left. Follow park road to Big Seven Lake beach area. All vehicles registered after 10/1/2010 need a Recreation Passport (available from Secretary of State or DNR)

For more information call Neil Krohn – 586-665-2995

Visit our website at www.skymasters.org



Skymasters R/C Club

We'll Teach you to fly!

Join the Skymasters Radio Control Club for an R/C Aircraft Event

Bald Mountain Float Fly

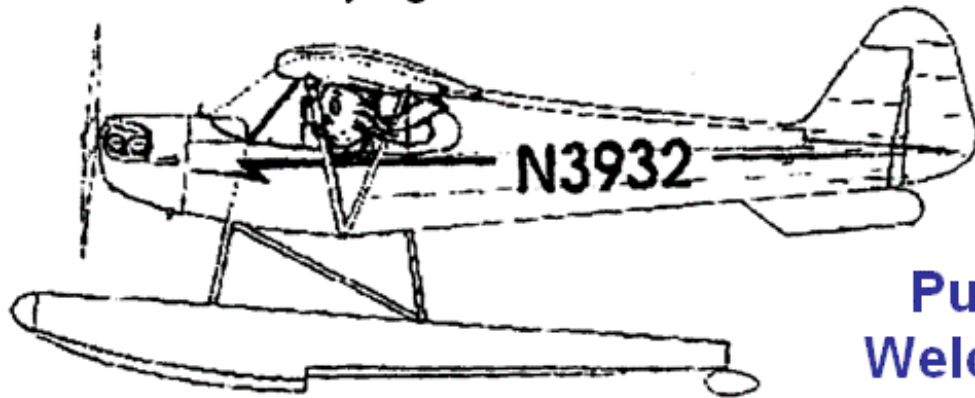
Sunday May 22, 2011

Bald Mountain Recreation Area, Lake Orion

Event Flying starts at 10am

Flying open to AMA members.

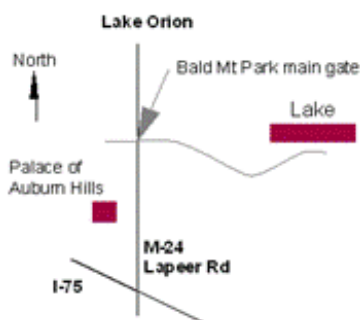
94dBa at 10 feet enforced.



Public Welcome!



Bald Mountain State Park



- Lots of Parking
- Refreshments available at event
- Toilet located at field
- Great chance to see this exciting hobby!

No Landing Fee
Pilots Prizes

Main Park entrance is on east side of M24 about 5 miles north of the Palace of Auburn Hills, between Silverbell and Waldon. Follow park road to Trout Lake beach area.

All vehicles registered after 10/1/2010 need a Recreation Passport (available from Secretary of State or DNR)

For more information call Joe Rubinstein 248-693-4265

Visit our website at www.skymasters.org

MAY 2011

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4 STONY FLOAT-FLY	5	6	7 ESTATE SALE
8 MOTHERS DAY	9	10	11 FIELD OPENING STONY	12	13	14
15	16	17	18 STONY FLOAT-FLY	19	20	21 7 LAKES FLOAT FLY
22 BALD MOUNTAIN FLOAT FLY	23	24	25 STONY FLOAT-FLY	26	27	28
29	30 MEMORIAL DAY	31	1 STONY FLOAT-FLY	2	3	4



**SKYMASTERS
RADIO CONTROL
CLUB OF MICHIGAN**

**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

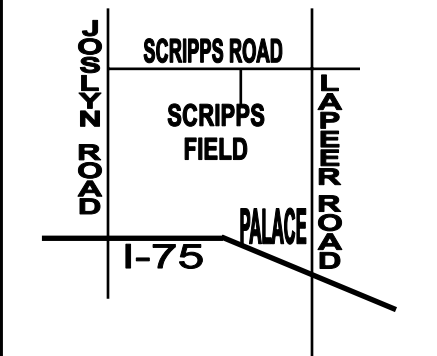


Skymasters Information.....

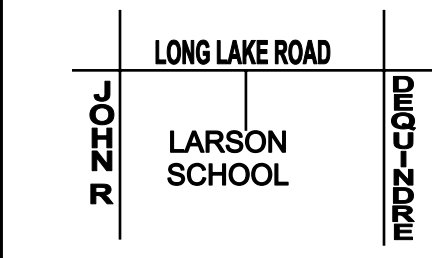
Skymasters field is located within the Bald Mountain State Park on Scripps Road (see map). State Park Permits are required and can be obtained from the Park Headquarters located on Greenshield Road or at club events. Flying is permitted from 10 AM to 8 PM. The noise limit is 94 dBa at 10 feet—this noise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