



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...



Hello Skymasters,

It is already February 2015 and we are in full Swap Meet mode. I hope you have your table reservations in and are already scanning your treasures to sort out what you're going to sell or swap. Imagine the pleasure your unused items could bring to someone looking for just that particular thingy.

This will be the third year our Swap Meet is held at the CERC building, next to Lake Orion High School. It is a great facility and we will need all hands on deck to make

it our usual successful event. While table rentals are going very well there is always room for more. I ask you to do something on your own to promote the Swap Shop, like sending flyers to friends, reserving your own table or joining up with a few other guys and rent a table together to swap or sell some of your stuff. I especially call on you to be at the event and help with setting up, monitoring the doors, working at the registration table, being a greeter and welcoming everyone and helping take down the folding tables and straighten up at the end. Skymasters who arrive before 7:30 a.m. don't have to pay the \$5 admission fee when you help set up, unless you want to donate the fee and your time to the club.

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In regards to Swap Meets, the Chesaning Swap Meet is coming up Sunday February 8th. See this newsletter for information. They have changed their location and it is on their flyer. I know their event will be worth the trip. Flint's Flying Aces RC Club Swap meet is next month, Sunday, March 8th at Lake Fenton High School.

Our first club meeting of 2015 was a huge success. Never did I expect to get so much out a presentation. Keith Shaw is truly a modelers' modeler and a fascinating intelligent man. Our first of two, club meetings, for February is coming up next Thursday the 12th at 6:45 p.m. We have Airman (Fighter Pilot) Shannon Vickers of the Selfridge Air National Guard 127th Fighter Wing as our guest. He is coming to share with us about flying the A10 Thunderbolt, The Warthog. This should be a fascinating conversation. I hope you attend and bring a friend.

I started a drawing for a $\frac{1}{4}$ scale PA-12 ARF from Hobby Lobby. Even if you're not interested in this particular airplane I appreciate your participation in the drawing. The purpose is to encourage club meeting participation as well as show and tell participation at the club meeting. You can also earn an entry in the President's M A D Drawing by making other contributions to the club, like writing an article for the Newsletter etc.

Indoor Flying at the Ultimate Arena has been a huge success this year and continues to thrive. As a club we are grateful to the hard work of Fred Engelman and his great leadership. There are still plenty of Indoor Flying dates and some special events in the works.

I want to draw your attention to some exciting, important changes that are being rolled out over the next few days and weeks in regard to Club Emails. Our club email system will be greatly improved. After the board (EOC) approves the developments in a few days, each club

member will have more control over the emails they receive. By default, you will receive all communications in several categories sent both by fellow members, and also official club communications from the EOC. From the members point of view you should notice very little changes. You will have the option to block certain emails and can adjust those settings yourself. These changes to the email system have been a long time coming, and I appreciate your patience as the final changes are rolled out and implemented. You cannot imagine the amount of work that is put into making this happen seemingly so easily and simple. It is a great enhancement. Thanks Greg Cardillo for your tireless efforts to provide us with our world class website and email systems.

As a reminder (some have asked me) EOC stands for "Executive Operating Committee", the elected members of the club that are elected to handle the club business.

We seem to use both "EOC" and "board" interchangeably... As a side note there is also an "EOC plus" email list that goes to the elected board members and a group of members who are past presidents, and those who hold appointed positions in the club like CFI, Newsletter Editor etc. There are also members of the EOC plus who

are the ones who make it all happen and act as advisors to the board.

Our new Chief Flight Instructor is gearing up for our 2015 flying season and is asking for anyone who thinks they may like to be considered as a flight instructor to let him know your interest. We have three classifications of instructors now, those who do pre-flight (level 1) and ground preparations, those who can fly with a student (in the air), (level 2) and then those who can do it all, take offs and landings instruction (level 3). I hope I

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Skymasters Members
2015 Meeting Attendance Drawing
Enter to win this ARF !

From Hobby Lobby

1/4 Scale "PA-12"
106" Wing Span, 1581 sq. in. Wing Area

Hobby-Lobby - Pilot-1
1/4 Scale PA-12 SuperCruiser - 106" WingSpan
Drawing May 14, 2015

Earn 1 Entry per Club Meeting Attended and 1 Entry per Show and Tell

Entries must be filled out at each meeting and submitted then. Official Entry Tickets available from President Only. Limit 2 per meeting maximum.
Other ways to earn entries are to submit and have published an article for our club newsletter, volunteer for a club activity or event between now and May 14. Entries may also be given randomly to a member at the President's discretion for performing tasks that directly contribute to club in ways that are positive and edifying.
rules subject to change without notice

Front Cover:

One of Keith Shaw's many carefully engineered creations. Keith was the guest speaker at at the January 22nd Skymasters meeting.

Paul Goelz photo

(Continued from page 2)

have those designations correct. Dan will be announcing a meeting for all current and potential new instructor in the near future probably on a Sunday. Watch your email for that announcement.

I hear all kinds of great things about the Four Star Kit Bash being sponsored by John Hoover and Flightline. I am hearing exciting news about members' progress in their builds. The meeting to showcase all the projects is scheduled for the last Sunday of March at the Orion Center. John will have more information to us about this as it comes available.

On a similar note, I want to float an idea out there that I've discussed with more than a few members. My idea is to have a First Flight Day for all of us with new built, or new to us, airplanes. In my opinion there seems to be a huge number of members with, often more than one, new aircraft, they've acquired, built or whatever. At the least, it is going to be an exciting spring at the field with so many new airplanes. My idea is to have a special day early in the spring (where we can have nice weather) and we can be there for your maiden flight. I know this directly opposes our desire to fly our new airplane first nice day we can get to the field and not wait, but, I've had many say they would be open to participating in a certain day (probably after Field Opening Day) but, soon enough in the season to have nice weather. Watch for this... and I'm open to ideas. We could have instructors there for those of us who know the wisdom of using such resources, and not that we don't already give some special clear airspace to someone maidenizing a new aircraft, but, we could be there for support. I don't know anyone who doesn't enjoy seeing something like this. This occurrence doesn't have to be a big deal or

interfere with anyone's flying, we just designation a few hours one Saturday or Sunday for New Aircraft Day, (Spring Exposition)... We'll see.

Renew your club membership (and AMA) and remember to reach out to your family and friends and invite them to join. I think we are going to have another stellar year for new members and continue to grow. It is always encouraging when we have new members join in January, and we've had a few. Before the next newsletter you should receive your club membership card in the mail. Thanks to Jim Satawa doing a great job as membership chairman.

Remember that Safety is of paramount concern in our club and we will be doing more to draw your attention to building, preparing, and flying safely. Please do your part in going above and beyond in your (normal) flight preparations so we can have a safe and healthy year.

As I close I'll draw your attention to this being the 25th year of the Midwest Regional Float Fly. I am happy to report that Mike Bard is working on some creative and effective ways for us to celebrate this event and continue to promote the Regional Float Fly event, our club and this wonderful hobby. Mike has already produced some brilliant flyers and brochures.

See you soon - Fly Safely!

Bob Chapdelaine president@skymasters.org

P.S. Don't forget each Tuesday Indoor Flying at Ultimate Soccer Arena and the Skymasters **Swap Meet Saturday** February 21; 9-1 p.m. at the CERC (same place as last year) It's going to be huge!

Bob Burns and his grandson Benjamin Nold with an 91.5" electric SR. Telemaster. It was used as a flying test platform for a planar antenna in a research project at Oakland University. The results of the project will be published in a research paper.



Propwash

By

Joe Finkelstine

February 2015



HI Gang

Well, Christmas kept me busy last month, so I missed a column - Sorry about that.

I wanted to finish up my discussion on materials and the way they are utilized in our planes. In my last column, I discussed the fuselage at length, so now we turn our attention to the wing in more detail.

We ask the wing to do some different things for us than the fuse which drives the design we see on most of the wings at our field.

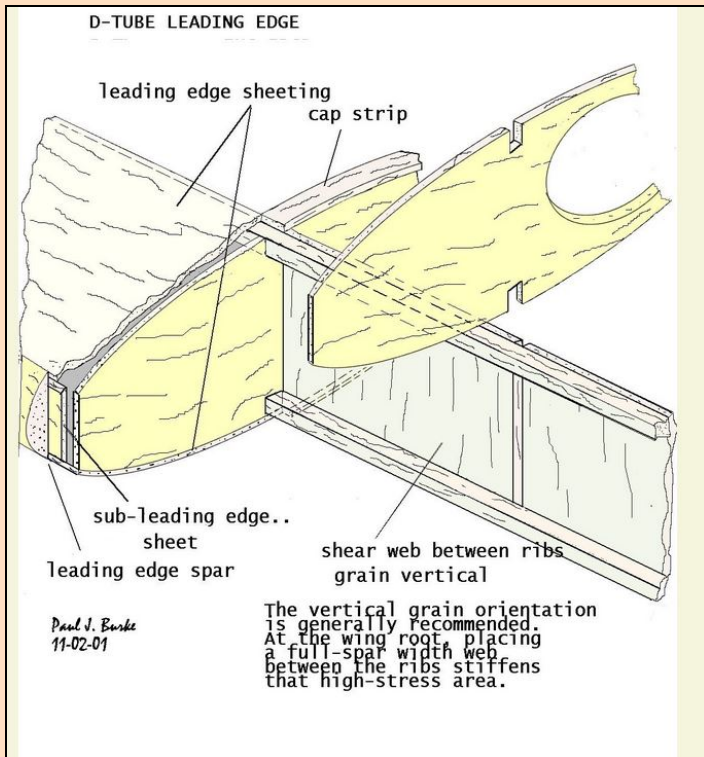
To recap the fuse talk, we ask the fuse to keep all our electronics, fuel (battery or liquid) and power plant together, as well as keep the flying surfaces aligned. Both of these requirements lead to formers, stringers, etc. on the fuse that add strength where necessary while maintaining rigidity and light weight.

Unless we are flying knife edge, we don't expect the fuse to provide lift in general, which is a big requirement of the wing. We need the wing to provide the lift to keep us airborne and this also has a major impact on what materials are used in wing construction.

We also ask the wing to take on the weight of the plane on the ground and to provide a stable platform for the main gear and usually the wing flying surface (Aileron, flap) servo mountings

Like the last few columns, I will concentrate on wooden wings, with apologies to the foamy enthusiasts reading this column.

One of the most popular base setups for a wing is called a D-tube - It consists of the wing spars, shear webs, and the wing sheeting. I have a couple of images below to help show this. First an image I stole from the internet from the author Paul Burke.



The basic shape of the d-tube comes from the outline made by the spars forward to the leading edge. This example has a typical upper and lower wing spar, a shear web, and finally the sheeting on the wing. Some wings are not fully sheeted, and for those that are not, often, the sheeting terminates at the trailing edge of the spars, so even this configuration is still a D-tube. The D-Tube gets its name from the overall shape of the vertical line defined by the back of the spars and the curvy part from the wing sheeting.

Why is this setup so popular in single design? Let's start with the spars. Often, these portions of the wing are rectangular sticks, usually supplied as either very hard balsa, or other hardwood, as they usually take the most significant loads from the wing. They are the fundamental load bearing members of the wing.

The wing sheeting, ribs and spars all take loads. In general, the wing sheeting transfers its loads to the ribs, and the ribs transfer loads to the spars. The shear webs main job is to keep the spars in place and not bend (I.E. strain) to the point of failure. Those little shear webs, add significant strength to the spars and are why they are a fundamental part of almost all wing designs. Remember that for a shear web to be useful, the grain of the shear web needs to be vertical so it resists both compressive and tensile forces

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I actually found a good PDF from the FAA, where I "borrowed" the image below. It is called "aircraft Structures" and is an interesting read for those of you so inclined. Let's take a closer look at the next image where a single spar is under a bending load (like being lifted up while flying).

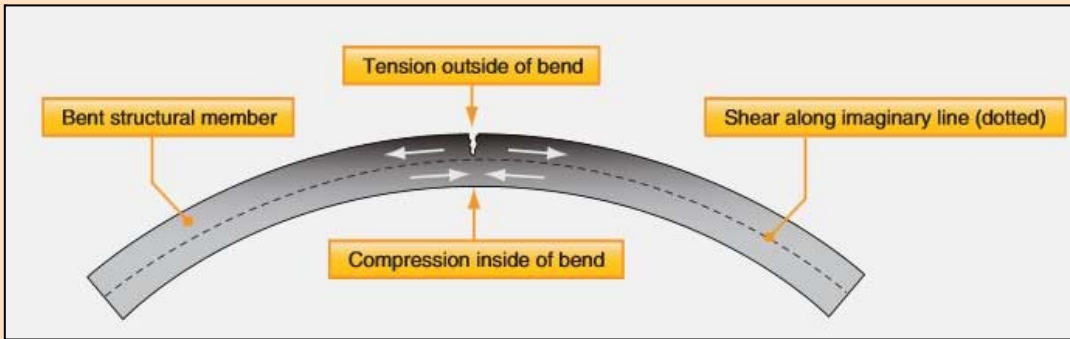


Figure 1 - Bending a spar in flight

The ribs also take vertical loads and provide one more important factor. They provide Camber (curvature) to the wing structure which is vital to create lift - The Ribs define the cross section shape that leads to the amount and type of lift, so they function both as structural members and as shape constraints. Trust me on this one, there is endless debate on the "efficiency" of a particular curvature - this is not relevant to us here.

The wing skin aids greatly in distributing lift loads to all ribs and spars. The loads can be both compression and tension on the wing skin simultaneously. The combination of spars, ribs, shears webs, and wing skin (at least to the spars) provides a very rigid and lightweight lifting surface. It resists deforming in almost all degrees of freedom.

If we look at the wing from the top, the loads from tip to tip are not uniform. The loads actually are greatest at the center of the tip to tip span and are why the wing joiner on our ships with two piece wings are often made of metal or carbon fiber - the loads that want to snap the wing in two are very large, especially during violent aerobatic maneuvers. As we look outward towards the tip, the bending moment decreases rapidly, and for those of you of a mathematical bend, it falls off proportional to the inverse square of the distance from the center. For example, half way out from the center, the bending loads on a wing are $\frac{1}{4}$ those at the center.

We also ask the wing to behave like the fuse at times, especially when it comes to holding our main landing gear in place. We ask the wing here to take the load from our sometimes sudden "arrivals", as well as support the entire weight of the plane on the ground.

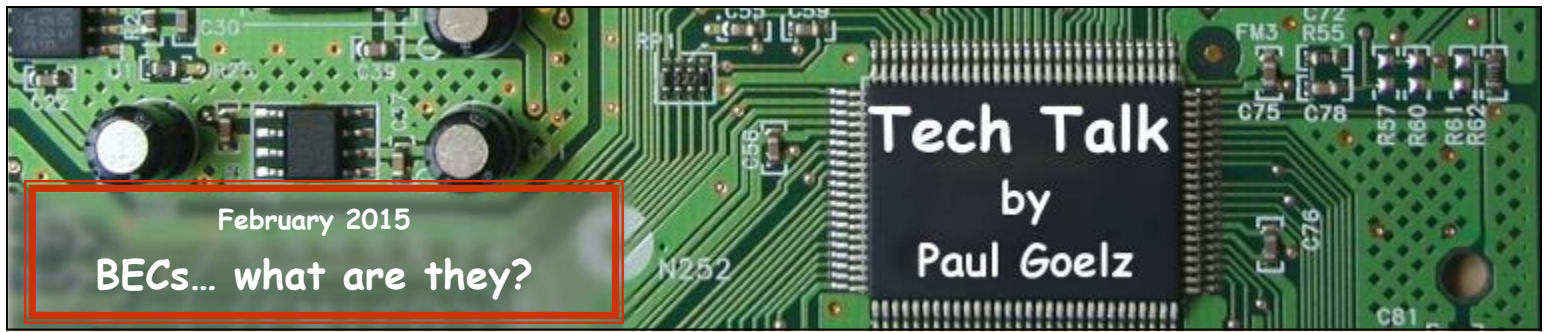
Overall, we ask much of the wing, and it is typically the most important aspect of our design. The vertical and horizontal stabs are also wings, although depending on the design, they are not asked to do anywhere near the same amount of work and efficiency as the main wing. For precision flying airplanes however, the stabs are also air foiled surfaces that are carefully aligned with the wing to provide predictable pitching, rolling, and yawing moments.

If you find yourself in need of repairing the wing, it is vital to understand what function the pieces you wish to mend/replace are tasked with in your plane. If a spar is compromised, it is vital to insure the repair is quite strong, and this will often require a significant splint, or even a difficult replacement task. Wings with damaged spars are often not salvageable in my opinion, but others will disagree.

Wings with damaged sheeting or ribs however, are often less critical and can be repaired without too much difficulty. Remember that when repairing wood structures in our wing, that grain, hardness, and weight all are things to consider and above all, ask questions to all the old farts in the club with years of dried CA glue on their fingers.

That wraps up the discussion on strength and materials now - I really have no idea of what I am going to write about next month - Until then, keep flying and trying!

Joe Finkelstine



February 2015

BECs... what are they?

Tech Talk
by
Paul Goelz



Hello Skymasters!

OK, all of you glow fliers can tune out if you like. This month's topic is BECs, a uniquely electric piece of equipment.

If you fly electric, you have probably recognize the term BEC and unless you fly with a receiver pack, you have one in your air-

craft even if you don't realize it.

So.... What IS a BEC, anyway? The term BEC stands for Battery Eliminator Circuit and its function is just that... to eliminate the need for a separate receiver pack when flying an electric aircraft. Usually the BEC is located in the ESC (Electronic Speed Controller) but some are separate devices wired to the motor battery. Sounds simple, right? Well, it is... and it isn't.

First of all, why do we even need a BEC if we are flying an electric aircraft? We have a nice high capacity battery that powers the motor, after all. Why not just power the receiver and servos from that battery. Well, you CAN if you are using a 1S (single cell) motor battery like many micro aircraft use. A single cell is 3V discharged and 4.2V charged. Receivers and servos designed for 1S planes are capable of running correctly between 3V (or lower) and 4.2V so no additional circuitry is required.

But there is a problem on 2S and higher setups. The voltage from the motor battery on 2S ranges from 6V discharged to 8.4V fully charged. Most receivers and some servos are OK at 6V but connecting them directly to 8.4V will damage them. And of course it gets even worse as the cell count goes up.

Enter the BEC. The function of the BEC is to take the raw motor battery voltage and step it down to something safe for the receiver and servos. Commonly this is 5V, although some are running as high as 6V (if the servos are rated for it) to increase the servo speed.

But there is a little catch.... A common "linear" BEC (a simple analog regulator chip) dissipates the difference between the input voltage and the output voltage (say,

5V) as heat. As the current drawn by the servos and receiver increases, the regulator gets hot. Most regulators will go into a self protection mode when very hot and reduce the output voltage. This is definitely NOT a good thing in the air.

Lets take an example of a 3S battery powering the motor and BEC. Fully charged, the motor battery is putting out 12.6V. We want to run the receiver and servos on 5V, so the BEC has to reduce the 12.6V to 5V, for a difference of 7.6V. Heat = voltage X current, so if the receiver and servos draw 1A average, the BEC has to dissipate $7.6 \times 1 = 7.6$ watts worth of heat. That is a LOT for a small chip and it WILL get hot. Will it get hot enough to shut down? That is not easy to predict. Better ESCs come with an output rating for the BEC, but determining the average current required by your servos in flight is difficult at best. You can try "stirring the sticks" for about 30 seconds and observing whether the receiver shuts down for starters. But this is not a guarantee because in flight, the ESC also gets warm from motor loads, reducing the amount of heat the BEC can dissipate before it shuts down.

A more efficient BEC circuit is called a "switching BEC". It too will shut down if its output rating is exceeded. However, due to its internal design most of the difference between the input and output voltage is not dissipated as heat so a similar physical package can supply quite a bit more output current than a linear BEC without overheating. Since it is difficult to accurately determine average and worst case servo loads (including a locked up servo), using a switching BEC gives you a much wider safety margin.

A real world example.... I almost lost my Feissler Storch last year to an overheated BEC. I thought I was OK and flew it many times without incident. But one day (fortunately on the ground) I exercised the flaps and the receiver rebooted. OOPS! I replaced the 3A rated linear BEC in the ESC with a separate Castle Creations 10A switching BEC and problem solved.

See you in March!

Paul

Skymasters meeting

January 22nd with Keith Shaw



The January 22nd meeting featuring guest speaker Keith Shaw was fascinating on several levels. First of all, the fact that Keith is a consummate craftsman goes without saying. In this day of ARFs, Keith is still building the old fashioned way.... from scratch (usually including even the plans themselves). And he does it manually, generally without the aid of computer software. That's dedication, folks!



But it was most interesting to hear how Keith conceptualizes and then designs the structure of his aircraft. Of course, the goal is to end up with a scale plane that looks correct. But Keith spends a lot of time and effort making the internal structure "just strong enough" for the purpose without over building. He spent some time on each of four planes, explaining how the structures were kept incredibly light yet strong. Proper choice of form and materials, as well as adhesives is key here. He had some interesting things to say about

common misconceptions regarding materials like light ply, balsa and CA.

The meeting ended with show and tell, with some cool planes including Joe Finkelstine's VERY detailed plastic Dauntless.



Reminder from the Membership Director....

Membership Renewals and Attracting New Members

It is that time of year again to renew your Skymasters membership! It is fast, easy and convenient. You can renew online using PayPal, or credit card. If you prefer, you can print a renewal form and send along with a check to the address below. Visit us at skymasters.org and go to the "Information" tab, followed by "Join or Renew Membership."

Remember, your Skymasters club membership expires on February 28, 2015, and is subject to a \$30.00 late fee for memberships renewed after that date. Also, please make sure that your AMA membership has been renewed prior to your Skymasters membership renewal. Our website is linked to the AMA roster and will not allow an online Skymasters renewal, unless the AMA membership has been renewed.

The 2015 Skymasters membership cards will be sent out starting the first week in February to those who have already renewed. As others renew, those cards will be sent out once payment is confirmed.

If you have friends or family that may be interested in getting involved with radio-controlled model aircraft, send them to our website at skymasters.org, and the AMA website at modelaircraft.org, or direct them to one of our excellent local hobby shops. Better yet, invite them to our flying field (or to Ultimate Soccer sessions in the winter) to see us in action!

One more reminder for those of us that may have children, grandchildren, nieces, nephews, or just know a young person that may express an interest in flight: Did you know that for youngsters under the age of 19, AMA membership is free (magazine optional), and Skymasters membership is also free! What a great way to get the younger crowd involved, and off of the video games and smart phones for a little while! I'm even gonna try to get my youngest to check it out this year!

If you have any questions or problems with renewing your membership, contact me and I will be happy to assist.

Blue Skies,

Jim Satawa

Skymasters Membership Director

membehip@skymasters.org

Join or renew AMA & Skymasters:

<http://www.skymasters.org/index.php?page=information&type=join>

Five Minutes On Safety

Reprinted with Permission

Paul K. Johnson

www.airfieldmodels.com

Field Safety.....

There is no such thing as a flying model airplane of any type that is so small that it can't hurt anybody. What's the smallest thing that you can think of flying through the air that could not damage your eye upon impact?

Experience and common sense dictate that attempting to learn to fly on your own is a dangerously bad idea. Your chances of success are extremely slim. I strongly suggest that you seek qualified assistance. You will be much safer, save time, money and learn faster.

I belong to a couple of online forums for R/Cers. In each of these forums there is almost always an active thread started by a new person wanting to know if he can learn to fly R/C without an instructor. Unfortunately there is always an irresponsible person or two who respond to these threads encouraging the new person to go for it.

The problem with taking advice is that if it's bad advice then you and possibly others suffer the consequences. The person who blessed you with the advice gets to walk away.

Some things to keep in mind if you choose to try it anyway:

Several people have been injured or killed by R/C, control-line and other types of models and those numbers appear to be rising. Can you personally afford this type of lawsuit?

If you decide to go it alone, then find a large field in the boondocks where there is nobody else or any property that can be damaged. **A school field is not big enough to fly traditional R/C aircraft.** A model aircraft can cover a lot of ground quickly.

Very small electric models can be flown at a small field but the same rules apply — avoid people, pets, property, etc.

Always look at the throttle to see what the position is before you attempt to start the engine. Move the stick and be sure the throttle moves. How many times have you seen somebody start the engine with the throttle wide open? Probably more than once.

It is a good idea to wear eye protection, hearing protection and heavy work gloves when starting and running your engines.

After the engine is started move behind the plane of the rotating propeller. Do not be in such a rush to get into the air that you reach through the spinning propeller to adjust the needle valve. It is not only embarrassing, but painful as well. It also annoys the other pilots when they have to stop what they are doing to help look for your finger off in the weeds.

Do not point an aircraft with a running engine in the direction of anyone else in the pits. I see this every time I go to the field and it seriously aggravates me. Your plane should always be pointed away from others — preferably toward the flight line. I've seen too many times when a model went out of control due to a careless operator. I've never seen an airplane run into anybody, but that was just luck because the events I'm talking about never should have happened in the first place.

Always make sure you can **positively shut down** your engine from the *transmitter*. I have seen more than one run-

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away aircraft because the operator had not set up the throttle linkage to allow him to lower the throttle below a high idle. There is absolutely no excuse for this if caused by something the operator could have fixed. In other words, it was other than sudden radio interference.

Every time you make a mechanical adjustment to the throttle (or a throttle-program change in your transmitter) you should always have someone hold the airplane securely, start the engine and make sure the throttle works properly and that you can shut off the engine from the transmitter positively, every time, no exceptions.

I witnessed a beautiful Proctor Antic Bipe go out of control immediately after release. The fuselage was badly damaged when it ran into a safety fence. The throttle linkage had not been attached to the engine. One quick rev of the throttle stick would have let the pilot know something was wrong.

Unless there is an immediate safety concern, such as a runaway plane heading for somebody unaware, ask a person before grabbing things in an attempt to help. If two people haven't specifically discussed what their roles are, one or both may lose his concentration during a dangerous task because he's wondering what the other is going to do.

I've had all of the following things happen thanks to uninvited helpers:

Unexpectedly jerking the plane backward which made the propeller strike my field box followed by propeller shards flying all around me.

A guy came up to help me when I was landing a plane. He said that he would retrieve my plane for me. But instead of waiting until the plane was on the ground, he stepped right in the path of the plane and I had to dive it into the ground so the model wouldn't hit him.

Cracked turtledeck sheeting due to squeezing too hard.

Damage from fingernails and jewelry.

If you're going to help somebody then ask the person if they even want your help and then ask how you can help. Don't just walk up and start grabbing things.

When there is a guy at your field flying a fuel-soaked brick with ten times the power it needs, quarter-inch hinge gaps and field repairs all over the airframe do not fly with him. Keep your plane on the ground and your eyes on his because it is fast, heavy and dangerous. Why clubs let anyone put these missiles in the air I will never know.

The first habit you should develop when flying is to **immediately pull back the throttle when you get into trouble** (disoriented, etc.). The slower airspeed will give you more time to work out the problem and get your aircraft out of trouble. Obviously there will be times when the action necessary to save the plane is to increase the throttle, but 99% of the time you want to do just the opposite.

Every club has a guy who thinks he's a hot-shot and does all his flying at full throttle. The only maneuvers he knows are the high speed (what else?) low, inverted pass and the cross-country re-kit. He crashes a lot and always claims radio interference. The crashes are truly spectacular because they tend to occur with the throttle wide-open. Hence the cross-country part.

If you value your planes (or reputation) then don't be the guy, but do be there when he is so you don't miss out on the fun.

So what's the safety tip here? While he's flying, stand next to something his aircraft can't puncture all the way through — like a stout tree or someone slower than you.

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www.airfieldmodels.com

Krazy Snow Fly



Indoor flying at Ultimate!



History in the Making

This is the 25th anniversary of the Midwest Regional Float Fly and I am looking forward to helping promote this great event. This banner is just the start of promotional materials I hope to provide under the direction of our president, Bob Chapdelaine and our event director Greg Cardillo.



Looking back at old newsletters the earliest I could find was for the 6th annual, After reviewing page 3 of that newsletter I can see this event has come a long way and has a great heritage. I am proud to be working on the promotional materials and can only hope with everyone's help that this will be one of the most memorable events of the year and one that would make Darrell Watts proud.

Mike Bard



First Winter Seminar at Flightline Hobby

We had our Saturday coffee and donuts discussion today. "Lets talk Flight" launched the winter season with Curt Spicer giving a nice talk on Scratch building World War I planes and, scratch building ideas in general. It was encouraging to see so much interest. Building is not dead! Curt is a great builder and those that came had a good time sharing his thoughts and skills. Thanks Curt and all that attended. Next Month (Feb 28th) we will do it again at 11:00 Am with re-loadable rockets and high power rocketry with David Lane.

Good flights!

John Hoover

[Flightline Hobby](#)



2015 CLUB EVENTS

SKYMASTERS RC CLUB – LAKE ORION, MI

February 2015

Saturday February 21 – Swap Meet - CERC Building; Lake Orion 9:00 a.m.

April 2015

Saturday April 18 – Involvement Day – Bald Mountain, Main Park

May 2015

Saturday May 9 – Cub Scout Event – Camp Rotary, Ray Township

Wednesday May 13 – Field Opening Party – Scripps Road Flying Field; Lake Orion

Sunday May 17 – Spring Float Fly [Chet Brady] – Bald Mountain Lake; Lake Orion

Wednesday May 27 – Student Flight Training Begins

June 2015

Wednesday June 17 – Fish Fry Dinner – Scripps Road Flying Field; Lake Orion

Sunday June 28 – Electric Fly In – Scripps Road Flying Field; Lake Orion

July 2015

Saturday July 11 – Recreation 101 - Scripps Road Flying Field; Lake Orion

Sunday July 26 – Helicopter Fly In - Scripps Road Flying Field; Lake Orion

August 2015

Sunday August 2 – Warbirds and Scale Fly In - Scripps Road Flying Field; Lake Orion

Sunday August 23 – Corn Roast and Top Gun Flying - Scripps Road Flying Field; Lake Orion

September 2015

Sat & Sunday September 12-13 – 25th Midwest Regional Float Fly – Island Lake State Park; Brighton

Saturday September 19 – Skymasters Fun Fly - Scripps Road Flying Field; Lake Orion

October 2015

*Saturday October 17 – Field Closing Party - Scripps Road Flying Field; Lake Orion

November 2015

Tuesday November 3 – Indoor Flying Season Begins – Ultimate Soccer Arenas; Auburn Hills

December 2015

Thursday December 10 – Christmas Party – Orion Center; Lake Orion

Thursday December 31 – Krazy Snow Fly - Scripps Road Flying Field; Lake Orion



DOING
THE MOST
GOOD

SKYASTERS RC CLUB
c/o Ultimate Soccer
867 South Blvd.
Pontiac, MI. 48341

December 24th, 2014

André Cox
GENERAL

Paul R. Seiler
TERRITORIAL COMMANDER

Dennis L. R. Strissel
DIVISIONAL COMMANDER

Nathan Johnson
CORPS OFFICER

Jonathan D. Tamayo
ASSISTANT CORPS OFFICER

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Pontiac, MI 48342
phone: (248) 334-2407
fax: (248) 334-0442
www.salmich.org

Dear Skymasters,

Thank you for your support as received by check #1004 for \$694.00.

It was great to meet with you the other day and receive bags of toys and checks to assist us in our Christmas and year round efforts to assist the community members who are struggling.

Thank you for your continued support! It is greatly appreciated and needed!

I pray that you have a very Merry Christmas, and that you feel the love of God ever so strongly this blessed season!

In Jesus' Name,

Major Nathan Johnson
The Salvation Army
North Oakland County

THE SALVATION ARMY
Founded in 1865 by
William and Catherine Booth

"There is no reward equal to that
of DOING THE MOST GOOD to the
most people in the most need."

-Evangeline Booth



!! WE Moved to New Lothrop Schools !!

**Chesaning Area Model Flying Club
Swap Meet**

Sunday, February 8, 2015 @ 9AM to 2 PM

Adult Admission: \$5.00 12 & Under: Free!

No Table Rentals At The Door

TABLES \$20.00 in Advance plus \$5.00 per person Admission

Make Checks payable to: **Only 100 Tables; First Come-
"Chesaning Area Model Flying Club" First Serve; Reserve Today**

Visit our website! <http://chesaningrcclub.org>

New Location: New Lothrop Elementary School
9387 Genesee Street
New Lothrop, MI 48460

Mail Contracts to: Mike Holt
6037 East Atherton Road
Burton, MI 48519
(810) 743-6967 / mholt954321@aol.com

Take M13 to Easton Rd
Turn west and follow to
9387 Genesee Street.



Registration Form

I wish to rent _____ tables at \$20.00 each for a total of \$ _____. I will have _____ number of people working at my table at \$5 each for a total of \$ _____.
No Refund on table rentals. Total Tables \$ _____ + Total persons \$ _____ = Total amount \$ _____
Name: _____
Address: _____
City: _____ State: _____ Zip Code: _____
Phone: () _____ Email: _____

Skymasters R/C Club



Indoor Electric Flying

In conjunction with the Radio Control Club of Detroit

R/C BONUS HOUR

Sponsored By:



**Monday, Feb. 16th from 11 AM to 2 PM
Presidents Day**



Pilots will receive an extra hour of flying time for the low cost of a single 2 hour flying session of \$10:00. That's 3 hours of flying for \$10 thanks to the Radio Control Club of Detroit.

Spectators Free - Great Lunch Available

All Pilots must have proof of current AMA Membership

See rules for size and weight limits.

For more information contact Jim Wynn: www.indoorfly@skymasters.org
Visit our web site at www.skymasters.org

* Special Family Rate see the Event Director Jim Wynn for details

Skymasters RC Club of Michigan presents:

Airplanes, boats, gliders, helicopters, quadcopters, rockets, cars, trucks and lots, lots more!

Super Swap Meet 2015

Saturday February 21, 2015 | 9:00-1:00 p.m.



Lake Orion Community Schools — CERC
Community Education Resource Center

455 East Scripps Road — Lake Orion, MI 48360

4.5 miles north of the Palace of Auburn Hills

Take I-75 to exit 81 (Lapeer Road) go north 4.2 miles turn right on East Scripps Road for 1/4 mile-destination will be on left



- * \$5.00 entry fee
- * Over 100 tables
- * Food and Refreshments
- * Dealer and Vendors welcome
- * Tables: \$20 main floor—\$25 outer wall, incl. 1 entry
- * Vendors set up at 8:00 a.m.
- * Active military, women & children (under 12) free
- * Website: www.skymasters.org

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

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

FEBRUARY:

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

DECEMBER:

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

MARCH:

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

JANUARY:

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

*** 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

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

AMA required



Next Skymasters Meeting...

Thursday, February 12th

Regular meeting, with guest speaker Shannon Vickers - A10
Warhog Pilot from the 127th Wing, Selfridge ANG.

6:45PM

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 Quadrante, Macomb MI

(north of 23 mile and east of Hayes)

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

January 1st Thursday session moved to Friday January 2nd

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.

Brighton, MI 48139

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

Thursdays 12PM—2PM through April
30th \$5/session

Sponsored by the Hamburg Flyers RC
club

February 2015

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2 Skymasters Breakfast 9AM Red Olive, Rochester Hills	3 Indoor Flying 11AM-1PM Ultimate Soccer Pontiac	4	5 Indoor Flying 9AM-3PM 51379 Quadrate Macomb	6	7
8 Chesaning Swap 9AM Lothrop Schools, Chesaning	9	10 Indoor Flying 11AM-1PM Ultimate Soccer Pontiac	11	12 Indoor Flying 9AM-3PM 51379 Quadrate Macomb Skymasters meeting with Shannon Vick- ers 6:45PM Orion Center	13	14
15	16 Skymasters Breakfast 9AM Red Olive, Rochester Hills Indoor Flying 11AM-2PM Ultimate	17 Indoor Flying 11AM-1PM Ultimate Soccer Pontiac	18	19 Indoor Flying 9AM-3PM 51379 Quadrate Macomb	20	21 Skymasters Super Swap 9AM CERC Center Lake Orion
22	23	24 Indoor Flying 11AM-1PM Ultimate Soccer Pontiac	25	26 Indoor Flying 9AM-3PM 51379 Quadrate Macomb Skymasters meeting Aviation trivia 6:45PM Orion Center	27	28 Flightline Seminar (rockets) 11AM Flightline Hobby

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 Dan Berry, 248-202-5776, cfi@skymasters.org

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

2015 Club Officers & Appointees...

President:	Bob Chapdelaine	Lake Orion	231-675-8590	president@skymasters.org
Vice Pres.:	John Billinger	Troy	248-854-5646	vicepresident@skymasters.org
Secretary:	Pete Foss	Oxford	248-807-4288	secretary@skymasters.org
Treasurer:	Chris Strong	White Lake	248-961-4333	treasurer@skymasters.org
Editor:	Paul Goelz	Rochester Hills	248-375-9461	newsletter@skymasters.org
CFI :	Dan Berry	Clarkston	248-202-5776	cfi@skymasters.org
Membership:	Jim Satawa	Lake Orion	586-719-2437	membership@skymasters.org