



SKYMASTERS RADIO CONTROL CLUB
OF MICHIGAN

AMA Chartered Club #970
16 Year Gold Leader Club

www.skymasters.org



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From the President...



Having suffered from writer's block for quite some time I finally consulted my muse who suggested that year end is a good time for retrospectives. So, as you read this you will see one person's path through the RC flying hobby. Maybe this

will be more interesting than my usual writings, maybe less so.

Anyhow, as a kid I did some control line flying, mostly with borrowed planes. We flew quite a bit in my parents' backyard, which wasn't nearly big enough. We would shorten the wires and try not to become dizzy and drift from our center point as we spun rapidly in place. The

pear tree next to my mother's garden got trimmed many times; the planes usually came out second best in these tree encounters but we glued them back together and kept flying. RC always looked interesting to me but was too expensive at that time.

I also did a stint in rocketry, building numerous models including some multi-stage. Once again the trees took their toll but I still have some rockets left from those days. I have launched them with my kids a few times.

For Christmas in 2007 I didn't really need anything so I suggested to Nancy, my better half, that she could get me one of those cheap RC helicopters. This is where she made her big strategic error. She didn't get me the helicopter but she did mention that a new hobby shop

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(Flightline) had opened up nearby. I stopped in and discovered that there was lots of inexpensive RTF stuff available and decided it was time to have a go at this hobby.

I acquired a USB controller and some flight sim freeware (Flying Model Simulator) and started practicing. After logging 25+ hours (yes, I logged them) I headed back to Flightline and made a good first impression on John Hoover by haggling over the price of a Park Zone T28. Sure they're already cheap, but a dollar is a dollar, right? Through the spring of 2008 I waited not so patiently for a calm weekend morning to try my new toy. No such morning presented itself so the T28 and its pilot got their baptism by fire at Friendship Park in Lake Orion on a cool, sunny, 10-15mph morning in April. My younger daughter will gleefully tell you that my first landing roll ended in a soccer goal. But the T28 survived and I sold it to Bob Chapdelaine earlier this year.

From that point my RC career progressed fairly normally. I joined Skymasters in 2009 and moved up through various ARFs, graduating from park flyers to bigger stuff since I now had a proper field to fly from. Because of the challenge and discipline they presented, I began flying IMAC and Pattern sequences. In 2010, Tom Wheeler and Greg Brausa nudged me to try competition. After flying a windy contest in Chatham,

Ontario, I was hooked. But, I decided that a 57" electric plane was not the best option for competing against the 35-40% gas planes. This led to the current phase of my RC career; IMAC sequences with giant scale planes.

When you see me flying at the field, there's a 95% chance I'll be practicing an IMAC sequence with my 35% Slick or possibly the trusty 33% Sukhoi. And if you're not careful and leave me an opening, you will most likely get to hear about how competition is great fun, improves your skills and introduces you to a whole community of RC pilots from across the region. If you don't want to hear about it, don't make eye contact.

If you would like to tell the story of your RC career, our newsletter editor is always looking for material. Also, it's been suggested that we allow people to stand up at meetings and give a verbal history. I'm always interested in what pulled people in and the path they took. Hearing the stories makes the hobby more fun and personal.

Well, that just about wrote itself. I will wrap it up and wish everyone happy holidays and a good new year. I hope to see you on New Year's Eve at the Crazy Snow Fly.

Ken Gutelius

President, Skymasters

kennanc@msn.com

How we got here.....

I thought I'd reprint this club history here in case you may not have seen it on the [Skymasters web site](#). For those of us like me who have never known any field except the one we currently have on Scripps, it is interesting reading to say the least!

The Skymasters RC Club was founded in 1974 and today it is one of the largest model airplane club in the country and boasts several nationally recognized modelers. In fact, members of our club have been on the US Scale FAI Team and many members contribute articles to our national model magazines.

It all started in early 1974 when a few RC flyers, who had lost a flying field and were looking for a decent place to fly and a club to join. The only RC hobby shop in the area was in Warren at 13 Mile and Mound. The RC flyers in the area were flying in any spot which offered hope of takeoff and landing without instant re-kitting. The first field was found behind the Joshua Doore Furniture Store on 14 Mile, east of Dequindre. At this field, a model shop owner put up a sign that said "model airport". The City Manager became mildly upset and wanted to know who authorized a model airport in his city. That was the end of the 14 Mile field.

A group of RC pilots decided to form a club. Our first few meetings were held in Tom Marzlak's house in Warren.

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Front Cover:

Fred Engelman and Jim Wynn manning the table at the entrance to indoor heaven (AKA Ultimate Soccer)

Paul Goelz photo

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Approximately 13 or 14 RC flyers were present. Even then, as a fledgling club, we had coffee and doughnuts and a 50/50 drawing. In those early days meetings were held in various places: members' basements, work places after hours, at the field, wherever we could find a location. We chose our first officers by the volunteer method-- whoever wanted to get things started. Tom Marzlak was the first President with Jerry Parent as Vice President, "Big H" Maseles was the Secretary/Treasurer. In this early effort to form our Club we kicked around different names such as "Skynights", "Airmasters", and a number of others and finally decided on "Skymasters". We did not want the name to spell out a specific location because our members were from different areas around this section of Southeast Michigan. At this same time, Ed Atkins, a member who was a commercial artist, said he would design a logo for our Club. He decided that as long as the "Genie" was the master of the air waves we would place him on a bi-plane in the sky.

Other presidents followed over the years: Al Honeycomb, Cliff Tacie, Chet Brady, Jack Goodrich, Bill Leppard, Harlan Neuville, Dave Killian, Tom Weiss, Larry Phillips, Gary Wells, Barry Ptak, Ed Saumier, Jim Hauck, Vince Pettke, Darrell Watts, Pete Foss, Kevin Phillips, Greg Cardillo, Joe Finkelstine, Gary Weak, Ross Hardy, Ross Jones, and Joe Hass. Many of these served multiple terms.

In 1974 we started to fly as a club by the south entrance of the Hampton Estates. The field was off Auburn Road just east of Rochester Road. We flew there for a couple of years. When the traffic got too heavy, we had to find another field. Also Wakeford and Wayne Herbert, better known as Butch and Dutch, drove across Auburn Road in Butch's pickup into a big field. They found it to be fairly flat, but covered with weeds 2 to 4 feet high. An agreement was signed with the owners on June 3, 1975, which permitted us to use the field for our activities.

At Auburn Rd. we had 67 acres of weeds. With mountains of work by the members and Roy Morgan's tractor, it was finally cut, raked, hauled and burned. We finally had an excellent area to fly, with a school and a golf course far to the east, M-59 to the south and Auburn Rd. 200 yards north. For several years, Roy Morgan spent hours cutting the grass for us. Then another member, Chet Brady, contributed his tractor for our use. Now the club had a tractor that could be left at a nearby location to keep the field well groomed. At about this same time a new hobby shop arrived on the scene. Henderson's Family Hobbies on Auburn Road, east of Dequindre Road, which was great for the club. Bob and Glenna Henderson and our club hit it off very well. The hobby shop grew into what some say was the best in the state, and Skymasters owes much to Bob and Glenna's "back room". There every Saturday morning, RC modelers from all around gathered to show off their craft, help beginners, swap technical data, general information about our hobby, and help each other out.

The Club was growing quickly, and on June 22, 1976, we filed articles of incorporation with the State of Michigan and became a non-profit organization. As a corporation we are governed by a Constitution and By-Laws. One of the greatest challenges for clubs all across the United States is securing, developing, and maintaining good flying fields. In 1976, the club's old timers started looking around for a backup field and found a landfill on Hamlin Rd., west of Ryan Rd. in Shelby Township. With hundreds of hours of volunteer labor, we eventually had a pretty good grass field. The wisdom of the old timers was verified when we lost the Auburn Rd field due to a neighbors noise complaint. An incident that happens all too frequently with model clubs across the nation today.

We were back to one field. Again the search for a backup field was on. We found an abandoned gravel pit off Tienken Road, east of Rochester. The owner's permission was granted and we were back to work. The big job here was covering the gravel and growing grass. Again it was an adequate field but some lawless off road vehicle drivers and motorcyclists found our nice, flat grassy field a nice change from hill climbing. Art Gruner and others spent many fruitless hours repairing their damage. We finally gave up. Back to one field. But providence had given us a new resource-- The Flying Tigers. They were a group of modelers within Skymasters, consisting of retirees. They searched Rochester, Pontiac, and Lake Orion Areas; and found likely fields in Bald Mountain Recreation Area.

Now came many hours of phone calls, meetings with park rangers and trips to Lansing. Mr. Butterfield, in charge of state park grounds, obtained permission for us to develop 20 acres of state park land on Greenshield Road. We also had to satisfy the Lake Orion Township officials. Many thanks must go to Chet Brady, Felix Cole, Tom Weiss, Larry Phillips, and other Skymasters members for their successful pursuit of this goal. More hard volunteer work and we had a marvelous field. Then in 1989 we lost the Hamlin field to commercial development. In 1990, with the prospect of losing the Greenshield Road field looming because a couple of neighbors were complaining about noise, we leased a parcel of sod farm a few miles west of Oxford. This field was obtained through the efforts of the members of the field committee.

The Greenshield field was lost in the Fall of 1990 and the State Park officials and the Michigan Dept. of Natural Resources (DNR) officials worked with us (Ed Saumier, Joe Hass, Chet Brady and a cast of dozens) to complete the development of our new Scripps Road field (still in Bald Mountain Park). After removing dozens of trees, 6000 dollars worth of bulldozing, grading courtesy of Gary Van Hevel, rock picking, rolling, seeding, rolling, seeding, etc. the field began to take shape. Over the next year or so the runway was seeded several times but the grass wouldn't fill in very well. After lots of discussion, 4000 yards of sod were purchased from Baldwin Meadows Sod Farm. Led by "The Dirty Dozen" (they know who they are), many club members spent the better part of a week of evenings plus a weekend laying the sod to produce an excellent runway.

The wisdom of two flying fields was again proven out. In August 1992, we were informed that our lease at Baldwin Meadows Sod Farm would not be renewed for 1993. We had lost another field to noise complaints from neighbors.

In the summer of 1994 the club lost a very good friend when Henderson's Family Hobbies on Auburn Road closed when

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Propwash

By

Joe Finkelstine

October, 2013



On a wing and a prayer...

Hi All

Well, after resisting the urge to write my annual rant about swap shops, I decided to continue my focus on basic principles of flight and how it relates to our smaller craft. I want to focus on the concept of lift and how it is still somewhat misunderstood by more than a few of us at the field.

I am not going to venture into the long running debate of how lift is actually created, as this one has gone on forever between those who favor Mr. Bernoulli's argument vs. those who favor Mr. Isaac Newton's reasoning of equal and opposite forces. That whole debate is one where reason and decor left long ago - so worry not, I am much more interested in how lift manifests itself in two primary phases of our flight - Take off and landing.

This will sound like I am a candidate for Captain obvious, but the primary lift that we deal with is generated from the wing. While you mumble to yourself as to why am I restating something we all know, I will argue that many of know this intellectually, but we sometimes fly contrary to that knowledge, particularly when something goes amiss on takeoff or landing.

How so? - glad you asked. Let's start with a not too rare takeoff sequence I observe often each summer. A ship is taxied onto the runway and the take off roll begins. Soon into the take off roll, an unexpected event occurs, and the ship becomes airborne much sooner than planned. This could happen from forgetting to relax the up elevator needed for taxi, to an unfortunate meeting with a bump in our field, or a good old heave on the elevator stick. One reaction to this early heavenly launch I often see is to point the nose as high as we can (also adding full throttle if not there already) hoping to gain altitude quickly.

This reaction is based on the mistaken belief that the prop delivers lift to our prematurely airborne creation. This is similar to stepping on the gas in your car - it gains speed right? If our plane is not highly powered in this case the wing loses even more lift and it stalls. When this stall occurs, the plane will usually rotate (apparent aileron roll) and we will exacerbate the problem by adding opposite aileron which only magnifies our rapidly deteriorating situation.

The correct reaction when this occurs takes a bit of courage, but is easy to do. When the plane becomes airborne early on takeoff, your initial reaction should be to **lower** the nose, not raise it. Now, I don't mean point the nose to the ground, but rather get the nose level by Relaxing that death grip on the full up elevator stick. The next step is to allow the plane to gain airspeed in a nose level attitude and once a good airspeed is reached, then begin a gradual (or not so gradual if you prefer) ascent to the heavens above.

The reason this works is that by leveling the nose, you are decreasing the angle of attack for the wing and allowing it to generate the lift you need. By pointing the nose up in this situation, you drastically increase the angle of attack until the wing stalls. Lift of an airfoil is determined by a few factors, but one of the most key is angle of attack, not the airspeed. Actually, it is possible to stall a wing at almost any airspeed, and the name full scale pilots give that circumstance is accelerated stall. Once we have a lower angle of attack coupled with adequate power, the wing happily generates enough lift to stay airborne and then and only then does the ship gain airspeed to allow the angle of attack to remain well within lifting boundaries as we point the nose up. It may be a bit alarming at first, as our plane will be flying only a few feet or less from the ground, but it is flying rather than stalling.

For the long time scale flyers in this club, they know this, often from painful experience caused by a takeoff stall. One of the primary reasons I still see this pointing to the sky reaction is that many of our power setups now allow greater than 1:1 thrust to weight ratios and the prop thrust overcomes gravity and allows us to climb straight up. Scale ships do not have this power/weight ratio and must rely on the wing to generate lift - Long take off rolls and

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gradual climbs are the norm in this realm.

If you are new to this hobby, you may have only flown planes that have huge power available and have never really experienced a power failure on takeoff, early lift off, or a reduced power situation. The problem with blasting straight up on takeoff is that if the motor/engine quits, you will have near 90 degree angle of attack as far as the wing is concerned, and the wing will happily respond with near zero lift for you. Three feet off the ground with no lift and no power will not end well.

If you get the chance to watch some of the more experienced flyers at the field, notice how most of them have longer take offs than you may be used to and this is driven from experience. I would add that I think longer take offs and shallow climb outs are much more graceful to accomplish as well. Anyone with a foamy, brushless motor and a lipo can yank a plane straight up. I do it on occasion as well, but I do it with the knowledge that if my lipo, speed control, or motor decide to quit, I have virtually no chance of recovery. Watch a scale ship take off, or watch when I fly my pattern ships - long take off rolls are not just for show.

If this is new to you, practice it on a simulator. Setup a plane without massive amounts of power and try to yank it off the ground and you will be hitting the reset button often. Try to get the feel of relaxing the elevator - trust me on this, you can learn this as easy as you learned to fly.

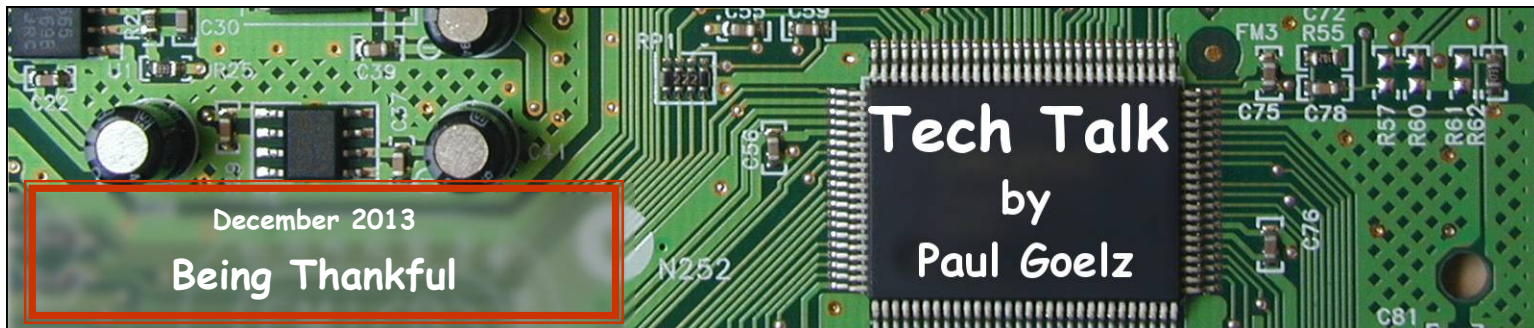
The other end of this misconception on lift occurs on landing approach. Now imagine the following situation. You are on final approach and the plane is currently headed down on a glide path that will have it come up short of the runway. An instinctual response is to extend the glide with elevator. It is if we are holding the plane up in the air with our elevator stick! Much to our horror, after adding lots of up elevator we might see our landing beauty roll near 90 degrees and point straight down to the ground as it bids us farewell. We have once again stalled the wing.

How so? - well, by adding elevator, we are actually increasing the angle of attack to the point of stall and the wing again happily obliges. Contrary to our automobile based instincts, on landing, the throttle actually controls the glide path, and the elevator actually controls landing speed - this is completely contrary to how a car would react and again is based on the misconception of how lift is generated. We "know" it is the wing, but our actions indicate we believe it is from pointing the nose up more.

On final approach, try to set the elevator to a fixed position (don't hold it to the ground - remember to flare!) and control the glide with throttle. If you are appearing to come up short, add throttle and keep the elevator the same. When the glide path looks good again, relax the added throttle and continue the glide. This procedure is not intuitive and can catch any of us at the field, experienced or not. The only advice I can give is to practice this in a simulator until it becomes instinctual and replaces the incorrect instincts we often start the hobby with.

Until we meet again, I hope you leave the field with the same number of pieces you bring

Joe



December 2013
Being Thankful

Tech Talk by Paul Goelz



Hi gang,

I thought this month (it is the day before Thanksgiving as I write this) I would depart from spouting pure tech and talk a bit about all the things we have to be thankful for in this hobby. I've been flying since about 1970 and in those years I have seen an amazing transformation.

When I started flying in 1969 (no buddy boxes, BTW), if you wanted to fly, you built your airplane. Period. My first (successful) plane was a Falcon 56 that I built and covered (silk and dope). I was renting a room at the local YMCA in Tulsa (the college dorm was full) and lets just say it is a good thing they never figured out where the stink from the dope was coming from or the plane might never have flown :) Nowadays, I don't have to build if I don't want to. There are tons of ARFs out there that are every bit as well built as I could manage. My Eflite Super Cub gives me the same joy that my Sig Clipped Wing Cub did back when I built it in about 1971.

Back when I started, **engines** didn't have mufflers and my hearing has suffered slightly as a result. These days, they ALL have mufflers!

In the 70s, **electric airplanes** were unheard of (at least I never saw one). In the 80s and 90s they started to become practical and in the 2000s, lithium power arrived and everything changed. I bought my first electric "micro" helicopter in 2000 for \$200, then had to add the control board, receiver, battery and servos. Close to \$400 by the time I was done. It flew on seven AAA NiCd cells and could manage maybe four minutes if you were lucky. If you made it to 4.5 minutes, you got on the internet (dialup, by the way) and told everyone how you did it! I still fly that heli. These days I fly it at the same AUV but on a 2S 850mAh LiPo pack and it flies easily for 16+ minutes. How did we ever manage before lithium? And how will things change when the next generation of battery tech hits?

Build or buy? This has been a major transformation for me over the years. I was never an avid builder... building for me was a means to an end. My interest was in FLYING. So the transition away from kits to ARFs

and RTFs has been a very good thing. No, it is not quite as rewarding to fly something that someone else built, but that is more than compensated for by the fact that A) it looks better, especially if it is a scale model and B) if I break it I can usually get the needed parts and put it back in the air good as new. That for me at least has been a very welcome transition in our hobby. And for the remaining vestiges of the "builder" in me, I busy myself with modifications that enhance the flight characteristics or make the model more functional.

Radios.... We have come a LONG way here! My very first airplane was a little 0.020 powered single channel plane that was controlled with a super-regenerative receiver and an escapement. How many of you remember escapements? Powered by a wound up rubber band, they would cycle the rudder from center / left / center / right / center for each button press on the transmitter. You had to remember which way you went the last time you pressed the button to figure out which way it would go the next time you pressed it. It..... um.... Flew away from me and I never got it back. From there I graduated to a brief stint with a reed radio in a boat, then to a 27MHz radio in a sailboat, to a 72MHz radio (E-K Logictrol) in my Falcon 56. I still have that radio and lets just say that we have come a long ways in radio build quality and stick feel. I will say, though, that in all my 72MHz FM days I cannot recall ever having more than one or two radio glitches. Until I moved to electric aircraft, that is. But today's 2.4GHz radios are a light year ahead of my 72MHz FM radios in every way except one.... The industry needs to figure out how to bring some standardization to our radios like we had in the 72MHz days. But even with that, I am very thankful that my radio "just works", didn't cost as much (in relative terms) as my FM radios did, and is far more flexible.

So as Christmas approaches, I am very thankful for where we are and how far we have come in my time in the hobby. For me as a flyer and tech geek, this is truly a wonderful time to enjoy playing with my toy airplanes!

Until next month.... Paul Goelz

Indoor flying at Ultimate is BACK!





Volunteers needed!

Here is a great opportunity to show your support for our Troops. On Tuesday, Dec. 10th come volunteer at the Candy Cane CHRISTmas Tree Farm from 9am-10am.

Our own Frank and Cathy Genovese will need some help preparing and loading over 100 Christmas Trees which they have donated to the Trees for Troops Program. If all goes according to plans there will also be a photo-op session so the more community support we show for the Troops the better.



These trees, along with others, will be sent to Cannon Air Force Base in New Mexico. Cannon AFB is home to the 27th Special Operations Wing.

In past years the club has been well represented and they could use your help again this year so come join us. (Wear warm cloths and bring old gloves if you have them since tree sap is sticky) Help Bring the Spirit of Christmas to military families.

The **Candy Cane CHRISTmas Tree Farm** is located at:

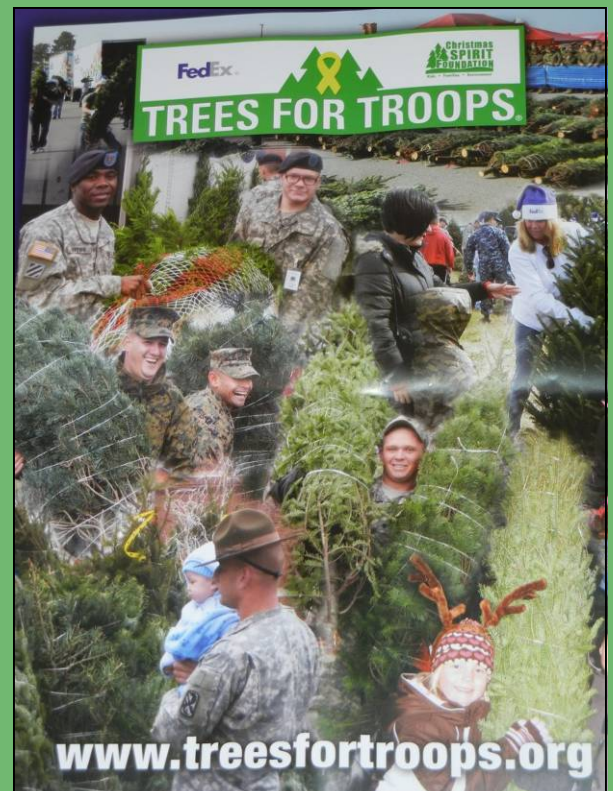
[4780 Seymour Rd.,](#)

[Oxford Charter Township, MI 48371](#)

(248-628-8899)

check out their web site for directions at

www.candycanetreefarm.com



Goldberg Award

For the 4th year in a row a member of the southeastern Michigan aeromodeling community was recognized for their contributions. The 2013 winner of the coveted Carl Goldberg Vital Person Award is none other than **Mark Freeland**.

Mark, the owner of Retro R/C, joins the ranks of Gary Weaks, Ken Myers, and Keith Shaw for their continuing contribution to modelers everywhere.

Mark's designs are a staple in the free flight and R/C community. You can regularly see write ups in Model Aviation and Flying Models. Mark's latest innovation is an incredibly versatile building board. Mark is also a regular when it comes to making donations to events.

Once it was confirmed that Mark was a winner plans moved quickly to organize an event that was chock full of content plus a great place for a surprise award. Mark shared some of his new products with the 92 fellow models present and took his seat in the front of the room. When the other new products were finished being introduced I moved the agenda to an explanation of the Goldberg Award. Mark's wife Barb and 2 of his 3 daughters were in on the surprise and quietly moved to the front of the room, taking a seat directly in front of Mark. The look on Mark's face was priceless as he tried to figure out what was going on.

Mark's contributions, both in design, manufacturing and with product for prizes, are too numerous to mention.

Please join me in congratulating Mark Freeland on winning the Carl Goldberg Vital Person Award for 2013.

Mark's e mail is retrorc@live.com

Joe Hass

248-321-7934



(Continued from page 3)

Bob and Glenna Henderson retired. Their retirement party was bittersweet indeed but we wish them well. To compensate for the lost of Saturday mornings in the winter, Steve Fredericks started hosting greatly appreciated bi-weekly "Bull Sessions" in his shop.

We have enjoyed over 15 years at our current Scripps Road location, and have a great relationship with both the DNR and Orion Township, and look forward to many more years. We continue to support the community around us while promoting the R/C hobby. Our "Bald Mountain Involvement Day" and participation in "Orion Township Barn Daze" are key activities for us.

Our club has gotten national recognition for our events, especially the "Midwest Regional Float Fly" which has been the subject of over 10 feature articles in national magazines, 3 cover photos, and 6 feature videos. Our club has been able to attract nationally known speakers and companies to come share their time and knowledge with us at our club meetings. We have a premier student instruction program to help newcomers getting started. Our membership has grown over the last several years, and we look forward to introducing more people to this wonderful hobby!

Many thanks are due to the volunteers who have worked so hard: running our concession stands, welding trailers and gates, making and painting signs, building transmitter impound stands, building and repairing fences, seeding, mowing, fertilizing, running contests, running the Club, instructing fledglings, and working on the many committees that are needed to maintain our access to flying sites and to keep the Club growing! We couldn't do it without you.

Skymasters R/C Club

Indoor Electric Flying



In conjunction with the Radio Control Club of Detroit

Ultimate Soccer Arenas
867 South Blvd., Pontiac, MI
2 miles south of the Pontiac Silverdome



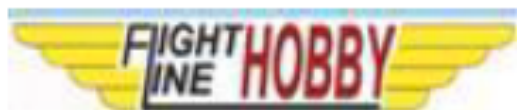
Sunday, Dec. 1st from 1 PM to 5 PM
Thanksgiving Holiday Event

4 Hours of Flying - \$15.00

*Special Family Rate With Parent Supervision
Or 2 Punches on 5 Session Card – Gold Card Event Included
Spectators Free - Great Lunch Available

**Large Enough For Simultaneous
Sport, 3 D, Micro, and Heli.**
See rules for size and weight limits.

Support your local hobby shops:



All Pilots must have proof of current AMA Membership

For more information call Jim Wynn 248-236-9983
Visit our web site at www.skymasters.org

* Special Family Rate see the Event Director for details

The 5th Annual Holiday Gift Drive

With the support of Skymasters and all the Indoor Pilots at Ultimate Soccer Arenas

Once again the staff at Ultimate Soccer Arenas is helping the needy children of the community with a toy collection campaign. A wrapped (with a label with gender and age) or unwrapped gift can be left at Ultimate. Continuing the tradition let's make Tuesday December 17th the day that Skymasters and all the Indoor Pilots make their contribution. All of your donations go to Lighthouse of Oakland County and The Salvation Army.

For each gift (wrapped or unwrapped) having a value of \$10.00 or more the person making the donation will receive a drawing ticket.

Make Christmas at Ultimate Soccer Arenas even more memorable for the kids and those in need!



Helping people in southeast Michigan move from crisis to self-sufficiency since 1972.
www.lighthouseoakland.org



Pilots don't forget bring your gift on Tuesday, Dec. 17th.



With The Support Of Our Local Hobby Shops:

4 Hours of Indoor Flying



Skymasters R/C Club



In conjunction with the Radio Control Club of Detroit

Wednesday, Dec. 26
from 11 AM to 3 PM
The Day After Christmas



4 Hours of Flying - \$15.00

*Special Family Rate With Parent Supervision
Or 2 Punches on 5 Session Card – Gold Card Event Included
Spectators Free - Great Lunch Available



Ultimate Soccer Arenas
867 South Blvd., Pontiac, MI

Large Enough For Simultaneous Sport, 3 D, Micro, and Heli.
See rules for size and weight limits.

Support your local hobby shops:



For more information call Jim Wynn 248-236-9983
Visit our web site at www.skymasters.org

All Pilots must have proof of current AMA Membership

* Single Session Rate for Parents - Family Members Under 12yrs Free at Discretion of Event Director

Rev1

RC FLYERS CLUB

FLY

YOUR LEGACY STARTS NOW



PH: 810-299-2279

www.LegacyCenterMichigan.com

RC FLYERS CLUB

Rates Are Prorated
Each Week!

Legacy Mens RC Flyers Club

The Legacy Center of Michigan has partnered with the Hamburg Flyers to offer winter flying times to club Guests. Our times are very family friendly for pilots that would like to fly on weekends. All pilots must carry an AMA current membership and follow all policies and rules.

TIME: 9:00pm- 11:00pm
DAYS: Saturday Evenings

SESSION 1: November through January (12 Weeks)
Please check website for exact flying dates and times.



REGISTRATION: Online at www.LegacyCenterMichigan.com

COST: \$5/Hour Members
Legacy Membership: \$120 (per session)
One Day Pass: \$20

Partnership with Hamburg Flyers Club

HAMBURG FLYERS

Michigan Rehabilitation Specialists



Skymasters RC Club of Michigan presents:



RC Expo & Super Swap

Sat. February 15, 2014 10-2p.m.

Promoting
RC Hobbies

—
Many static &
informational
displays

—
Numerous vendors
of RC products

—
Come and LEARN
about the world of
RC



*GREAT THINGS FOR
THE ENTIRE FAMILY*

Visit our website at:
www.skymasters.org



Lake Orion Community Schools –CERC
Community Education Resource Center
455 East Scripps Rd.—Lake Orion, MI 48360

4.5 miles north of the Palace of Auburn Hills

Take I-75 to exit 81 (Lapeer Rd) go North 4.2 miles, turn right on
E Scripps Rd and follow for ¼ mile—Destination will be on left

AIRPLANES, BOATS, GLIDERS, HELICOPTERS, QUADCOPTERS, ROCKETS, CARS, TRUCKS, AND LOTS, LOTS, MORE!!

- | | |
|--------------------------------|-----------------------------------------------------|
| → Dealers & vendors welcome | → Many Static Displays!!!! |
| → Over 100 tables | → Food and Refreshments |
| → \$15/table —set up 9:00 a.m. | → All aspects of RC welcome |
| → \$5.00 entry fee | → Active Military, women and children under 12 free |
| → RC Flight Simulators | |

CALL : 248-805-1404 or email: superswap@skymasters.org

ON THE WING

Skymasters Breakfast

First and Third Monday of
each month through May

9AM

Everyone welcome

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

Indoor Flying

every Tuesday

11AM to 1PM

At Ultimate Soccer,
Opdyke and South Blvd
Pontiac, MI



Next Skymasters Meeting...

Is the Christmas Party!

December 12th, 6:00PM

at the Orion Center

1335 Joslyn Road

(on the east side of Joslyn,
just south of Clarkston Road)

Other local area indoor flying sessions

Premiere Training Center

51379 Quadrate, Macomb MI

(north of 23 mile and east of Hayes)

Thursdays, 9AM to 3PM (yes, that's 6 hours)

Small electric planes and helis (separate heli space)

\$10/session, AMA not required

Info: Steve Durecki 586-246-4203 (text or voice)

stevedurecki@comcast.net

Legacy Center

9299 Goble Dr.

Hamburg, MI 48139

(Off of Winans Lake Road, between
Rickett Rd. and M23)

Saturday Evenings

9PM-11PM

In partnership with the Hamburg Flyers

December 2013

SUN	MON	TUE	WED	THU	FRI	SAT
1 Indoor flying 1PM–5PM Ultimate Soccer	2 Skymasters Breakfast 9AM Red Olive Rochester	3 Indoor flying 11AM–1PM Ultimate Soccer	4	5 Indoor flying 9AM–3PM Premiere Training Center, Macomb	6	7 Indoor flying 9PM–11PM Legacy Center, Hamburg
8	9	10 Volunteer @ Candy Cane Christmas Tree farm 9AM See page 9 Indoor flying 11AM–1PM Ultimate Soccer	11	12 Indoor flying 9AM–3PM Premiere Training Center, Macomb Skymasters Christmas Party 6PM Orion Center	13	14 Indoor flying 9PM–11PM Legacy Center, Hamburg
15	16 Skymasters Breakfast 9AM Red Olive Rochester	17 Indoor flying 11AM–1PM Ultimate Soccer	18	19 Indoor flying 9AM–3PM Premiere Training Center, Macomb	20	21 Indoor flying 9PM–11PM Legacy Center, Hamburg
22	23	24	25	26 Indoor flying (Fly new airplanes!) 11AM–3PM Ultimate Soccer	27	28 Indoor flying 9PM–11PM Legacy Center, Hamburg
29	30	31 Krazy Snow Fly At the Scripps field				

Skymasters Information...

[The Skymasters field is located in Lake Orion, within the Bald Mountain Recreational Area](#) on Scripps Road, between M24 and Joslyn (see map). A state park permit is required and can be obtained from the Park Headquarters located on Greenshield Road or you can check the box on your tab renewal for a "Recreational Passport".

Flying is permitted from 10 AM to 8 PM. The noise limit is 94 dBA at 10 feet. This noise rule is enforced.

Wednesday evening (through August) is Family Night with flying and a pot luck buffet. Bring something for the grill & a dish to

pass.

Wednesday 5PM to 8PM is also Student Night (through August) but there are usually instructors around all day. Meet the instructors and arrange for more instruction time together on other days. Our Chief Flight Instructor is Greg Brausa, 248-373-8949 cgbrausa@gmail.com

From June through August, club meetings are held at the field, on the second and fourth Wednesday of the month at 8 PM. A great chance to fly and socialize. **Winter meetings (September through May)** are held at the Orion Center, 1335 Joslyn, in

Lake Orion. Check the calendar here or on the [web site](#) for specifics. Bring a model for Show and Tell, enjoy coffee and donuts and listen to the speaker of the evening.

The Skywriter newsletter is available online at the Skymasters web site and is free to all. It may also be printed from the web site if desired. All contributions are welcome. Please send photos and articles to newsletter@skymasters.org If you know of anyone who may be interested in R/C Aviation, please give them a link to this newsletter or give them a copy of an AMA magazine. It may spark their interest!



Newsletter Submissions
Please send all articles, photos and announcements to the Skywriter editor at: newsletter@skymasters.org
Deadline is the 20th of each month.
The Skywriter newsletter is published monthly by the Skymasters Radio Control Club of Michigan
www.skymasters.org

2013 Club Officers & Appointees...

President:	Ken Gutelius	Lake Orion	248-814-1157	kennanc@msn.com
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