November

Skywriter

2014

SKYMASTERS RADIO CONTROL CLUB
OF MICHIGAN
AMA Chartered Club #970
16 Year Gold Leader Club
www.skymasters.org

In this issue

From the President...

Each month I have to come up with something new to write about. Sometimes it comes to me easily, sometimes not. This month as I am looking toward the end of my time as Skymasters president, I decided to reminisce a bit.

My earliest exposure to the hobby of RC flying was in the late 70s and early 80s. A neighbor was into RC planes, and as I hung out with his son a lot I was often there when he was working on them. He was a decent craftsman, at least to the best of my memory. He did seem to have some trouble getting his glow engines to run properly but that's not uncommon even today. It looked like a pretty cool hobby although I didn't have the money for it.

His flying skills, at least at that time, unfortunately left something to be desired. I remember him hand launching a powered glider from the high school parking lot, doing a loop above us (unintentionally), buzzing low over our heads and then straining the aircraft through a baseball backstop. Even being a kid at the time I recognized how dangerous the situation had been and decided that RC flying might not be for me. Lots of time and effort were invested building something that flew for 30 seconds and was destroyed, endangering people in the

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process.

Instead of RC, my friends and I launched rockets and flew control line in my parents' back yard. While they had a big yard, it wasn't that big. We shortened the wires considerably and spun rapidly to keep up with the plane. Many flights ended as we drifted off the center point and caught overhanging branches. I should note that we kids were fine flying the planes but the aforementioned looping would-be glider pilot would always panic after the hand launch, yank on the handle and then crash, having introduced slack into the wires. Of course he always blamed us for tossing it wrong. . .

When we moved to Lake Orion in 1994, our realtor mentioned off-handedly that an RC field had been put in recently off of Scripps Rd. I made a mental note and then forgot about it for the next 14 years as I was into sailing in a big way at the time.

Fast forward to 2007 when my wife asked me what I wanted for Christmas. There wasn't much I needed so I told her one of those el cheapo RC helicopters to fly around the house might be fun. In a major strategic error, she failed to acquire the el cheapo heli but told me of a new hobby shop (Flightline Hobby, of course).

Once I became fully aware of what was available (affordable RTFs and ARFs, highly capable transmitters. . .) there was no stopping me. I taught myself to fly on the simulator and spent much of 2008 park flying and learning the finer points of RC aerobatics. I joined Skymasters in 2009 without a clue that 4 years hence I would end up as president.

Is there a point to all this? Well, maybe. I think the point is that someone's first exposure to something can set their life on a particular course. Although I found the hobby fascinating back in the 70s and 80s I was turned off by my neighbor's negative experiences. This may have kept me from pursuing it at an earlier age. One of the things that I'm proud of is the way that Skymasters gives new pilots a good start and a positive introduction to the hobby. I think we have pulled a great many new people into the hobby and we have certainly expanded the ranks of the club in recent years. I want to thank everyone in the club for doing this and making the club what it is.

Ken Gutelius
President, Skymasters
kennanc@msn.com

Front Cover:

From the Field Closing Party

Paul Goelz photo

Propwash

By

Joe Finkelstine

November 2014

Inside our ARFs

Hi All

I decided to take a break from flying techniques for a while, as I want to return to some topics I have covered quite a while ago, which is always driven by the new members we have.

Many of the newer pilots in the club have only known ARF's and may not have had the guidance many of us older (as my wife would say "well-seasoned") pilots received while building our trainers the old fashioned (and long) way.

I am hoping at least some of you have peeked into your airframes and perhaps wondered why they are constructed the way they are. Perhaps you have even wondered about the decisions the designer made.

To start with, lets focus on wood dominated planes for a bit. Rest assured that foam based airplanes will have many of the same considerations, and they bring a few of their own issues to the table as well.

OK, so let's dig right in. One of the first things to consider is the function of the major airframe parts. To help us keep things a bit higher level, I will break the airplane down into two broad structural entities, that being the fuse, and the other being all the flying surfaces.

The fuse actually has two major functions, one of which might not be so obvious. The first job, and the most obvious, is to hold the electronic controls (receiver, servos, etc.), the fuel supply (that would also include a flight battery for you electric fans), and the propulsion unit (I.E. engine, motor, rubber band, etc.). The fuse's job with all this stuff is to keep it all secure and in one place whilst you gyrate all over the sky.

The second job of the fuse is to keep all the flying surfaces aligned with each other. This is less obvious, and is actually just as important as the first job. If you fly an EPP foamy, you are probably well aware of the fuse and/or wing twisting when you try a fast maneuver and the resulting flight path resembles that of a wounded duck in flight. One of the challenges in foamy design is keeping the flight surfaces aligned during high flight loads while keeping the structure extremely light – This is why you often see carbon rods, Kevlar string, etc. keeping the flying surfaces fixed with respect to each other so the plane flies more predictably.

For a wood based fuse, we generally have a much more (than foam) rigid material to work with, if we don't ask the wood to take stress it is not well suited to handle - this is really where I would like to focus on for now.

If you look at the structure of a well-designed fuse or wing, you will see different types of wood (Balsa, hardwood, plywood) and different base structures (stick, sheet, etc.) – this is no accident or casual occurrence here with this material choice. Each type of wood is chosen as the best compromise for the function it needs to perform against the weight it brings to the design.

To help with some conceptualization, let's take an example of good old fashioned string. If pull on a piece of string, it exhibits a good strong resistance to tensile force – I.E. up to its breaking point, string holds itself together over a wide range of any force trying to pull it apart. Now, take that same string and push on it. The string instantly yields. If I were to use string (or Kevlar string for a foamy) in an airplane design, it would behoove me to make sure that when any stress is applied to the string, it is one of tensile origin, not compression.

Concrete is another example. Concrete will take tremendous compressive strength, but as we all know each spring in Michigan, when we get the freeze/thaw cycles going, the ice underneath the concrete applies a shear force and makes potholes quite easily. Concrete is quite poor with shear stress and one of the ways this is mitigated is by using rebar in the middle of the concrete when they poor it. Of course, the rebar, being made of steel, rusts out from the salt on our roads and gives us no aid after a few short years.

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Anyways, back to wood. All wood (with the exception of particle board and similar) has an inherent grain structure. This grain structure plays a major role in what types of stress and even what direction a piece of wood can withstand. If you have a piece of balsa sheet, this is a relatively easy thing to experiment with.

Imagine a balsa sheet 3 inches wide by 24 inches long and 3/32 inch thick (a very common size I might add) . The grain of the balsa can have many alignments, but let's look at a few extremes for a minute. One extreme is the grain runs parallel to the long edge of the sheet (I.E. it is parallel to the 24" side). This type of balsa sheet will not withstand compression well across its short edge and will fold and break easily if compressed – It might not be the best grain style for anywhere a compressive force is present that would be against the short edge. Now, take the other extreme, where the grain is aligned with the short side. If we cut the balsa sheet with this style grain into smaller squares and align the grain with a compressive force, it will hold up quite well. Indeed, this very thing is almost certainly present in your wooden wing.

If you have a chance to look at a wooden wing that is not covered, you will probably notice square like balsa sheets between the ribs glued to the wing spars. If you look a bit closer at these squares, you will see the grain of these squares runs primarily vertical. This is because this grain alignment provides considerable strength against compression and is very light for the strength they provide. Those of you familiar with wing design know these little squares by their more common name, and that would be the "shear web"

Since grain and grain direction play such an important role in the applicability of stress, how about if I take two pieces of sheet wood and glue them together, but place the individual pieces with the grain 90 degrees apart? This type of structure would provide me with strength in many directions. This structure of wood certainly exists, and we all know it as plywood. The trade off with plywood is that by its nature of being built up of multiple pieces and glue, it is substantially heavier than a single piece.

So as a pilot who builds (and often repairs) planes, it is important that I understand why a certain type of material is used and what strength it requires. If I go to fix a plane and replace a broken/missing piece with the wrong type of wood or grain, I may compromise the entire structure considerably.

Next month, I will go into more specific detail on how and why specific types of wood and structures exist in our planes, such as fuse formers and longerons, D-tube wing construction, etc. It is all based on one overriding constraint. What provides sufficient strength at the lowest weight penalty?

See you all at the meetings (or at least the pilot meetings!)

Joe Finkelstine

November 2014

Tech Talk by Paul Goelz

Balancing Heli Blades

Well hello again!

While this month's topic is not electronics (my major interest), it is very… technical…. and I thought it might interest the heli pilots among us. It has certainly occupied a lot of my time lately, as you will find out if you read on.

Until recently, I have never given a whole lot of thought to CAREFULLY balancing heli blades. Stick 'em on a teeter balancer, add some tape to the lighter tip and go fly. Always seemed to work just fine. Until I converted my fleet to flybarless, that is. Then the real fun started.

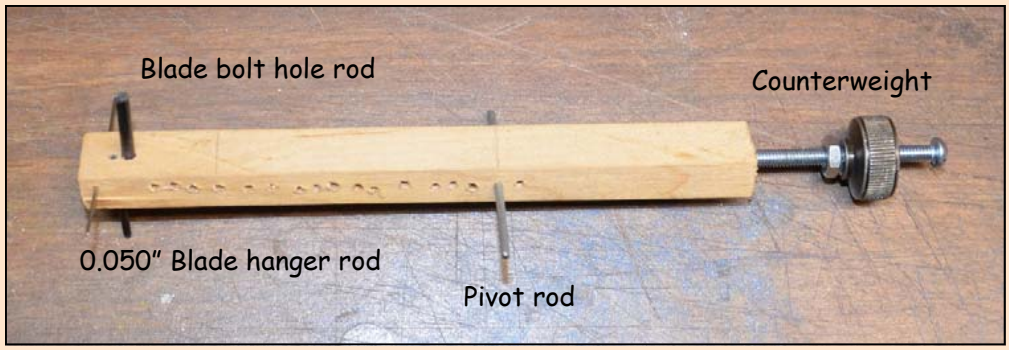
My first two flybarless helis were both Trex 450s. One is my scale Hughes MD500E and the other is a pod and boom 450 I converted to flybarless. The blades were carefully balanced on a teeter balance and both helis shook terribly. The scale ship resonated at the rotor frequency and looked like it was going to come apart!

I did a bunch of reading and discovered that balancing on a teeter balancer is only one aspect of ensuring a perfectly MATCHED set of rotor blades. And the key here is MATCHED. The spanwise and chordwise CG and the overall weight and airfoil will affect how a blade flies, and if the two blades are not identical, they will shake in the air. This applies to full scale helis all the way down to the smallest micro heli.

There are more parameters that can affect the overall balance of a rotor system than I can cover (or understand) here, so I'll stick to the three most important ones…. Weight, spanwise (ie, along the length of the blade) CG and tracking ALL must be identical from one blade to the other or the rotor system will shake in flight.

Especially on smaller blades like the 250 size I am currently playing with, weight is a tough one. You need a scale that can weigh to at least 0.01 gram and finer is even better. It does not have to be accurate but it does have to be repeatable. Also, many teeter type blade balancers are not suitable for smaller blades.

I purchased a nice little pocket gram scale that reads to 0.01 gram but when I tried weighing blades I discovered that it was only repeatable over about a 0.03 or 0.04 gram range…. Weigh the same blade several times and I get different results. So…..



I built my own home made balance beam! It was extremely easy and while it makes no attempt to determine the actual weight of a blade, it does consistently compare one blade to another with excellent accuracy and repeatability. Since both blades are balanced on the same balance beam, the process automatically compensates for positional inaccuracies in the blade bolt hole locations. The device merely consists of a length of wood, drilled long its length to accept a 2mm steel rod used as a pivot. One end is drilled to accept a long #8 bolt with a threaded weight (you can even use a bunch of large nuts as weights). The other end has a 3mm carbon fiber rod in it for 450 blades on one side and a 2mm carbon fiber rod for 250 blades on the other side. I used carbon fiber because it fit the blade bolt holes snugly but you can use any material that fits the bolt holes well. The idea is

(Continued on page 6)

(Continued from page 5)

for the blade to remain relatively in line with the balance beam and not droop without needing any fastener to hold it in place (so blades can be easily swapped). Perpendicular to those rods, I inserted a 0.05" steel rod to hang a blade on. See photos. Don't worry, it is not as complicated as it looks ;)

In use, I suspend the contraption on the 2mm pivot rod between two supports. For supports, I use the top surface of the jaws of a machinest's vise but you can use anything that has a smooth surface.

Balancing consists of three steps.

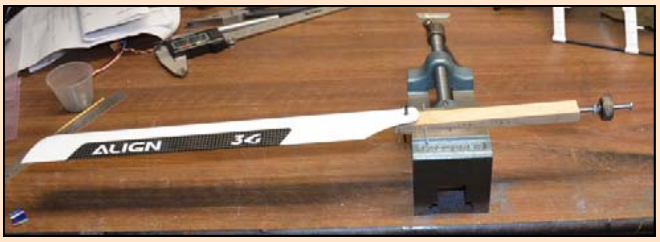
1. Find the lighter of the two blades.

- Mark one blade so you can tell them apart.
- Run the counterweight to about half its travel, hang a blade vertically off the horizontal (0.05") rod and find the pivot hole that allows you to balance the assembly perfectly using fine adjustments of the counterweight.
- ***Without disturbing the counterwe***ight, hang the second blade and see if it is heavier or lighter than the first one.

2. Cut a piece trim tape equal to the difference in weight between the blades.

- With the counterweight set for a perfect balance on the HEAVIER blade, once again hang the lighter blade and cut a piece of tape large enough to make the weight of the lighter blade equal to the heavier blade. It is easiest if you cut it too large, lightly stick it to the tip of the blade and then trim off pieces until the balance is perfect. Remove the tape and save it.

3. Apply the trim tape to the lighter blade.



- Re-configure the assembly with the heavy blade on the blade bolt rod and find the pivot hole that allows you to balance the blade with fine adjustments of the counterweight. Make sure the blade is exactly aligned parallel with the balance beam. Adjust the counterweight to balance the assembly perfectly level.
- ***Without disturbing the counterweight***, install the light blade and find the location along the span where the trim tape you cut balances the blade perfectly level.
- At this point, I go back and repeat the entire process just to verify that the blades are now exactly the same weight and balance perfectly.

This process ensures that you end up with two blades that are A) ***exactly the same weight*** and B) have ***the same spanwise CG***. If all you do is add tape to the tip of the lighter blade on a teeter balancer, you have not addressed the spanwise CG. Many times this is sufficient, but I have found that especially on flybarless systems (with restricted blade flapping) that identical spanwise CG is crucial to a vibration free rotor system. Any remaining vibration is most likely a tracking issue.

On flybarless systems, I have found that the stiff dampers do not allow out of track blades to fly at different heights as easily as the softer dampers in flybarred systems, visually masking small tracking issues. However, the force of an out of track blade is still transmitted to the mainshaft and can still cause vibrations. If after carefully balancing the blades per the above I still have a vibration, I next try making small adjustments to one pitch link to see if the vibration gets better or worse.

There are other issues that can affect rotor system balance such as a bent feathering spindle, bent hub, blade grip assembly issues that put one blade farther from the main shaft, static tracking issues, warped / twisted blades. Maybe I'll cover them in a future column…..

See you in December! **Paul**

Field closing party and night fly

Friday October 24th was our annual "Field Closing Party". Actually, it is a bit of a misnomer because the field never closes. We just observe the end of the summer flying season. This year, we had coffee, donuts, day and night flying, and a nice bonfire. It was a great day for it… not too chilly (there were even a few hardy bugs around), not too much wind, and a good turnout. Flying continued into the night with lighted planes and quadrotors, and then the stragglers sat around the campfire and did plenty of hangar flying. What a great way to end the season!

Paul Goelz

Flightline Hobby covering seminar

Our first seminar "Soldering basics" went well. Pretty good turn-out. Gary wells did a top notch job of sharing the skills, materials and methods of soldering electrical and structural. Great Job Gary! Next Saturday at 11:00 we will be featuring iron on covering and using the hinge slotting tool If you live nearby come on in and join us.

Good flights!

John & Tracie

Flightline Hobby covering seminar

We had our Flightline Hobby covering seminar today. I covered part of a wing and showed the use of the hinge slotting tool. Many a donut met its fate:) Turnout was good and there were many questions. I enjoyed doing it.

Good flights!

John Hoover

JOHN HOOVER OF FLIGHT LINE HOBBY WINS GOLDBERG AWARD

Join me in congratulating John Hoover for winning the Carl Goldberg Vital Person Award for 2014!

John was recognized for his contributions as a designer, manufacturer, retailer and competitor. John's generosity in supporting all things aeromodeling is boundless. From donating prizes to holding seminars, John continues to make innumerable contributions to the sport we enjoy.

John's nomination includes a few examples of John's work. Here is a portion of the text:

John's greatest contribution is his willingness to support the aeromodeling community. Let me give you some examples. In one case a modeler purchased an indoor 2.4 MHz receiver on the advice of another hobby shop and installed it in his new aircraft. On a preflight inspection the instructor would not sign off the aircraft for flight with that limited range receiver. With a quick call to John from our flying field he readily exchanged the indoor receiver for one that was compatible for the larger aircraft for only the difference in price.

In another instance a modeler showed up at the field with soldered pushrod joints that were not strong enough for successful and safe flight. Another call was made and John had the soldering equipment warmed up so that we could quickly make the proper joints. There was no charge at all for using his equipment and disrupting his business. Recently a young man won a prize that was above his skill level. Even though it was donated by a competing retailer John took it in trade for something the young man could use. There are many, many more examples of his generosity, commitment and support.

Nominations are submitted by 2 current AMA members and are sent to AMA headquarters. They are then sent to each of District VPs for review and ranking. Winning this award is truly national recognition.

Carl Goldberg was a prolific designer, competitor and manufacturer. He and his family created this perpetual award to recognize the contributions of other modelers.

John also won the "All The Marbles" grudge race against Chris Hass setting the stage for a best of 3 race some time in the future.

John was joined by his family at this special occasion as part of the AMA Town Hall Meeting hosted by District 7 VP Tim Jesky.

You will be able to see John's well deserved plaque and "All the Marbles" award at Flight Line Hobby next week.

For the 5th year in a row modelers from southeastern Michigan were recognized with the Goldberg Award for their efforts. Previous winners include Gary Weaks, Keith Shaw, Ken Myers and Mark Freeland. Also present were Hall of Fame winners Art Adamisin and Pete Waters. We are fortunate to have such talent in our midst.

Special thanks go to Erin Dobbs at AMA Headquarters for expediting John's award so that it could be presented today.

Thanks also to Gary Fitch, Bill Pritchett, Jesse Symmes and Mandee Mikulski from AMA Headquarters for taking the time to join us.

Joe Hass, M.I.A.A.

248-321-7934

AMA Town Hall event at Ultimate

AMA District 7 VP Tim Jesky's Town Hall Meeting on Sunday October 26, 2014 was a huge success by every measure. Modelers from as far away as Grand Rapids and Lansing drove in for an afternoon of flying, fun and information.

After a quick introduction to the pilots the first "event" of the afternoon was the award of the Goldberg Vital Person Award to John Hoover of Flight Line Hobby. John was totally surprised by the award and the fact that his family was there to join in the festivities. John smiled the entire afternoon.

There was a lot of activity all afternoon. The Cloudbusters set up a display of their beautiful rubber powered aircraft. They even flew a number of their fabulous creations during the break.

Holy Cannoli of downtown Rochester set up an area and made available delicious freshly made treats for all those in attendance. They made a sizable contribution to the Wounded Warriors Project at the end of the event.

Participant prizes donated by Hobbico, Air Age Publications, Beacon Adhesives, Castle Creations plus free admission to the 2015 Weak Signals Toledo Show donated by Tim Jesky were awarded all afternoon.

To the music of The Magnificent Men And Their Flying Machines a wide variety of replicas of Antoinettes and Demoiselles flew an exhilarating "race" around pylons set up mid field.

While the pylons were set up the "All The Marbles Award" grudge race was held. A few words of explanation are in order. The "All The Marbles Award" is a mayonnaise jar filled with "all" the marbles. The race is between a young hot shot pilot (Chris Hass) and a seasoned racing veteran (John Hoover). The first race a few years ago was won by Chris in a disputed call. This year there were technical difficulties with the aircraft in the first race so a second set of aircraft were obtained. There were again technical difficulties but John won this race, again with a disputed call. The "award" is now on display in the engine showcase at Flight Line Hobby in Lake Orion, MI. This sets the stage for a third and final race some time in the future. The crowd loved the action and the "grudge" resulted in a lot of smiles.

Members of the AMA Headquarters staff set up shop and made excellent presentations. Gary Fitch Executive VP spoke of the current efforts with the FAA. Tim Jesky reviewed the benefits of the digital edition of Model Aviation and the fact that that both were available to AMA members, Bill Pritchett and Jesse Symmes of the Education Department reviewed Camp AMA and other activities and Mandee Mikulski spoke of the efforts of the AMA Foundation.

The rest of the afternoon was spent flying and enjoying the sweet treats supplied by Tim Jesky to help celebrate John Hoover and all in attendance.

Special thanks go the AMA headquarters staff who traveled from Muncie, IN to spend the day with us as well as Fred Engelman, Jim Held and Bill Stark who manned the registration table.

Joe Hass, M.I.A.A. 248-321-7934

SKYMASTERS

INDOOR FLYING AT ULTIMATE SOCCER

For the 2014-2015 Winter Season

26 Flying Dates – 57 Hours of Flying

Season Pass $100 for 57 hours of flying fun.

DATES — **Time 11:AM – 1:PM unless noted.**

NOVEMBER:

- Tues. 4th
- Tues. 11th
- Tues. 18th
- Tues. 25th
- Sun. 30th * 11AM-2PM

DECEMBER:

- Tues. 2nd
- Tues. 9th
- Tues. 16th
- Tues. 23rd
- Fri. 26th * 11AM-2PM

JANUARY:

- Fri. 2nd * 11AM-2PM
- Tues. 6th
- Tues. 13th
- Mon. 19th * MLK Day
- Tues. 20th
- Tues. 27th

FEBRUARY:

- Tues. 3rd
- Tues. 10th
- Mon. 16th * Pres . Day
- Tues. 17th
- Tues. 24th

MARCH:

- Tues. 3th
- Tues. 10th
- Tues. 17th
- Tues. 24th
- Tues. 31st

*** 5 - Holiday Bonus Sessions**

3 Hrs. Of Flying from 11:AM – 2:PM

Sponsored by Prop Shop Hobbies, Nankin Hobby, Flight Line Hobby, Radio Control Club of Detroit & Skymasters

For additional Information go to www.Skymasters.org
Or contact Fred E. at Indoorfly@Skymasters.org

MIDWEST R/C SOCIETY

26th annual

R/C SWAP MEET

Sunday, November 2nd, 2014
9:00am to 12:00pm

location

Northville Senior Community Center
Northville, Michigan

admission charge

$5.00 per person
(active duty military, kids under 12, and women are admitted for FREE)

vendor table cost

$20.00-$25.00 per table, depending on location
The vendor *table cost includes one admission. Vendor set up time is 8:00am.*
Advance table reservations are highly recommended, last year all table were sold in advance!

For information, call Rudi Reinhard at: 248.631.8205 or e-mail: wwthi@comcast.net

directions

Take the 8 Mile Road exit off of I-275 and go west for 2.5 miles on 8 Mile to Center Street.
Go south on Center Street for .5 miles and then west on Main Street.
The Northville Senior Community Center is located at 303 West Main Street in downtown Northville.
There is free parking in the back of the building, off of Cady Street.

This is the BEST & LARGEST swap meet in southeastern Michigan!

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

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,
Rochester MI

Skymasters Indoor Flying

Every Tuesday

See the Skymasters web site for details
11AM to 1PM

At Ultimate Soccer,
Opdyke and South Blvd
Pontiac, MI

Next Skymasters Meeting...

Thursday, November 13th
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

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)

NOTE: Thursday November 27 session moved to Friday November 28th

Small electric planes and helis (separate netted heli space)

$10/session, AMA not required

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

November 2014

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2 Midwest RC Swap 9AM Northville Community Center	3 Skymasters Breakfast 9AM Red Olive, Rochester Hills	4 Indoor Flying 11AM—1PM Ultimate Soccer Auburn Hills	5	6 Indoor Flying 9AM—3PM 51379 Quadrate Macomb	7	8
9	10	11 Indoor Flying 11AM—1PM Ultimate Soccer Auburn Hills	12	13 Indoor Flying 9AM—3PM 51379 Quadrate Macomb Skymasters Meeting 6:45PM Orion Center	14	15
16	17 Skymasters Breakfast 9AM Red Olive, Rochester	18 Indoor Flying 11AM—1PM Ultimate Soccer Auburn Hills	19	20 Indoor Flying 9AM—3PM 51379 Quadrate Macomb	21	22
23	24	25 Indoor Flying 11AM—1PM Ultimate Soccer Auburn Hills	26	27	28 Indoor Flying 9AM—3PM 51379 Quadrate Macomb	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...

President:	Ken Gutelius	Lake Orion	248-814-1157	kennanc@msn.com
Vice Pres.:	Dave Lange	Oxford	248-969-3914	dllan65@sbcglobal.net
Secretary:	Pete Foss	Oxford	248-236-0676	petefoss@skymasters.org
Treasurer:	Chris Strong	White Lake	248-961-4333	strongchris1134@yahoo.com
Editor:	Paul Goelz	Rochester Hills	248-375-9461	paul@pgoelz.com
CFI :	Greg Brausa	Orion	248-373-8949	cgbrausa@gmail.com
Membership:	Bob Chapdelaine	Lake Orion	231-675-8590	rdchapdelaine@gmail.com

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