

March

Skywriter

2015



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,

Well, it's March and I really don't have much to say about that. This is the first winter since I have joined the club that I haven't been to the field at least once every few weeks. It has been bitter cold lately. I know that there have been some hardy souls out flying this winter on more than one occasion. More power to them! AMA offers an "All Season Flyer" patch that I'd love to present to someone. The requirements to receive it from the club leadership says: I HAVE PERSONALLY CAUSED A

MODEL AIRCRAFT TO BECOME AIRBORNE OUTSIDE AT LEAST ONE OCCASION DURING EACH MONTH OF THE APPLICABLE CALENDAR YEAR. Has anyone done that? Where's Andy?

Our club swap meet was a huge success. Other than having more table rentals I am not sure how the day could have gone any better. I was amazed again at the huge turnout of Skymasters to set up and volunteer throughout the day. If there were any complaints or problems I did not hear them. Thanks to everyone who contributed to make this day a huge success. We need to begin planning for this event next year right away. We are looking

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for someone to step up and coordinate the Swap Meet. Let someone know if you are interested.

One thing you can help with is recommending topics and speakers for our club meetings. I am always looking for someone who can come and share with our club some aspect of our hobby and aviation. We'll be tapping into some of the talent right here in our own area and club while we keep looking. Let me know if you have an idea or better yet, know someone who can present.

Later this month at our March 26 Club Meeting we will have what is called "In the bones", a term I didn't catch on to right away but, everyone brings in their winter projects in whatever stage of completion and shares with the club. I have always enjoyed this event each year as it interesting to see what others are working on. I think we are having a bumper year for new projects, both kit builds and ARFs and then our swap and online finds. Bring them all to the meeting on Thursday March 26th at 6:45 p.m.

Indoor flying continues through the end of this month. Remember the Toledo Weak Signals RC Expo is the second weekend in April, the 10-12. If you haven't been to the Toledo show it is legendary and well worth the day trip or even to go and spend the night locally. The Seagate Convention Center is filled, with the main floor having all the RC manufacturers and their products on display and then one of the hugest swap meets covering the whole 2nd level. The main floor has the static display and contest winners too. You will see some fascinating and

exciting things there.

A lot is going on in the club preparing for spring and this summer. Our club vice president, John Billinger is prioritizing and categorizing the list of field improvements and will be discussing some of the things we're going to tackle at the field opening work bee, and then those few things that will be our special projects. Our instructors will be meeting to prepare for the onslaught of new and existing students that will continue their efforts towards their pilot's license. By now, Jim Satawa has sent new membership cards to all those who have renewed their club membership and is busy contacting those who, for, whatever reason haven't renewed yet. You should be getting your card in the mail within the next week.

It was great to hear from fellow Skymaster Sheldon Kaye (see page 7 in this newsletter) and about his adventures in the flying club he belongs to in the wilds of Florida. It would be great if more of our members would take the time to share their off season, or anytime stories of their visits or adventures. It adds some great flavor to our newsletter and it is nice to learn of other places. Think about something you might jot down and share, or, a photograph or something that we could add to our club newsletter or elsewhere. Until next month... ahhhh April...

See you soon!



Bob Chapdelaine

From the editor:

Hi guys. As you read this issue you will notice a change in how we will be handling photos in the newsletter. Starting with this March issue, the newsletter will include an automatically generated "collage" page for events with a large number of individual photos. In or near that collage will be a link to view the entire photo album on the Skymasters web site. Just click the link and you will be taken directly to the corresponding photo album where you can view each photo in higher resolution. or view the album as a slide show

This change serves several purposes. First, it reduces my workload significantly, and especially when there are events with a lot of photos. Second, it allows readers to easily see each photo in much better resolution if desired. And third, it makes all the newsletter photos available to the web site photo gallery.

The only requirement to view the album is that you need to be online. If you are reading the newsletter on a device that is not currently online, the links will not work. If your PDF reader program warns about viewing external links, just click OK. Enjoy!

Paul Goelz, Newsletter editor

Front Cover:

A really cool photo of wingtip vortices from an A-10 "Warthog". From Major Shannon Vickers' slide show presentation at the February 12th Skymasters meeting.

Propwash

By

Joe Finkelstine

February 2015



Hi All

A few weeks ago, I was really bored and sitting at my keyboard when I decided to finally do a Google search on myself. I had always heard from a few folks it is a good idea to do so once in a while, so I gave it a shot. Well, I found several surprises, including links to several of my old Prop wash articles that had made it to the national AMA magazine (sheesh, you would think I would have

least got an 'atta boy when they published it - I never even knew) plus several others that had made it to other club newsletters. I was quite pleased when I found a copy of one of my old and favorite columns and have reprinted it below. This article would have initially appeared in the late 1990's to early 2000's, so it may be 15 years old by now. Anyways, when I wrote this glow field planes were king - no electric of any consequence, no real gas engines, and four strokes were becoming mainstream. Since I am making it a point to try to reunite my love of glow fuel flying this season (I have rebuilt my glow engine helis) I thought I would share a very old column for your enjoyment (at least for my enjoyment) - I called the article "Magic Cans" - read it and you will understand what I was talking about

MAGIC CANS: Every flier needs at least one

By JOE FINKELSTINE (*at least they gave me credit for writing it J*)

At our first student night this month, I had the opportunity to open and use my magic can. Now, before you all start thinking of snide comments, let me explain a little as many of you also have a magic can or two in your flight boxes. I have several magic cans in my flight box, and I usually add one per year. Each can is actually an old breath mint can (Altoids in my case) that I fill with all of the little fasteners, fuel lines, clevises, knick-knacks, and other items we all seem to need to fix an airplane for a flight. I started out with one can for everything, but as my flying interests changed and grew, I found myself in need of my first addition.

Right after I started to learn more about helicopters, I discovered that they exist in a world heavily dominated by metric. I soon discovered that a magic can for helicopter knick-knacks was needed. Last year, I broke down and added yet a third magic can in my box to handle the overflow from the first can as it was bending the hinges from so much junk ... err, stuff.

This truly hits home at the beginning of each season when I come out to the field only to discover that I took all of my tools out of my flight box during the building/fixing season (a.k.a. winter) and never returned them to their home. Fortunately, I never have forgotten to put my magic can back in its little home in the bottom drawer of my flight box.

I find myself constantly borrowing tools and advice from fellow fliers at the field and this is part of the fun for me. For most of us instructors who are faced with a student bringing out a new airplane to be flight-tested, the magic can is frequently visited with a set of rummaging fingers.

At the end of this field thrashing, the student always thanks us, but really if you think about it, we are just returning the favor shown to us earlier in our flying careers. I always let my students know that once they take a piece out of my magic can, they incur a debt that must be repaid by starting their own magic can (or they can give me their 120 size Cap 232 as fair payment for a 3 mm screw).

One of my favorite stories about this occurred when I saw a team of instructors completely rebuilding a seized-up two-stroke last year in one student night. Talk about a magic can! I think part of the process involved grinding the head down by raking it over cement. By the end of the student night, though, this seized-up two-stroke was a putting along with its characteristic irritating two-cycle sound.

My personal theory is that the magic cans of some instructors are infinite in content because I have never ever seen them not have something to get a student going. Unfortunately for me, my magic cans are much more mundane, as I only have an old glow plug and screws of useless pitch to help the cause.

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If you have been in this hobby for more than a year or two, you should be well on your way to having a magic can or two, or you just have a drawer full of loose parts flopping around. Heaven forbid you ever throw away a glow plug that you weren't sure was bad.

You will of course need to defend yourself from your spouse or others as to being a pack rat, but hold firm to your belief that the 3.5 mm left-handed thingy you saved from a crash four years ago will be the only thing that works when you have to fix that broken elevator clevis from the last flight.

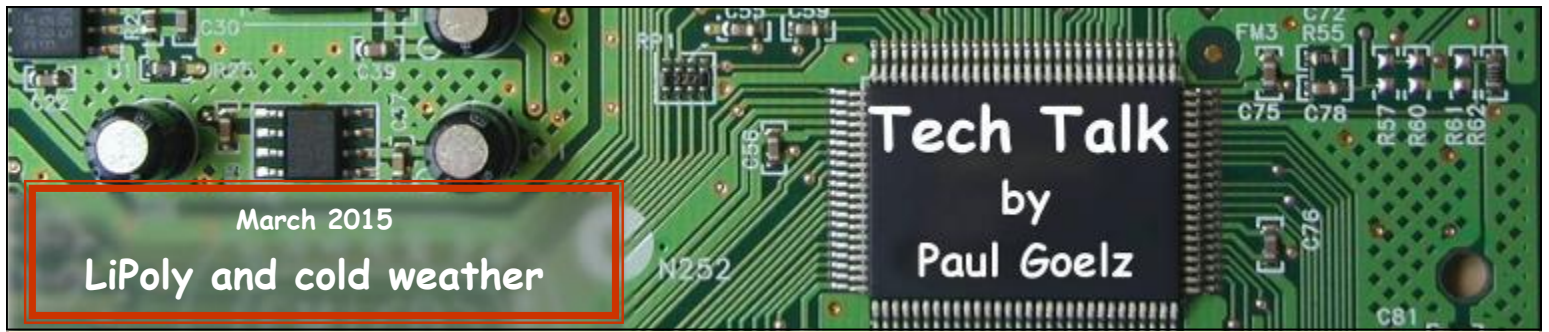
For you newer fliers, I suggest you look at your potential instructor's magic can to help you gauge his or her experience level. If it is disorganized and full of useless junk (like mine), perhaps you should rethink your choice of instructors. If, however, your instructor's magic can is like the magic bag of tricks that Felix the cat (ask someone older than you who Felix is if you don't know) has, you indeed have made a wise choice.

I hope you leave the field with the same number of pieces you brought!

Joe Finkelstine

From the February 12th meeting... Major Shannon Vickers holding just one of the rounds from the cannon on the A-10A "Warthog" (see inset for a size comparison to a coffee cup. It is BIG). The A-10A can fire between 65 and 70 of these PER SECOND.





March 2015

LiPoly and cold weather

Tech Talk by Paul Goelz



Hello Skymasters!

Well, what to talk about this month. Hmmmm... given the weather we are enduring right now, I think I'll talk about the effects of cold weather on our beloved Lithium batteries. Sound OK?

Cold temperatures affect many things negatively and our LiPoly batteries

are no exception. In general, chemical reactions slow down the colder it gets and this impacts our batteries in four major areas.

Output voltage

As the cell temperature falls, so does the output voltage.

Internal resistance

As the cell temperature falls, the internal resistance rises. In other words, the colder the battery is, the more power will be wasted as heat as the motor current increases. This effect is somewhat self limiting since the heat generated serves to warm the cells and lower the internal resistance. If the battery is not directly in the airflow, this can be beneficial in the winter (although it takes a while to warm the pack). However, if the pack is located in the air flow, the heat generated is likely not sufficient to have much effect and the power is simply wasted.

Run time

Since the voltage is reduced due to direct temperature effects as well as increased internal resistance, the effective pack voltage is reduced. This reduces the run time before the cell voltage drops to the point that cell damage can occur or the ESC reaches low voltage cutoff.

Unless your ESC or telemetry is set to warn when the cells reach a safe voltage (I use 3.5V/cell as an absolute minimum), it is very possible to damage your packs by flying for your normal summertime flight time. This is

because flying for a time that is safe in the summer will cause the voltage to be driven lower than it would in the summer when the pack is warm.

Possible overcharging

Due to the delicate chemistry in a lithium cell, "full charge" is given as 4.2V/cell. Above 4.2V/cell, bad things happen and the cell is permanently degraded. However, this voltage is specified at room temperature. When the cells are cold (generally considered to be less than 50 degrees F), the maximum safe full charge voltage is more like 4.1V/cell.

This has two potential negative consequences when using our batteries in the winter.

First, if the charger does not sense ambient temperature and adjust accordingly (some do, some do not) it will **overcharge** your packs if you charge to 4.2V/cell outdoors in the winter. The overcharge amount is not sufficient to be dangerous, but it can and will permanently damage the cells.

Second (and less obvious), a pack charged to 4.2V/cell indoors and then taken outdoors fully charged is considered overcharged. This will damage the cells just as if they were charged outdoors by a charger that did not sense and adjust to temperature.

I hope this does not seem too complicated, because it really isn't. Just remember a couple simple guidelines...

- Don't charge outdoors at less than 50 degrees F unless you know for sure that your charger reduces the full charge voltage when cold.
- Don't bring fully charged warm packs outdoors in cold weather.
- Don't try to fly for the same length of time in the winter as you would in the summer.
- If possible, be kind to your packs and back off a little on the throttle in very cold weather.

Hope this helps. See you in April!

Paul Goelz

Skymasters meeting February 12th

with Major Shannon Vickers

We had a real treat at the February 12th regular meeting. The speaker was Major Shannon Vickers, a C-130 and A-10 (Wart Hog) pilot who flies for Homeland Security out of Selfridge ANG base. Maj. Vickers gave a fascinating talk about flying the C130 and the A-10A "Warthog" and didn't "dumb it down" for us... we got lots of interesting technical facts and anecdotes.

Here are some excerpts from Maj. Vickers' bio:

In Jan 2001 I was hired by the 171st Airlift Squadron, 127th WG, Selfridge ANGB, MI to fly the C-130E Hercules. I graduated officer training in 2002 and Undergraduate Pilot Training (UPT) in 2003. Went on to fly the C-130 for 4 years, deploying multiple times to Afghanistan and Kuwait flying missions into Iraq. Performed assault landings on dirt and gravel runways both day and night using NVGs, all the while executing missions such as: transpiration of personnel, equipment to forward operating locations, aeromedical evacuation of wounded soldiers and participated in the dignified return of those who paid the ultimate sacrifice. I performed some of the first Joint Precision Airdrop (JPADS) airdrops in theater using GPS guided parachutes to direct critical equipment to a drop zone. Airdropped multiple 105, 155MM shells, as well as other small arms, and food to FOBs in Afghanistan. After returning to the US I flew missions carrying wounded soldiers home as they returned to the US from hospitals in Germany. After Hurricane Katrina I planned and flew missions to support relief operations into New Orleans.

After the last Base Realignment and Closure in 2005 Selfridge's missions were directed to change. F-16s from the 107th FS were to be retired and A-10s from the 110th FW in Battle Creek were going to take their place. Additionally the 171st AS was to lose their C-130 and fly the KC-135. As this was happening I was given the chance to transfer from the C-130 to the A-10. I returned to training in the fall of 2007 to retrain in the T-38 which I had flown in 2003 during UPT but now I had to learn to fly it as a fighter lead-in aircraft. I finished fighter lead-in April 2008 and began eleven weeks of training in May to become an Agent with DHS.

October 2008, I reported to Davis Monthan AFB, Tucson, AZ for A-10 school. The six month long course began with academics, simulators, and then my first flight in the A-10 which of course is solo. It was followed by many more flight cumulating in an instrument checkride. Then it was time for the real work of the A-10, actually shooting the gun and dropping bombs. After the six months were over I stayed for conversion training, having learned to fly the A-10A. I stayed a month longer and learned to fly the A-10C. The avionics were completely upgraded and different, increasing the capabilities and complexity of the A-10. I then returned to Selfridge and finish my Mission Qual Training (MQT) and began to fly as a wingman with the 107th FS.

I deployed in 2011 to Kandahar, Afghanistan performing multiple missions and strikes on enemy personnel setting up IEDs along roads. We provided armed overwatch of US and other coalition partners as they carried out their missions, ready to strike at anyone who endangered them. After returning from this deployment I upgraded to Flight Lead and now continue to prepare for the next time our nation calls upon us to engage in combat.



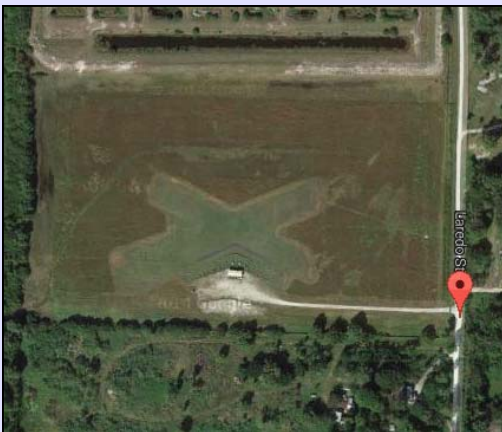
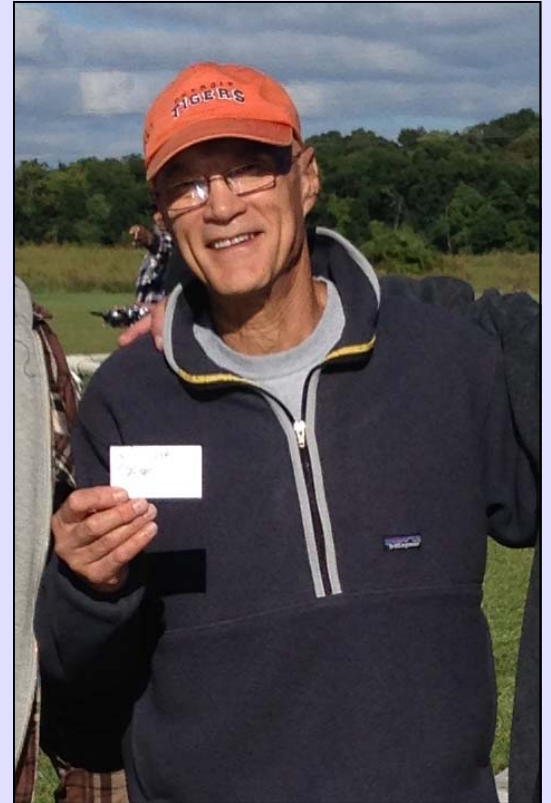
Member profile...

Sheldon Kaye

I am fortunate to be able to leave the winter weather in Michigan for the more balmy temperatures here in Naples, Florida. Of course, there is a sense of guilt associated with that privilege as I daily check the weather up north there in Michigan. If it were somehow within my power I would happily send some warmer temperatures back to Michigan to make things a bit more comfortable. However, since that is not possible, I am doing the next best thing and sending some information about the warm weather flying activity in which I am involved here in Naples.

Last year when my wife and I stayed in Naples for three months for the first time (we had stayed previously up to one month), I planned ahead and brought a few planes along in the van with the usual stuff and the dog. I joined the only RC Club in the area called CMAC (Collier Model Aeronautic Club) so I would have a place to fly those planes I'd disassembled and boxed up for the trip south. The club web site can be found at the following Email address: "cmac1.org". The club field is located about 20 minutes east of downtown Naples and about another 25 minutes short of the everglades where swamp buggy tours of those everglades (and the resident alligators) are guaranteed to make you feel right "at home".

The CMAC Field is rented from a private landowner who seems to be waiting for a big payday when he sells the property to a developer. At this point there are no plans in the works to locate another field so the consensus is that a sale of that land is not imminent. There is, however, a major problem with the field during the summer months that is associated with the intense rain that tends to occur in southern Florida. Yes, it floods and floods to the point that some resident pilots fly float planes in 6-12" of water when it isn't raining. As Spring approaches and the rains subside, pumps are brought to the field to help drain the water to nearby drainage ditches. By the time I arrived in Naples this past December the field was in perfect condition. Even the large snail shells (some fist sized) had been collected and tossed to the field's perimeter. It was hard to believe that any water had ever been on the field. Also, as I've been told, picking up those snail shells is an imperative, otherwise take-offs and landings become quite complicated!



On the CMAC web site there is an aerial view of the field that clearly shows the "X" shaped crossed runways that definitely help with cross-wind landings. I'll note that the wind down here which comes off the Gulf of Mexico can be challenging, especially when it's blowing 15 to 20 mph which seems to be quite often this year. The real challenge with the wind is that it tends to gust and can change direction 180 degrees between take-offs and landings and, sometimes, even during those maneuvers. Needless to say it can be a challenge, especially for someone with my meager two years of RC flying experience. Certainly, my instructors, Dan B., Gary W. & Rodger S., at Skymasters taught me skills that have been

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very helpful but this wind is a challenge. For the most part the experienced guys seem to handle it quite well but I've seen a couple of those guys have planes damaged while landing when the wind was acting up.

Another thing you will notice from that aerial view is a black patch of runway just forward of the flight line. That patch is made up of commercial grade ground cover secured to the ground with landscaping spikes, and, it is designed for use only by smaller electric planes during take-offs. The better pilots even land their electric planes on it which is pretty impressive considering it's only 12 feet wide and close to the flight line. For the most part it serves to expedite the take-offs of smaller electric planes. Pilots of fuel planes are encourage to not use it because the props have been known to create tears in the material. I suppose those tears can occur from larger electric planes as well but those planes take off quite easily from the grass field.



Flight benches to the rear of the flight line are set up similar to those at our Skymasters Field. However, when taxiing to take-off and fly, pilots move to a center "pilot area" instead of a location in front of their bench as is done at Skymasters Field. The advantage is that it is easier to hear one another calling out take-off and landing notifications. Unlike the benches at Skymasters Field, the CMAC benches do not have wing braces or wing stops for use during engine start and warm up. Instead, pilots are required to have a ground anchor or tail section restraint, the kind you push into the ground. The peg or ground portion of the anchor slips into one of several pre-drilled holes in the bench to accommodate various plane sizes. It seems to work okay but from my perspective it puts a lot of strain on the tail section when reviving the engine. I hold the tail section during engine warm up to lessen the stress.



There is a pavilion area similar to the one we have at Skymasters Field, however, there is no bleacher area for spectators. About 100 or so yards across the field to the north is a large cow and horse pasture with a barb wire fence. Unless one lets his plane get too far away and that plane crashes, the pasture isn't a problem. However, on two occasions I've seen planes go down across the fence in that pasture. In one of those instances a rather large bull grazing very near the fence became somewhat annoyed when a club member climbed over the fence into his domain. As bulls will sometimes do, he threateningly snorted and kicked up the ground before briefly charging the club member causing him to leap, plane in tow, ungracefully over to the safer side of the fence. Needless to say, had it been my plane I might have waited until that bull was in another state!

To the east of the field is a large wooded and wild forest area referred to as a sort of "no go" zone. I've heard that if your plane goes down deep in that area, just forget about it. Its swampy and unfriendly creatures have long taken up residence therein. Finally, to the west of the field is also a forested area but seemingly less unfriendly. In fact, I went in there with another club member to retrieve a fellow member's plane. We only had to contend with a small bull and a few cows who thought we had come to feed them some special treats. The other guy, from Iowa, was familiar with farm animals and quickly shooed them off. Machete in hand, into the more tamed forest area we went. I was a little concerned when entering the woods because I saw a pelvic bone that once belonged to a calf! We

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got the plane and got out with all of "our" parts! And, as for CMAC dues, you get all that for \$275 for the first year and \$200 a year thereafter! *Skymasters dues are a deal!*

In addition to the main CMAC field, there is a much smaller field about a mile or so away that is used only for electric planes. As I understand, that field was once the initial CMAC location and permitted fuel planes to fly as well. However, due to the field's proximity to a nearby school, the noise issue forced the field to an electric plane status only.

I will note that, much to my disappointment, safety rules at CMAC are not up to the standard we are accustomed to at Skymasters. It's sometimes like the Wild West out there! Any newcomer can bring out a plane or copter and fly it without any question. Of course, they usually ask if it's okay and permission is granted for a couple of hours flying time before membership dues are discussed. Seldom is it required to show an AMA card and one's skill level is determined once it has been displayed. While there are very good instructors available, "qualifying" to solo a plane is "not" required. Also, in the two years I've been a member of CMAC I have only seen a buddy box used on two occasions. In one of those instances, I was teaching my grandson to fly my LT-40. Despite signage to the contrary, one dangerous practice often seen are planes being taxied behind the flight line. Yes, it does get crazy out there sometimes. Just yesterday a guy crashed two planes within ten minutes, and, I've seen more crashes since December when I arrived than I've seen in two seasons of flying at Skymasters' Field. Of course, there are some excellent pilots in CMAC and, just like at Skymasters, they are extremely eager to help if you ask or they see you are in need of assistance. I guess the fact that most of the members are from so many different places and fly with varying club expectations that the board members haven't found a way to establish guidelines like those we have at Skymasters. Certainly, the Skymasters safety rules and expectations make for a much safer and more comfortable flying experience.

I'd like to point out how fortunate we are as Skymasters members to be associated with a group of folks who reach out to the community with the many events to attract spectators, new members and groups like the Boy Scouts. Unfortunately, CMAC does not have many events or reach out to the community like we do at Skymasters. They have the occasional barbecue and, I've been told, a war bird event but I have only witnessed one barbecue in the two years I've been a member. They do have a small swap meet in November that I missed.

One of the most interesting experiences I've had at CMAC occurred last year when a full scale plane similar to a Piper Cub did several fly byes and then did a touch and go on the field. I sent a picture of that event to Dan Berry and he was able to take the wing number off the picture and send me the name of the pilot and other information, which I've sadly forgotten, about the plane. More recently, last week a full scale Piper Cub flew over the field several times at about 100 feet and on the final fly by parachuted a box of donuts on to the field. Unfortunately, the box opened when the chute deployed causing most of the donuts to land closer to the Egrets that share the field. Two donuts remained in the box and were quickly consumed by the retrieving member. One thing about CMAC, wild and unexpected things will happen!

The members of CMAC are an interesting group of people. They come from all parts of the country and from different parts of the world. There are folks from Canada, Germany, England, Sweden, etc. as well as 10 to 15 different states. I've met Michiganders from East Lansing, Northville, South Lyon, Commerce Township and Plymouth. Clearly, most members are snowbirds like me avoiding the cold weather. As with Skymasters, we all have a common interest in flying our planes, learning new skills and then sitting around sharing flight experiences and interesting stories. One significant difference I've found at CMAC, as far as planes and equipment are concerned, is that there are more members with giant scale planes and gas engines are very common. Also, as far as transmitters go, Futaba is the most commonly used. Very seldom is a Spectrum or other brand of transmitter observed at the field. Not sure why that is the case but I have seen a couple Spectrum controlled planes go rogue out there! While some major differences exist between CMAC and Skymasters, the common goals of flying, learning to improve one's skills and the camaraderie remain constant.

I hope you have found this information interesting and it brings thoughts of warmer flying days ahead. Looking forward to joining everyone as Spring approaches.

All my best to the members of Skymasters,

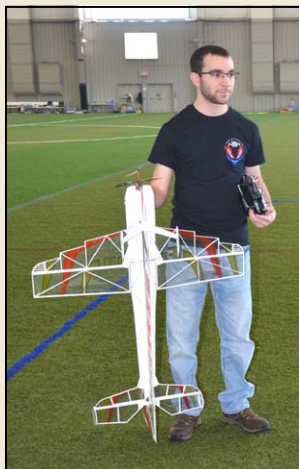
Sheldon Kaye

Indoor flying at Ultimate!

[Click here to view the full photo album on the Skymasters web site](#)



Team USA F3P Pilot Ryan Clark Visits Ultimate Soccer



The indoor pilots and aeromodelers from around the Detroit area had a special treat on Tuesday Feb. 10, 2015 at Ultimate Soccer Arenas in Pontiac, MI. Ryan Clark of Canton, MI, a member of the first US team competing in the world F3P (Indoor Pattern) championships, spent the day explaining his magnificent Anubis aircraft and answering questions. The Anubis was designed by fellow team member Devin McGrath. Ryan performed a lunch time demo flight at Ultimate Soccer. The championships will be in Warsaw, Poland in mid March.

The program was put together to let area modelers see first hand the amazing technology in the F3P machines and to raise money for the US team. These 42" wonders start with carbon fiber counter rotating props driven by a single brushless motor with no gears. The motor / prop combination sells for \$500.00. This engineering feat is matched to a foam framework custom created by Fancy Foam that has been computer cut and milled. Most of the remaining foam is further hand cut away. The structure is then covered in .002

Mylar. Decorative designs are airbrushed on. The entire structure is reinforced with carbon fiber rods. Drag plates are created by suspending the Mylar from some of the carbon fiber structures. The wings are removable for shipping. The DSP33 servos have been gutted by removing the cases and replacing the wiring with motor winding wire. Pushrods have been eliminated at the elevator and rudder by directly connecting the servo output to the control surfaces. All up weight with battery, also modified, is less than 2 ounces.

Tables were set up near the entrance to field 3 at Ultimate to display Ryan's aircraft and sell team shirts and raffle tickets. Ryan, fellow Futaba Team member Chris Hass and Chelsea Morneau took care of all who stopped by. Additional tables were set up for the "pizza fundraiser" that was simultaneously used to raise money for the team (make a donation and enjoy some pizza) and to introduce the new restaurant at Ultimate to the pilots and spectators. 29 pizzas were consumed in an hour. Over 150 pilots and spectators participated. An anonymous donor paid for the pizzas so that every dollar collected will go to the team. Indoor Event Director Fred Engelman and his team handled the 50 / 50. Ken Niewoit was the lucky winner of the 50 / 50 and donated some of his prize back to the team.

The HVAC system was shut down and the flight lines completely cleared at noon to allow Ryan to fly for the now quiet crowd. With amazing precision and barely moving through the air Ryan performed one of the pattern sequences. The round of applause at the end was thunderous.



Fred Engelman and Skymasters President Bob Chapdelaine used the gathering to present George Derderian, and Tom Korpela of Ultimate a token of appreciation for allowing modelers to use their facility and supporting the "Fly Guys" as the modelers are known to the Ultimate staff.



Ryan is 22 years old and a senior at Eastern Michigan University studying Aviation Technology. He is an instrument rated private pilot with a high performance endorsement. He is currently working on his commercial rating flying out of Eagle Flight Centre at Willow Run Airport. Ryan has a long history of competitive success in R/C flying in multiple Extreme Flight Championships (XFC), Electric Tournament of Champions (ETOC) and International Miniature Aircraft Club (IMAC) events. Ryan even flies the blimp for the Toledo Walleye Hockey Team events.

Besides being an educational and informative event over \$1,550.00 was raised toward the \$20,000.00 needed to support the US F3P team. For more information on the F3P team, purchase a team shirt or to make a donation visit <http://teamusaf3p.com/>

Joe Hass

248-321-7934

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 March 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:
[CLICK HERE TO JOIN OR RENEW](#)**

Five Minutes on Safety

Reprinted / excerpted with permission

Paul K. Johnson

www.airfieldmodels.com

Disorientation Phenomenon when Flying Radio Control Aircraft

Whenever I mention the problem of becoming disoriented to a beginner or someone who is not involved with the hobby it always appears as if the extent of the problem doesn't sink in. I think a lot of people believe that it can't happen to them. Any experienced R/C pilot will confirm that disorientation is a very real problem.

Disorientation simply means that the model looks like it is going one way when in fact it is going in another direction altogether. You might think that if you keep the plane in close then it won't be possible to become disoriented. That simply isn't true. One can become disoriented regardless of the distance the model is from the pilot.

I still lose orientation of my models and have been flying for more years than I want to think about. When I lose orientation with the model at a higher altitude it doesn't trouble me too much because I can slow the model down and work it out by moving the controls and watching what the model does in response.

More disconcerting is becoming disoriented when the model is at a lower altitude. If you find out that the model really is going in a different direction than you think it is then you may not have time to do anything about it before it's in the ground.

I was watching my buddy Mike fly *Thwing* the other day. Every time he made a turn at one end of the field I could swear he was turning the model away from the field when in fact he was turning the model back toward the field. After the first time I was fooled I paid closer attention to the model.

Each time he turned the model in the same area what I saw was the model going in the opposite direction. It was an optical illusion that would have caused me to lose the model had it happened when I was flying it. Fortunately, Mike was at the controls and not having the same problem.

Do not panic when you become disoriented

The model is probably going the way you think it should be going regardless of the message your eyes are sending to your brain. You can have confidence that the model is most likely on the course you last set it on unless the model flew through some funny air that flipped the airplane over.

Do not give any abrupt or prolonged control inputs. Wiggle the ailerons or elevator gently and watch what the aircraft does. The response of the model should give you clues as to what its attitude is.

Situational awareness is always helpful. Before you take off your model you should know who else is flying and who is standing nearby your pilot station. If you become disoriented call out to someone by name and tell him of your predicament. He will most likely be able to tell you in which direction the model is heading..

Paul K. Johnson

Airfield Models

www.airfieldmodels.com

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

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

A VISIT WITH

HOBIBICO

MONDAY APRIL 6th

7 PM to 9 PM - Seminar

TUESDAY APRIL 7th

11 AM to 1 PM – Open Indoor Flying & Demos

At Ultimate Soccer Arenas

867 South Blvd., Pontiac, MI 48341

FEATURING FUTABA TEAM MANAGER

FRANK NOLL

NO CHARGE TO ATTEND OR FLY – PUBLIC WELCOME – PILOT'S PRIZES

Must have AMA to fly.

Joe Hass - joe Hass@gmail.com - 248-432-7934

TACTIC
PURE RELIABLE 2.4



Futaba

Flyzone
how high will you soar?



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 *through* March

See the Skymasters web site for details

11AM to 1PM

At Ultimate Soccer,
Opdyke and South Blvd

Pontiac, MI

AMA required



Next Skymasters Meetings...

Thursday, March 12th

Thursday, March 26th

6:45PM

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 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

March 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 Romeo Skyhawks Swap 6:30PM Romeo Community Center	4	5 Indoor Flying 9AM-3PM 51379 Quad- rate Macomb	6	7
8 Flint Aces Swap 9AM Lake Fenton High School	9	10 Indoor Flying 11AM-1PM Ultimate Soccer Pontiac	11	12 Indoor Flying 9AM-3PM 51379 Quad- rate Macomb	13	14
15	16 Skymasters Breakfast 9AM Red Olive, Rochester Hills	17 Indoor Flying 11AM-1PM Ultimate Soccer Pontiac	18	19 Indoor Flying 9AM-3PM 51379 Quad- rate Macomb	20	21
22	23	24 Indoor Flying 11AM-1PM Ultimate Soccer Pontiac	25	26 Indoor Flying 9AM-3PM 51379 Quad- rate Macomb	27	28
29	30	31 Indoor Flying 11AM-1PM Ultimate Soccer Pontiac				

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:	Phil Saunders	Rochester Hills	248-652-0495	treasurer@skymasters.org
Editor:	Paul Goelz	Rochester Hills	248-375-9461	newsletter@skymasters.org
Membership:	Jim Satawa	Lake Orion	586-719-2437	membership@skymasters.org