

September

Skywriter

2014



**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...



As we head into the fall months, we will begin to think about year-end events and preparing for next year. As always we will have elections at our November meeting to decide on our leadership for the following year.

For those who don't know, our Executive Operating Committee/Board of Directors consists of four officers and three at-large board members. For 2013 and 2014 these were:

President: Yours truly

Vice President: Dave Lange

Secretary: Pete Foss

Treasurer: Jim Wynn (recently replaced by Chris Strong)

At Large: Paul Goelz, Joe Rubinstein, Gary Wells

As you know from last month's newsletter, I will not be seeking the presidency for 2015. Pete, Paul and Gary have indicated their willingness to run for reelection for 2015 but may also be willing to step aside if others wish to serve the club in their stead next year. I have been asked if I would stay in some capacity and may run for

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an at large position if it seems like the right thing to do. If anyone else would like to run for any office, please let us know. It would be good for the members to get to know who's running.

In addition to the board positions, there are many other jobs to be done. Things like membership secretary, chief flight instructor, event director (for various club events) and newsletter editor are also positions that need to be filled each year. If anyone is interested in those jobs, or even in being an assistant to those jobs, please step forward.

If you choose to step up I think you will find, as I have, that along with the trials and challenges comes a great deal of job satisfaction. Skymasters members are not shy about expressing their appreciation for what it takes to run the club and it's rewarding when they (you) do so.

Finally, our remaining events for this year are:

The Midwest Regional Float fly on September 6-7; Greg Cardillo will need lots of help with this so please come out to help if you can. Much set up is required on Friday the 5th.

The Fun fly is on September 20 along with the Fazer Fly In. This should be a great deal of fun, as the name implies!

The Christmas party is on December 11 and finally as always we wrap up the year with the Krazy Snow Fly on December 31.

I hope to see you at some or all of these!

Ken

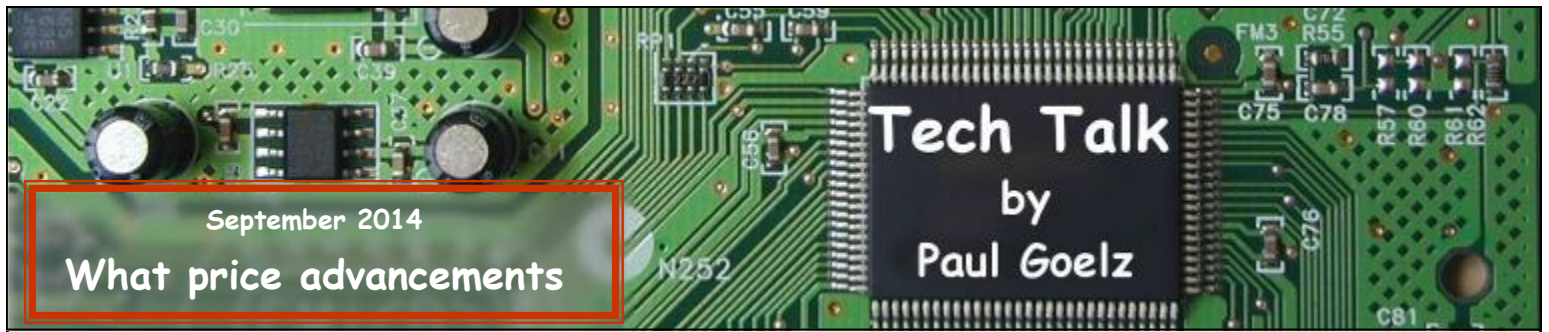
Ken Gutelius
President, Skymasters
kennanc@msn.com



Front Cover:

The big and beautiful (and real) Blackhawk from the US Customs and Border Protection service flown by Ted Labbe at the 2014 Heli FunFly July 27th.

Greg Cardillo photo



Hi all,

The topic of radio compatibility (or lack thereof) has been on my mind recently so I thought I'd talk about it this month.

In my case, I have discovered an annoying flaw in my most recent [Eflite 200QX quadrotor](#).



This flaw is one that is due to a conceptual issue in the flight controller and could be fixed with some creative transmitter programming. But that programming is not possible on my Spektrum DX8. I would have to upgrade to the DX9 or DX18 to be able to do it and I'm not about to do that.

I have grumbled to some of you about how we lost something when the 2.4GHz radio revolution hit. In "the old days" of last century, for the most part a radio was a radio.... Everything was compatible in the 72MHz days. You could use ANY transmitter with ANY receiver. Yes, there was the positive vs. negative shift issue but many receivers were compatible with either. If I decided I didn't like the feature set of my current transmitter, I could go to a different manufacturer and use theirs. Hitec, Futaba, Airtronics, JR, they all used the same RF protocol and they all worked with each other. Ditto for receivers.... I have a boatload of old 72MHz receivers. Some big, some small and some even with rudimentary digital signal processing. They will all work with any 72MHz transmitter from any manufacturer.

Then the 2.4GHz revolution hit and all that changed. Each manufacturer chose to use their own proprietary signal protocol and protect it with patents. None of them are compatible with anyone else. If I have spent the money to convert my "fleet" over to (for example) Spektrum and then I see that Futaba or Hitec or Walkera (shudder) have a new transmitter than has some really cool features.... I'm out of luck unless I buy new receivers. Again. Not to mention the small ready to fly models from Eflite or Hobbico that often have the radio built into the servo brick so you can't change it at all. Unless I want to carry, maintain and pay for a second

transmitter, I am locked into one manufacturer.

Is this good for the hobby? Really? I know that the likes of Spektrum and Futaba and JR think it is. But I disagree. If the RF protocol was standardized, then it would be the best feature set and the best value that would drive sales, not the fact that (for example) Spektrum got there first and captured the ready to fly market. If Spektrum made the best transmitter for me, I would still buy Spektrum. But if I decided that Futaba had a better idea or a better interface or a better feature set, I could switch just my transmitter. That would be good for me, and good for the hobby. And in the long run, it would foster more competition and innovation and be good for the manufacturers that were able to flex and adapt. Or better yet, since our transmitters are really little computers, why not allow third party firmware so the feature set could be changed without buying a new transmitter.

So will it happen? ***Turns out it is already happening!*** I just didn't know about it until recently.

Most manufacturers carefully lock down their transmitters so that only their firmware can be loaded. But there are currently two manufacturers that I am aware of that are producing transmitters where the software can be modified or entirely rewritten. By anyone. And one of them will actually bind to receivers from quite a few different manufacturers.... Including Spektrum.

[The Taranis](#) is a very impressive transmitter that appears to be rather well built and affordable at \$239. It uses a module pocket like in the 72MHz days and can accept RF modules from Spektrum and several others. But what makes it relatively unique is that it can be repro-



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grammed. There is open source firmware available for it that makes it one of the most powerful transmitters on the planet. And if you don't like that firmware, you can find someone else's or modify it yourself if you have programming skills.

But what really blew me away was discovering the [Deviation firmware that is currently available for the Devo line of transmitters from Walkera](#). Say what you will about Walkera (and I have said plenty), but their transmitters seem to be fairly well made and they are reasonably priced. The little Devo 7e is available for about \$70 as a starter. And for \$400 you can get a Devo 12s with a huge color touch screen. In between there are several others. But the really cool part is that **they will ALL run [Deviation firmware](#)**. Deviation firmware is the most amazing thing I have seen in many years. It is the work of a guy who does it as a hobby. But what he has come up with blows everything I have ever seen (including Taranis) clear out of the water. Totally (and I mean totally) flexible programming, almost unlimited features and a very intuitive programming interface that allows you to do almost anything to anything with anything. There is even a companion PC program so you can program your radio on your PC if you want to. It makes my DX8 look like something from the vacuum tube days. But wait, there's more..... not only does this replacement software turn even the little \$70 Devo7e into something more configurable than a DX18QQ, **any of the Deviation equipped Walkera transmitters will bind to a wide range of receivers (including DSM2 and DSMx) without ANY hardware modifications. Even telemetry works.** Any receiver that uses the same transceiver chipset will work. Needless to say, my fall project will be to try it out.

So is this (allowing third party firmware) good for the hobby? It sure is good for ME. And it seems to have been very good for Walkera.... Try to find a used Devo 7e, 8s, 10 or 12. If you do, they are commanding premium prices. Can you imagine what it would do for the value of other transmitters?

Time will tell I guess. But I have seen quite a few examples of manufacturers that tried to keep their product line "closed" and eventually got brushed aside as the industry standardized on something more "open".

That's my opinion and I'm sticking to it ;)

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

Paul



Heli FunFly (first, the models) (Paul Goelz, Mike Jones and Bil Pesch photos)



Heli FunFly (more models) (Paul Goelz, Mike Jones and Bil Pesch photos)



Heli FunFly (and the real thing) (Paul Goelz, Mike Jones and Bil Pesch photos)



Heli FunFly (and the real thing) (Paul Goelz, Mike Jones and Bil Pesch photos)



Heli FunFly (and the real thing) (Paul Goelz, Mike Jones and Bil Pesch photos)



Ted Labbe
Blackhawk pilot / instructor
and Skymasters member

Warbirds and Scale



Warbirds and Scale



Corn Roast and Top Gun Competition

We had perfect weather for Top Gun Sunday, August 17th. With 7 pilots flying, Joe Finkelstine was our victor. Congratulations Joe!

Thanks to everyone who helped out; to Fred Engelman for getting the corn and making two last minute runs to pick up things we (I) had forgotten; to Chris Strong and Pete and Carolynn Foss for cooking; to Neil and Suzanne Krohn for picking up the food for the grill; to Bob Chapdelaine and Mike Dobies for scoring; to the judges and pilots for giving us a good show. And finally, thanks to those who helped clean up and take home the garbage afterward.

I'm sure there's someone I've forgotten. My apologies for that; with so many stepping up to help it's tough to keep track.

Best regards and safe landings,

Ken



Fun at the AMA Camp in Muncie Indiana

By Charles Gertner

My name is Charles Gertner. I recently returned from the AMA camp in Muncie, Indiana. Therefore, I wanted to share my fantastic experience with people who share the same interests as I do. Before I begin I just wanted to thank everybody who was involved with my experience heading off to camp as I mentioned in my previous article. At camp as I walked through the doors to the R/C hanger it felt like I was about to witness the largest air show I have ever seen. There were kids with giant planes like a 104" Slick 540 which a boy got because he was sponsored by Redwing, and there were other kids who had beautiful warbirds. To be honest I felt a little discouraged because I had only two planes, a 1100mm T-28, and a trainer that just finished being repaired from a crash a couple weeks ago.

The first day I didn't do that much of flying except using the flight simulator and watching the other kids fly. The second day was a lot more exciting because I found an instructor named Andrew who has won several awards and has been featured in numerous magazines, such as the AMA Magazine.

The second day I learned how to take off with my trainer. I was so excited because I flew with an instructor who took off for me for three years prior and this was my first time. But my excitement quickly transformed into disappointment when I took off with Andrew and the trainer lost power and nosedived into the hard paved runway. The rest of the day I was gluing pieces back together and drawing a new firewall.

The third day was too windy to fly in with wind gusts of more than 25 mph. Instead of flying we went down to the local hobby shop where I got an extra battery to fly my T-28 and the repair parts for my recent crash. Andrew must have felt sorry for me because he helped fund me some repair parts as a gift. For the rest of the day I worked on the plane and hung out at the hotel with the rest of the people at camp.

The fourth day wasn't great for me to fly a small foamy T-28 because there were wind gusts of 15 mph. The wind didn't stop me though because I learned how to do a snap roll, as Greg jokingly told me I need to learn, and land.

The fifth day there was a tornado 15 miles away so it was a little too windy to fly in the morning so instead we took a tour of the museum. I learned so much about our hobby. My favorite artifact, if you will, was the "flying seat" I was so inspired that I wanted to build one. Therefore I set out to buy the plans, once I found the man who created the plans, Greg, I told him that I wanted to buy the plans but instead of taking my money he gave them to me for free. It was needless to say that it was a gracious offer and I am grateful for that.

My final day at camp I flew solo for the first time, the best part was that I didn't even have to glue after my landing.

The flying didn't just stop at the field but we went indoors to fly as well. I had a great experience and I am looking forward to going back next year and reunite with my new friends and maybe meet some new ones. When I got back home I showed Dave what I learned at camp and I got my pilot's licenses later that week.

Charlie Gertner



CORKS Warbirds and

Classics! September 6-7 2014



Come join in the fun and bring your Warbirds and Classic aircraft to CORKS! Anything with Military markings and planes built prior to 1960 are welcome. No matter how big or small, bring them out.



They're all Welcome.

Bring the entire family, spectators welcome!

800x600 foot smooth grass runway 2000' usable, Campers and RV's welcome, no hookups. Concession stand open for breakfast and lunch both days. \$10 landing fee. Centerburg, Ohio 43011 CD: Mike See 614-204-8286

rseeav@gmail.com

www.corksfield.org



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



Next Skymasters Meeting...

Thursday, September 25th

6:45PM—8:45PM

at the Orion Center

1335 Joslyn Road

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

Lake Orion, MI

Get ready for the **Midwest
Regional Float Fly**, September
6-7 at Kent Lake Beach in
the Island Lake Recreational
Area



[Event Information](#)

[Event Website](#)

[Map](#)

September 2014

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3 Addison Oaks Float Fly 9AM Addison Oaks	4	5	6 Midwest Regional Float Fly 9:30AM Kent Lake Beach, MI
7 Midwest Regional Float Fly 9:30AM Kent Lake Beach, MI	8	9	10 Addison Oaks Float Fly 9AM Addison Oaks	11	12	13 Electric Fly-In 9AM Roamio Skyhawks Kunstman Rd. Field
14	15	16	17 Addison Oaks Float Fly 9AM Addison Oaks	18	19	20 FunFly and Fazer- Bash Fly-in 10AM Scripps Field
21	22	23	24 Addison Oaks Float Fly 9AM Addison Oaks	25 Skymasters Meeting 6:45PM Orion Center	26	27
28	29	30				

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.
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www.skymasters.org