



Chartered Club #970
15 Year Gold Leader Club

Skywriter



In this issue:

President's message..... 2
 Crazy SnowFly photos ..2
 Scale Tails..... 3
 Indoor Micro Racing. 4&5
 On The Wing (news) ... 6
 Messy Workshop6
 Swap Shop flyer..... 7
 Indoor flying flyer..... 8
 Event Calendar..... 9
 Indoor flying montage...10
 More Snow Fly photos 11

Lots of flying fun in the winter!



2012 Club Officers & Appointees...

President:	Dave Lange	2477 Trinity Ct.	Oxford	48371	248-969-3914
Vice Pres.:	Mark Smith	1955 Hopefield	Orion	48359	248-391-5970
Secretary:	Ed Saumier	2822 Benjamin Ave.	Royal Oak	48073	248-288-0619
Treasurer:	Bob Donohue	3323 Baldwin Woods	Lake Orion	48359	248-915-9791
Editor:	Paul Goelz	328 Powderhorn Ct.	Roch. Hills	48309	248-375-9461
CFI :	Roger Schmelling	688 Ashburnham	Auburn Hills	48326	248-321-7599
State Park:	Bill Stark	1010 E. Clarkston	Lake Orion	48362	248-693-8639
Membership:	Joe Rubenstein	155 Cayuga	Lake Orion	48362	248-693-4265

President's Message...

Hello Fellow Skymasters!

It is hard to believe that we are nearing the end of January already! So far things are falling into place nicely with our Skymasters' Super Swap of Auburn Hills! The table layout has been established, there will be a big screen television monitor, and a stage for announcements. Baker College of Auburn Hills has truly been excellent to work with. Remember to collect all your "stuff" that you have not used for ages, and swap it out!

Saturday, February 11th, 9 am to 12 pm we have another opportunity to work with the DNR, meeting at East Graham Boat Launch parking lot on the north side of Predmore Rd in the park's North Unit. This is a continuation of removing invasive glossy buckthorn in the fen ecosystem.

Fens are peat lands in which groundwater or water from adjacent uplands moves through

the area. As a result, plants are exposed to more nutrients, and the vegetation is typically different and more diverse than that of bogs. Glossy buckthorn is a large shrub or small tree that can grow to heights of thirty feet.

Originally a native to Europe, the bush was first introduced to the United States in the mid 1800s as an ornamental. With our participation, we can help make a great difference for Bald Mountain Recreation Area, and at the same time help pay toward our lease.

We will have one February meeting - Wednesday, the 22nd, at Larson Middle School. The topic will be foam core float building, finishing, covering tips, and techniques. We will also review basic mounting ideas, along with proper relation to the aircraft's center of gravity. Also, please bring your float planes for show and tell!

For 2012 field improvements, we will be trying a different rolling method for a smoother runway. A

smooth drum vibratory rolling machine will be used after a minimum of 5 to 6 days of dry ground. The method has been used at our neighboring PMAC club for some time now, with great success. A flatter field will be more enjoyable for all of us to fly from, help keep the students tricycle nose gears intact, and better facilitate our scale event!

This year there will be some new changes to our student nights; Student night will be moved to Tuesday's 3:00 PM through 8:00 PM, while reserving the flight line and flying to students only. Wednesday evenings will be family night, with the typical potluck dinner that provides us with a great weekly social event. All members are welcome to come out and fly Wednesday!

We are still working on meeting content for March, please stay tuned!

David L Lange
President, Skymasters



Krazy Snow Fly

December 31, 2011 (Paul Zabawa photos)

So... where's the snow?

(many more photos in the online edition)

Scale Tails



By: Gary Weeks

February 2012

Welcome to the second edition of *Scale Tails!* This month's discussion is hinging on an important builders' decision...what kind of hinges to use. (My apologies to the true comedians out there!) Of the many scale features that we can include in our models, one that is often overlooked is the flight surface hinge type and location. True, hinges have to be functional and there is no room for failure here. However, that should not prevent you from considering the scale hinge locations and types in your next project. In fact, scale hinge styles can even improve the flight performance over some of the conventional hinge choices.

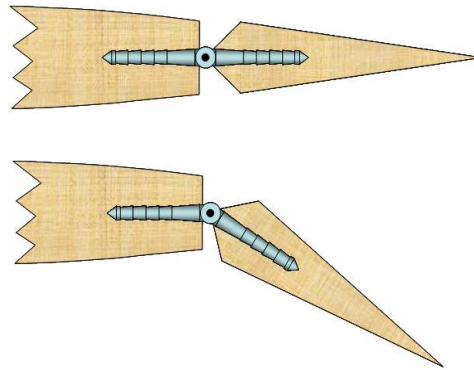
Scale flight surface motion is one of those features that can really add to a model's looks, especially of models after WWI.

In early aircraft and those that operate at slower speeds, hinge design is simple. Later on, as cantilever spars thickened aircraft wings and air speeds increased, aeronautical engineers found ways to streamline and minimize the gap between the flight surface and wing or stabilizer. Minimizing this gap can enhance the performance of your model and its control surfaces.

I like to replicate the number and placement as well as the type of hinge. In some cases I have fashioned hinges from aluminum or aircraft plywood. I also use Robart™ Hinge Points™ quite often. I find them easy to use, reliable and they

offer many options for installation. I'll discuss a few. The first is the straightforward, conventional placement.

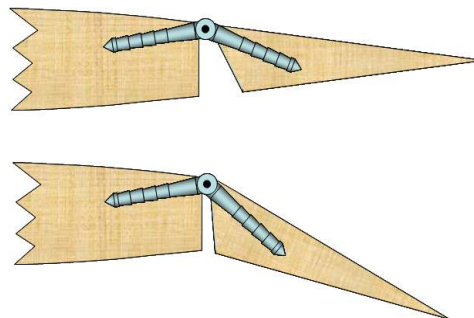
Conventional model hinge



You can also use flat or C.A. hinges here. This requires the leading edge of the flight surface (and sometimes the trailing edge of the wing) to be beveled. A result is a gap between the wing and flight control surface that would not be part of the full scale subject.

A simple improvement is the high mounted hinge location.

High mounted hinge

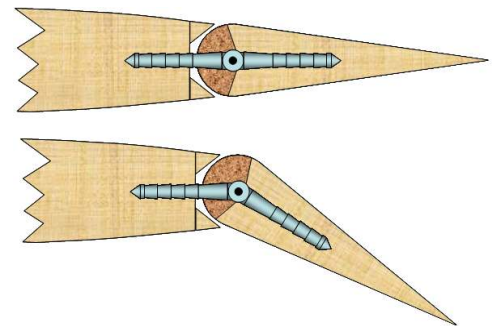


This design also works well with flat or C.A. hinges. Extending the flat hinge the entire length of the flight surface also helps to seal the gap.

Take a close look at the aileron on a Cessna or Piper at your local airport and you'll see that they are built this way using "piano" style hinges.

Now for some real fun; Aircraft of the golden era and beyond often use hinges that are recessed into the flight surface. This allows the surface to smoothly rotate while keeping the gap minimized.

Recessed and cuffed hinge



This can also be used in combination with triangle stock "cuffs" added to the trailing edge of the wing to keep the gap small. Locate (recess) the pivot line of the hinge aft of the leading edge of the control surface a distance equal to $\frac{1}{2}$ of the thickness of the control surface. This will ensure that the gap is maintained throughout the full deflection of the control surface. In the area near the hinge, the control surface will need to be hollowed out always to clear the wing side of the hinge.

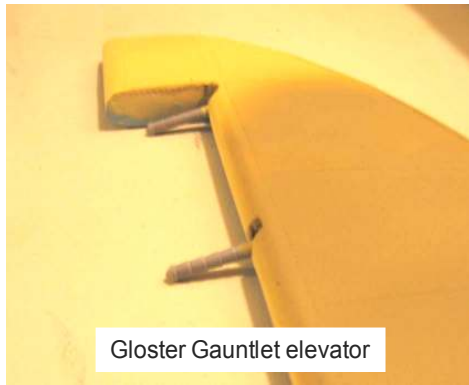
I've included a picture of recessed Hinge Points™ in the elevator of the *Gloster Gauntlet* project that I am working on (See January's *Scale*

(Continued on page 4)

(Continued from page 3)

Tails). From the picture, you can see that the pivot line of the hinges is well inside the elevator.

A very important note here is to make



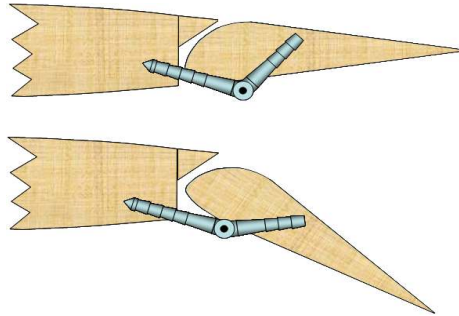
Gloster Gauntlet elevator

sure all of the hinges' pivot points all fall on the same line. Otherwise the surface will bind when deflecting which robs the batteries of power and over time will loosen the hinges. What ever method is used, the motion of the

hinges should be smooth and almost effortless.

There is one more style that I will describe; this is one that I used on my Douglass Devastator. Mounting the hinge underneath the control surface requires that the hinge is recessed even further back.

Recessed underneath hinge



In this case the pivot point of the hinge is located aft of the control

surface leading edge by a distance equal to the thickness of the control surface. Care must be taken to ensure that enough of the hinge is anchored in the wing. If not, a custom hinge might be required.

Until next month, "keep it real (looking)".

Gary Weaks

Editor's note:

I've been wanting to add flaps to my Cub... that last method is just the ticket!

You can reach Gary by Email at: weaksgt@yahoo.com

If you have photos or other scale project info to contribute, send it to the newsletter editor: newsletter@skymasters.com



Indoor Ultra Micro Racing



Indoor Ultra Micro Racing

December 30, 2011 (by Joe Hass)

Our Ultra Micro Racing was a complete success with 32 pilots flying 20 races in 2 categories (Polecat and Warbird) in about 90 minutes. 16 year old Danny Craig easily won the Polecat races, followed by Paul Zabawa, Sean Fidler and John Hoover. Bill Klems won the warbird class, followed by Tom Andras, Mark Ugo and Les Baron.



Purchasing the aircraft from a local hobby shop got free entry into the races. It definitely drove sales. Some folks bought their aircraft on site from John Hoover from Flight Line Hobby who set up a small booth.

The "Race For All The Marbles" (see below) with a young buck challenging a seasoned veteran started with a bit of a challenge from Tracy Hoover between Chris Hass (the young buck) and John Hoover (the seasoned veteran). After one false start the race was on. John

had the lead until he cut a pylon. After 4 laps Chris was the winner. They continued flying, first demonstrating some close formation flying. Then John remained upright while Chris flew the course inverted. Then Chris flew the course continuously rolling. The difference in speed was amazing. Chris finished by hovering a Polecat in front of the crowd.



Chris also demonstrated the new small Model Aero Polaris (our featured speaker on January 25 at Larson) and an ETOC routine. I flew the Model Aero Stinger (a very neat, easy to build aircraft).



1st through 3rd place received a specially created Retro R/C Wallet preloaded with some cash.

There were pilot's prizes for all the flyers and plenty of prizes for the spectators and helpers. Two entrants drove over 90 miles to participate. Given the number of requests for a date for the next race I think we have a winner in this format.



My sincere thanks to all who helped us with the races. It would not have been so successful without you. Thanks to John Hoover and Chris Hass for the initial idea. Thanks to Jim Held and Fred Engelman for the continued ideas, brainstorming and creativity. Thanks to George Maiorana for the idea to use tables for "takeoff runways".

All The Marbles" is a coveted, made up the night before (it is very hard to find marbles at 9PM) Hellman's mayonnaise jar filled with marbles and a shiny ALL THE MARBLES AWARD label.

Special thanks for their generous support to:

Flightline Hobby
Prop Shop
Castle Creations
Retro R/C
Model Airplane News
Backyard Flyer
RJR Cool Tools
Hobby Lobby

ON THE WING



SUPER SWAP

FEBRUARY 4, 2012
(see flyer in this issue)

Skymasters Breakfast

First and Third
Monday of each
month

9AM Everyone welcome

Red Olive restaurant
In the strip mall on
Walton
across from
Crittenton Hospital

Winter Indoor Flying!

Indoor flying
every Tuesday
from 11AM to 1PM

At

Ultimate Soccer
Opdyke and South Blvd
Pontiac, MI

(See flyers in this issue)

Astronaut Greg Johnson

will be making a presentation at
Athens High School in Troy,
the evening of Thursday February 2, 2012.
All are invited. (See flyer in the online
edition of Skywriter)

Skymasters Meeting

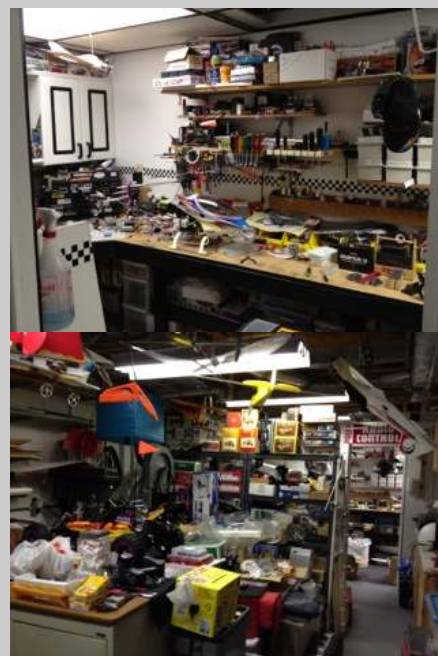
Wednesday, February 22nd
Larson Middle School
Troy, MI

RC Model Aircraft Show

March 10-11 (Saturday and Sunday)
Gibraltar Trade Center, Mount Clemens

New feature

The "messy workshop"
Hats off to Ron
Thuringer!
(send me your photos)



Skymasters

R/C Super Swap of Auburn Hills



Saturday, February 4th, 2012
Set-up time: 8am to 9am
Doors open 9am to 12 noon

Baker College of Auburn Hills
1500 University Drive
Auburn Hills, MI 48326



Take I-75 to exit 79 (University Dr) go west
¼ mile, campus will be on south side.

- \$10 a table
Inquire / Reserve in advance by E-mail: thesuperswap@gmail.com
Contact: Joe Hass 248-321-7934
- Dealers / vendors welcome
- \$5 entrance fee
- Over 60 tables available
- Food and refreshments available at the "Baker Bistro"
- All aspects of R/C welcome
- Visit our website: www.skymasters.org



**A special
thanks to:**



Of Auburn Hills



Skymasters R/C Club

In conjunction with Romeo Skyhawks,
Radio Control Club of Detroit,
Greater Detroit Soaring and Hiking Society

Winter Indoor Flying!

Tuesdays - November 1, 2011 thru March 27, 2012 *

Mondays - Martin Luther King Day and Presidents Day!

Thanksgiving and Christmas Week Holiday Sessions!

Ultimate Soccer Arenas - 867 South Blvd, Pontiac, MI

R/C Flying Schedule: **Tuesday Sessions 11am-1pm**
MLK and Presidents Day
Nov 27th 12pm-4pm & Dec 26th 11am-3pm

* No session on
December 27th

**54 hours of
Indoor Flying!**



365 ft by 260 ft Flying Area with 45 ft to 75 foot ceilings.

Concurrent 3D, Heli, Sport Flying in different areas of arena!

Temperature controlled, well lit. Restaurant on site.



2 Hour Session \$10 – Five Session Punch Card \$30

4 Hour Sessions \$15 (or 2 'punches')

Pilots must show proof of AMA membership

Spectators Welcome – No admission charge!

Ultimate Soccer Arenas - www.ultimatesoccerarenas.com

**Season Pass
for \$100 includes
All 23 Mon/Tues Sessions
PLUS Holiday Flying!!**

For more information call Roger Schmelling 248-321-7599

Visit our website at www.skymasters.org

February 2012

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2 Astronaut visit, Athens HS	3	4 Super Swap Meet
5	6 Breakfast at Red Olive Rochester Hills	7 Indoor flying At Ultimate	8	9	10	11 DNR work party 9–12
12	13	14 Indoor flying At Ultimate	15	16	17	18
19	20 Breakfast at Red Olive Indoor flying At Ultimate	21 Indoor flying At Ultimate	22 Skymasters meeting at Larson	23	24	25
26	27	28 Indoor flying At Ultimate	29			

Indoor flying at Ultimate Soccer

See flyer in this issue for more details



Krazy Snow Fly

December 31st, 2011 (Greg Cardillo photos)





SKYMASTERS RADIO CONTROL CLUB OF MICHIGAN

Paul Goelz
328 Powderhorn Ct.
Rochester Hills, MI 48309

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

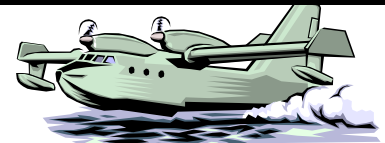


SEE THE EXPANDED FULL COLOR ISSUE ONLINE

PHOTOGRAPHY

by Fred Engelman, Greg Cardillo and Paul Goelz

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 instructors 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 Roger Schmelling, 248-321-7599.

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!

