



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...



We have had a good start to the season. The Recreation 101 event was well attended and enjoyable and there have been lots of people enjoying their flying at the field. Thanks very much to Phil Saunders and all the volunteers for running Rec 101.

Coming up in July we have the Helicopter Fun Fly and then in early August the Warbirds & Scale event. I hope everyone will come out to enjoy these. Ted Labbe will be visiting the field with a full size heli again this year.

With everyone out enjoying their flying, I want to remind you that safety is of the absolute highest importance. The fun can end abruptly if we have an accident. I know I often sound like a "safety nanny" but seeing someone get seriously injured would take all the joy out of flying. I am not going to repeat every safety rule. Everyone should know them. But I am going to review some of the most frequently violated rules and some general safety principles. It's easy to become complacent when there haven't been any incidents for a while.

FLYING BEHIND THE FLIGHT LINE

This is a very dangerous situation. The concept of

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the flight line is to separate aircraft from people. It is a safety issue of the highest order when that separation breaks down. Not only must you never fly behind the flight line for any reason, you should avoid flying close to the flight line. Leave some cushion for the unexpected.

SCARING YOURSELF OR OTHERS

If you frequently have "wow, that was scary" moments then you are probably flying too close to the limits of your abilities. Please back off from these limits or seek guidance from a flight instructor to improve your skills.

SKIPPING PREFLIGHT INSPECTIONS

Every plane from the smallest foamy to the biggest giant scale must be maintained in safe flying condition. This includes power systems, control linkages, antennae, airframe components, etc.

REPEATEDLY FLYING AN UNSAFE AIRCRAFT

If you fly a plane and find it difficult to control, DO NOT just continue to fly it. Land it safely if you can. Or ask a more experienced pilot to take over if one is available. Once safely on the ground, figure out what the problem is and fix it. If you can't figure it out, seek help. Don't take off again and figure everything will be OK.

CONTINUING A FLIGHT WITH A COMPROMISED AIRCRAFT

If an aircraft contacts a tree, the ground, another aircraft, a bird, a UFO, or if you see a part fall from it but it continues to fly, you must assume that it is compromised and land immediately. Warn anyone present of the potential problem so they can be alert. Do not fly again until the aircraft has been thoroughly inspected and determined to be safe.

UNSAFE TAXIING

When taxiing back from a flight you should spend a minimum amount of time with the plane pointed toward the flight line. Think about what would happen if the engine/motor suddenly went to full throttle. This can and does happen. Taxi back and stop parallel to the flight line and shut down before approaching the plane. Also, don't turn your back on a plane that is idling at the flight line before or after a flight. Shut it off if you have to give your attention to something else.

PLUGGING IN ELECTRICS BEHIND THE FLIGHT LINE

A plugged in electric should be treated like a running gas engine. Take your electric to a starting stand before plugging it in.

Ken

Ken Gutelius

President, Skymasters

kennanc@msn.com

From the editor,

Hi there, Paul Goelz here. For anyone who doesn't know, I am the newsletter editor. And I'd like to put out a request. In the immortal words of the robot from "Short Circuit"..... **I need INPUT**. I do my part each month with the "Tech Talk" column, but the newsletter needs more, and I know it is out there. We now have over 200 members, and I'm sure each and every one of you have your own unique story to tell. How did you come to this hobby? What keeps you interested? Who was your inspiration / mentor? What do you do when you are not flying? What do you do for a living? What do you most like about the hobby? The least? Do you have special skills or experience that could benefit the members?

You get the idea. I'd like the newsletter to be much more than mostly a photo album. **But I need your input**. So, don't be shy..... Write me something. I'm the editor, and I can help you flesh it out if needed.

Paul Goelz paul@pgoelz.com

Newsletter editor

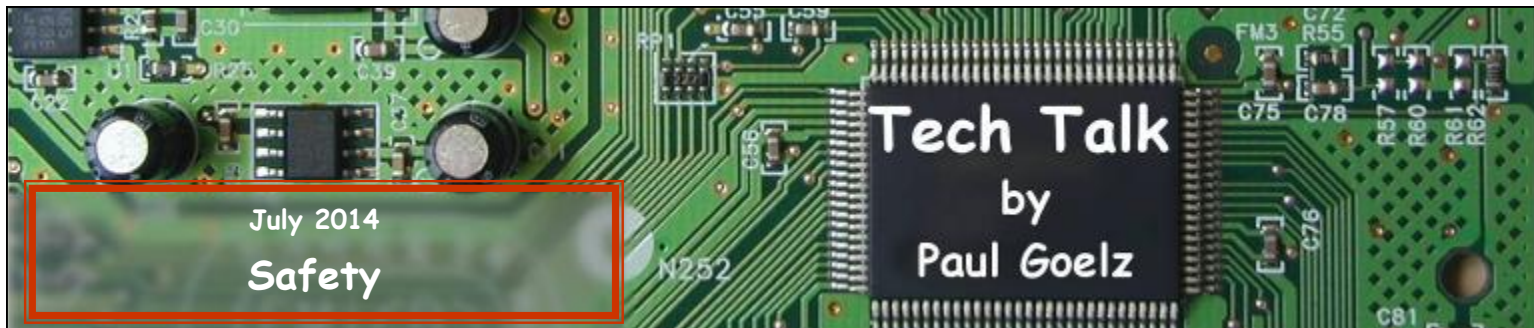


Now THAT is a precision landing!

Front Cover:

"Electrics Over Lake Orion" AKA the Skymasters Electric FunFly. Shot by Hong Yin from a DJI Phantom quad-copter (electric, of course) using a Go Pro 3 camera.





July 2014
Safety

Tech Talk

by
Paul Goelz



Hi techies,

Ken talks about flight safety in his President's Message this month. With safety on our minds, I thought I'd devote this month's Tech Talk to the same subject. Safety. But since this is Tech Talk, I'd like to talk about the things we can do as pilots to make sure the technology we rely on is working correctly.

Even the most skilled pilot can end up crashing if critical parts of the radio system fail at the wrong time. A \$0.50 connector or a \$0.01 piece of wire (like an antenna) can fail and take down a \$5000 airplane or put an otherwise docile trainer into the pits. Things do fail, and sometimes at the worst time possible. But with some knowledge about how it all works, some preventive maintenance and some preflight checks with an eye to detail, many pending failures can be caught before they happen.

Transmitter

Transmitters these days are very reliable. In fact, I can't remember the last time I had one fail. But it can happen. A potential failure point is the antenna. The black thing that sticks up out of your transmitter is called the antenna, but it is just a hollow piece of plastic. The actual antenna is inside it. And it is connected to the transmitter with a tiny coaxial cable that flexes each time you move the antenna. If that cable breaks or gets pinched or damaged, it will reduce your range significantly. Do a range check to be sure!

Your transmitter has a battery.... Make sure you are certain it is healthy and charged before flight.

If you have switches programmed for various functions, make sure you know what they do and are in the correct position prior to take off.

Do you have a throttle hold switch programmed? *In my opinion, a throttle hold switch should be MANDATORY for EVERY setup, and especially for electric planes.* A throttle hold switch forces the throttle to idle (for glow) and off (for electric) regardless of the position of the throttle stick. With the hold switch en-

gaged, the motor will not suddenly go full throttle in the event you accidentally bump the throttle stick.

Receiver

Like transmitters, receivers these days are very reliable. But also like transmitters, they have at least one antenna, which can be damaged in a crash or by handling.

Many receivers have two antennas and / or satellite receivers and use "diversity reception". Each receiver (or each antenna) receives the signal independently and the processor constantly examines each data stream and only uses data that was received intact. This increases reliability, but if part of that system fails (like for example a satellite receiver), it can also mask the failure. Make sure that all antennas are intact and that any satellite receiver is showing a solid connect light.

Battery

I've said it before and I'll say it again.... The battery is the heart of the plane. You need to know how to ensure it is healthy. Look back a couple issues of this newsletter for the column where I discussed how to evaluate a NiMh or NiCd flight pack.

If you use a flight pack, periodically check out the connectors and switch to make sure they are tight and reliable. Work the switch and wiggle everything and make sure nothing is intermittent.

Many newer Spektrum receivers (especially in Bind-n-Fly planes) send rudimentary telemetry that can be used to examine the frame loss and hold information after a flight. Read up on it and use it.... It can reveal problems before they bring your plane down.

And on the subject of the battery, if you have a plane with an awkward battery access (like my Super Cub), consider adding a remote battery disconnect. That way you can plug the battery in and close the hatch without actually powering the plane until your hands are clear of the prop.

Servos and linkages

Servos are another failure point in our planes. Gears can

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break and motors can (and do) fail. Gears are easy to check. Just move the servo output arm back and forth gently with power off. And jerking or grinding is a sign of a broken tooth.

Pay extreme attention to any servo that doesn't want to move, even if it is very momentary. This can be a sign of a motor with a bad commutator section. Bump it off that section and it can appear to be working normally.... Until it stops on that section again. A servo that fails to move, **EVEN ONCE**, should be removed from service immediately.

Preflight

In addition to all the usual mechanical and range checks, make sure each control surface moves in the correct direction and as far as expected. When I do a controls check, I say the direction as I move the stick and I watch the appropriate control surface and take a moment to think about whether it is indeed correct. It is too easy to just move a stick, see movement and call it good. Make sure the receiver LED is on indicating a successful connect on the main receiver **AND** any satellites. Make sure you know the status of the flight battery. Make sure the throttle hold switch is engaged as soon as the transmitter is turned on. In fact, I try to make it a habit to touch every switch and make sure they are all in the correct position before I power the aircraft. Always remember that an electric aircraft should be treated like a loaded gun as soon as it is powered.

If you are flying a helicopter, there are specific preflight checks for helis, but if you do nothing else, push and pull **HARD** on the blade grips. Any axial play is a sign the blade grip bolts are loose and is **EXREMELY** dangerous.

Post flight

If at all possible, check your flight battery at the end of each flight (for electric planes) or each session (for glow planes with flight packs). Make sure that the state of charge matches your expectations. This is an easy way to spot a failing pack before it fails enough to bring your plane down. For example, I time my electric planes so that I land with between 20% and 30% charge remaining. I check the battery each time I land and can easily spot a failing pack because it will show less than 20% on landing.

Make sure all control surfaces are still tight and the linkages are slop free.

And in the unfortunate event that your electric powered flight did not have a happy ending, **BE VERY CAUTIOUS** with the battery. If the battery shows **ANY** signs of damage, **DO NOT** put it in the car right away. A damaged LiPo can ignite, and it can do this some time after the crash. Damaged LiPos are potentially **VERY DANGEROUS** and should be safely observed for at least 30 minutes to ensure they will not ignite. You should **ALWAYS** have a fireproof container to transport and store your batteries. And a damaged LiPo should be disposed of as soon as possible. I take mine to the local Battery Pros store and I tell them it has been damaged so they know to immediately put it in a fireproof recycling bin.

That's all for this month. See you in August!

Paul



Steve Kretschmer's "Fazer Bashed" Dornier. Or is it a "Dornier-ed Fazer Bash"?

Scouts at the Field

June 16th



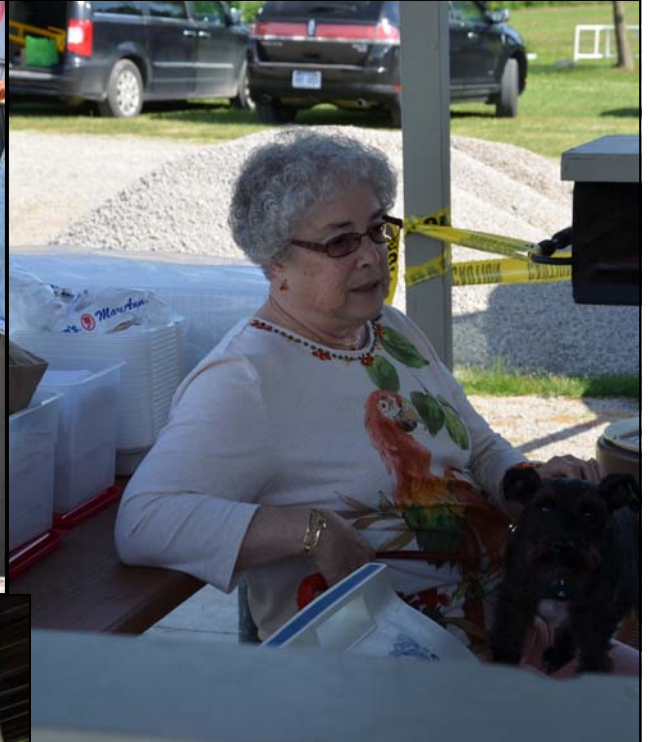
Recreation 101

This year's Recreation 101 event (in conjunction with Bald Mountain Recreational Area) was a roaring success. We had a great turnout and gave a whole bunch of folks their first chance to fly a model. We had three simulators in operation and visitors could try their hand on a sim before they flew "the real thing". I was most impressed with the kids this year... most of them really applied themselves and many times you could watch them improving as they flew the sim. And they were not as interested this time around in "cool crash scenarios". They actually wanted to fly. I remember one kid who actually managed an entire solo flight on the sim, including the landing! OK, so he was in the weeds. But he landed with the engine running!

Mucho thanks to Phil Saunders for spearheading the event and the rest of the volunteer crew (and Bill Dezur the cook) for pitching in and making it all possible. Here's a whole raft of photos from Paul Goelz and Bill Pesch in case you missed the event.



Annual Fish Fry



Electrics Over Lake Orion

(the day shift)



The Electrics Over Lake Orion event was a rousing success this year. I don't have an actual pilot count, but there were plenty of electron burners in the air. In fact, often as not, all five flight stations were in use.

The weather cooperated and we all had a great time. Things died down in the afternoon, but around 8PM there was a fresh wave (or the same people, refreshed) and by 9PM the flight stations were still full.

As darkness fell, the LEDs went on and there were some really spectacular lighting systems in use.

Too bad the skeeters weren't attracted to them.... They seemed to know right where the pilots were :)



Electrics Over Lake Orion

(the day shift, continued)



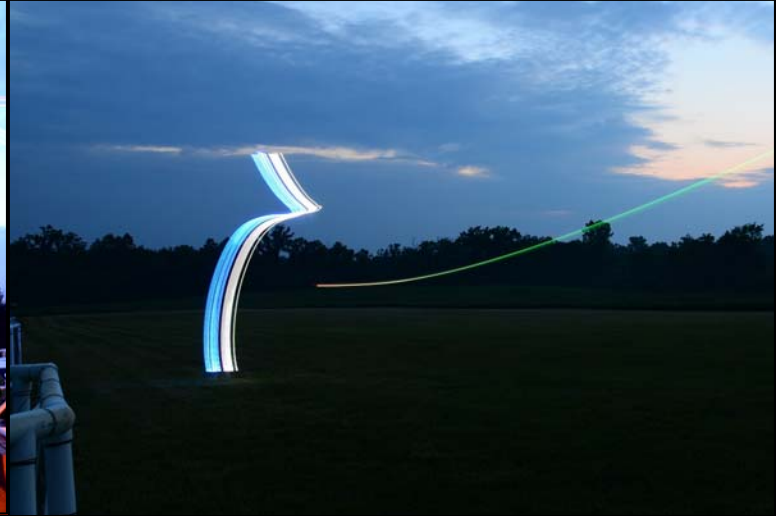
Electrics Over Lake Orion

(the night shift)



Electrics Over Lake Orion

(the night shift, continued)





BOY SCOUTS OF AMERICA
MICHIGAN CROSSROADS COUNCIL

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May 12, 2014

Ken Gutelius, President
Skymasters Radio Control Club

To the President and Members:

The Chippewa Outdoor Committee of Great Lakes Michigan Crossroads Boy Scout Council would like to take this opportunity to thank you and the members of the Skymasters Radio Control Club for their continued participation in our spring event. Again the event was held at Camp Rotary and was a very successful day.

The weather was good and we had over 450 scouts attend to participate in all of our stations. The Skymasters station was again very popular with the scouts. The flight simulators were great and gave the scouts an opportunity to learn more about the hobby.

As volunteers ourselves, we can appreciate the time, energy and commitment that your members show by volunteering to make our event a huge success. We look forward to involving your club at future events.

Yours in Scouting,

Chippewa Outdoor Committee

Members of the Committee

Fellow clubs:

On Sunday July 20th we are having an open house Fun Fly event. We are opening our field to all members of clubs in the metro Detroit area for a day of flying and meeting other members from the clubs in the area.

We will provide food and refreshments at no charge to all participants as is our practice when we have our fun fly events for our members.

The flying will start at noon but will have the field open by 10AM so that we can meet and greet everyone.

We welcome all types of aircraft, helicopters, jets, foamies, electrics. Bring all types for a day full of flying and socializing.

Our field is located on Ridge road, 1/4 mile north of Geddes road in Superior Township.

If you go to Google Earth and search for Flying Pilgrims Trail, it will take you there ([or click this link](#)).

Would you please pass this info to your members either through email or at your next meeting.

Any questions you can contact me.

Jack Kezelian
734/207-3626

Skymasters RC, Lake Orion MI

Helicopter FunFly

Sunday, July 27th 2014

The event is held at the Skymasters Scripps Road field in the Bald Mountain recreational area, Lake Orion MI. North of Silverbell and west of M24. See map below.

Large shelter and tables for shade and repairs.

Restroom onsite.

Recreational park pass required for park entry. If you do not have one, it may be purchased at the event for \$10 from the park rangers and is good for the whole year.

For more information, contact the event director, Paul Goelz at helifunfly@skymasters.org

or call 248-933-5814

Skymasters web site:

www.skymasters.org



- **FEATURING A VISIT BY A FULL SCALE BLACKHAWK HELICOPTER AT NOON – PLUS A SURPRISE!**
- **REGISTRATION OPENS AT 9AM**
- **FIRST FLIGHT AT 10AM**
- **FIELD AVAILABLE UNTIL 8PM**
- **3D, SCALE AND SPORT FLYING ENCOURAGED**
- **ELECTRIC, GLOW, GAS AND TURBINE POWER WELCOMED**
- **FOUR FLIGHT STATIONS ON TWO FLIGHT LINES PLUS A HOVER AREA FOR SMALLER HELIS**
- **NO LANDING FEE... THIS IS A FREE EVENT**
- **AMPLE PARKING AND SPACE FOR CANOPIES**
- **FOOD AND REFRESHMENTS AVAILABLE**
- **PROOF OF AMA MEMBERSHIP REQUIRED TO FLY**
- **RECREATIONAL PARK PASS REQUIRED (SEE SIDEBAR)**
- **72MHZ AND 2.4GHZ OK. NO IMPOUND FOR 2.4GHZ**

SCRIPPS ROAD FIELD



Spectators are welcome at this free event!





ADDISON OAKS FLOAT FLYING 2014



www.romeoskyhawks.org

www.flyfraser.net

SPONSORED BY THE ROMEO R/C CLUB AND THE FRASER FLYING CLUB
AMA INSURANCE CERTIFICATE PROVIDED TO ADDISON OAKS PARK

Every Wednesday, May thru September

Addison Oaks Oakland County Park at Buhl Lake
1480 W Romeo Road, Leonard, MI 48367

Main Park Entrance on W. Romeo Rd (32mile) West of Rochester Road
Past the Toll Booth then follow the signs to the Boat Rental
www.destinationoakland.com

Flying from 9 am till noon, boat provided by Addison Park
Flying open to AMA Members - Public Welcome

Only 2.4 GHz radio systems are allowed



- All Cars Need Daily/Annual Oakland County Park Sticker
- Daily Car Pass is \$4.00 Senior or \$5.00 Oakland Resident
- Annual Car Pass is \$22.00 Senior or \$30.00 Resident

- Plenty of Free Parking. Unload and then Park

- No R/C Boats During Flying Times

- Weekly Email Notification on Tuesday of Weather Forecast and Wednesday of Flying Status or Cancellation



For more information call Jim Held at (H) 248-641-9724 or (C) 248-835-4491
jimwheld@wowway.com

Photo's by Jim Held

Created by Douglas Norris

Direct from the DNR....

Looks like the cost for entering the park without a recreational passport is \$20 if approached by a ranger.



Recreation Passport Replaces State Park Sticker *Fact Sheet*

The Recreation Passport is Michigan's solution for funding your favorite recreation destinations, and it begins October 1, 2010.

Instead of spending \$24 for an annual motor vehicle permit or boating access permit, you will now be asked to support the Recreation Passport with a \$10 fee when renewing your vehicle registration with the Secretary of State. \$11.00 effective 1-02-13.

When you opt-in, your fee will do so much more than get you into the state parks:

- 80% will be used to rebuild and maintain your state parks and recreation areas.
- 10% will be directed to your county, city and township parks through grant funding.
- 7% will go toward your state forest campgrounds, pathways and non-motorized trails.
- 2.75% will support your state park cultural and historic resources.
- 0.25% will be used to educate and update you on the value of the Recreation Passport.

Opt-in and preserve parks for generations to come!

Since 2004, Michigan State Parks and Recreation Areas have received no state tax support and are primarily funded through user fees.

The Recreation Passport legislation was created to prevent drastic cuts to park and forest programs – and it will take the support of outdoor enthusiasts like you to make the idea a reality. Opt-in on every vehicle you register to support green spaces and recreation in your community and throughout Michigan.

Additional Info You Need to Know:

- Supporting the Recreation Passport gives you access to all 98 state parks and recreation areas, 133 state forest campgrounds, 879 miles of trails, and every state-administered boating access site in Michigan.
- Camping fees will remain in effect.
- When registering a motorcycle, the fee requested is just \$5.
- There will be a designation on your normal license plate registration sticker to indicate you have paid. Entering a park without opting-in will result in paying a Recreation Passport fee of up to \$20 or could result in a \$100 fine.
- Out of state visitors will still pay \$8.40 daily, \$30.50 annual fee for park and/or boating access site entrance.

View the complete legislation at michigan.gov/stateparks
For more information, ask state park staff or call 517-373-9900.

04/01/2010

ON THE WING



Don't miss the Skymasters Heli FunFly.... even if you aren't a heli pilot!

When? Sunday July 27th, starting at 10AM at the field

Why? In addition to the usual model heli antics, Skymasters' own Ted Labbe will be arriving at noon sharp in a full scale Blackhawk! He has something up his sleeve and promises this will be a lot of fun!

This is a free event. Non-members and spectators are most welcome, so.... Be there!!!

July 2014

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2 9AM Addison Oaks Float Fly 3PM Student Night at the field 6PM Pot Luck at the field	3 Aerobatic Training 6PM Scripps field	4	5
6	7	8	9 9AM Addison Oaks Float Fly 3PM Student Night at the field 6PM Pot Luck at the field	10 Aerobatic Training 6PM Scripps field	11	12 Mid America E-Fly 10AM Salem Twp. MI Twos or Better 10AM Romeo, MI
13 Mid America E-Fly 10AM Salem Twp. MI	14	15	16 9AM Addison Oaks Float Fly 3PM Student Night at the field 6PM Pot Luck at the field	17 Aerobatic Training 6PM Scripps field	18	19
20 Electric Fly 10AM PMAC	21	22	23 9AM Addison Oaks Float Fly 3PM Student Night at the field 6PM Pot Luck at the field	24 Aerobatic Training 6PM Scripps field	25	26 Watts Over Wetzel 9AM RCCD
27 Skymasters Heli FunFly 10AM Scripps road field Watts Over Wetzel 9AM RCCD	28	29	30 9AM Addison Oaks Float Fly 3PM Student Night at the field 6PM Pot Luck at the field	31 Aerobatic Training 6PM 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 recreation passport or sticker 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!



2014 Club Officers & Appointees...

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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