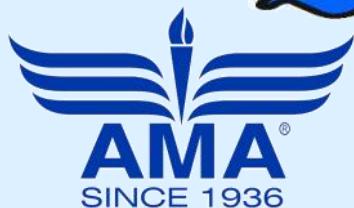


May

# Skywriter

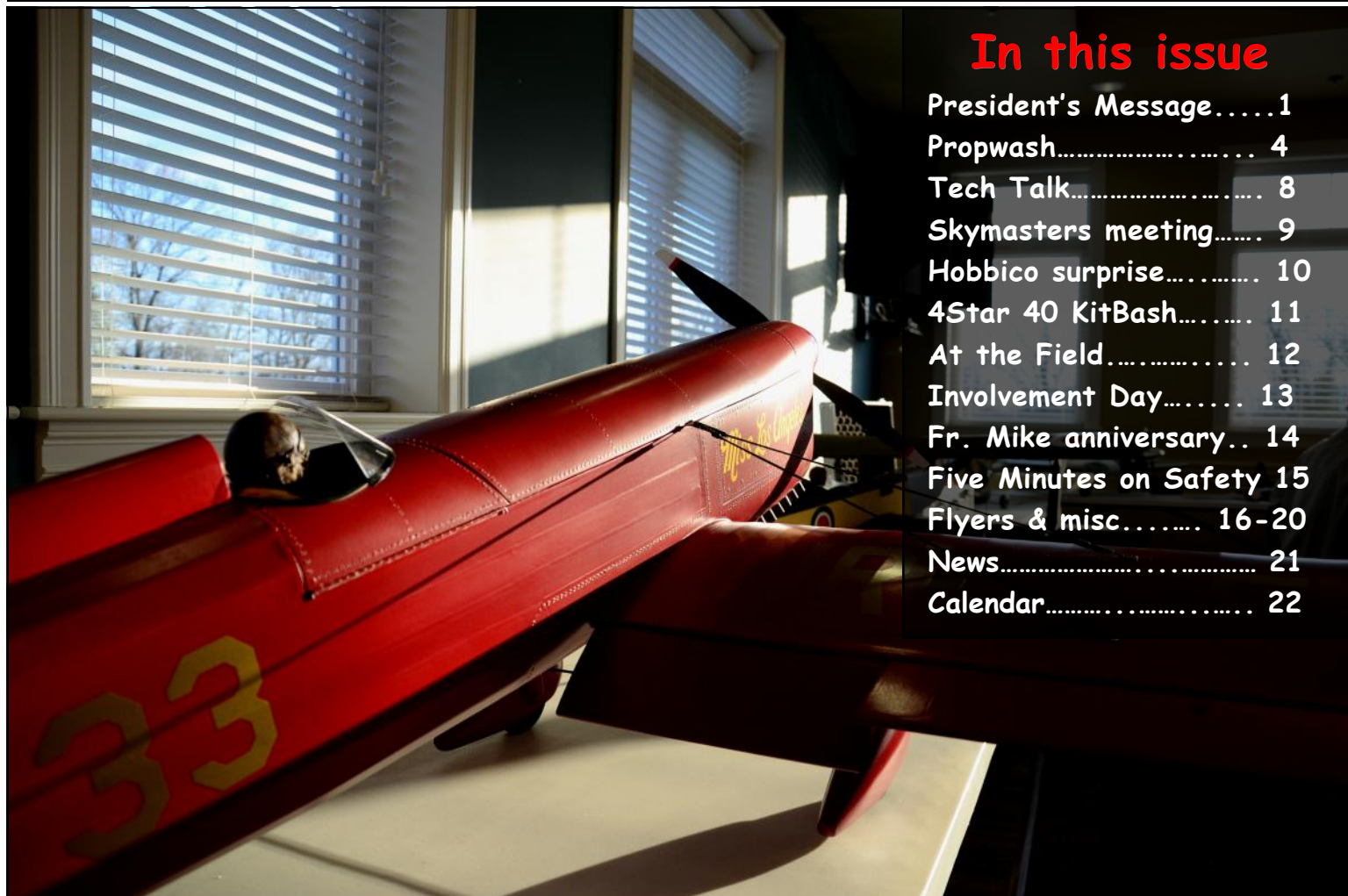
2015



SKYMASTERS RADIO CONTROL CLUB  
OF MICHIGAN

AMA Chartered Club #970  
16 Year Gold Leader Club

[www.skymasters.org](http://www.skymasters.org)



## In this issue

President's Message.....	1
Propwash.....	4
Tech Talk.....	8
Skymasters meeting.....	9
Hobbico surprise.....	10
4Star 40 KitBash.....	11
At the Field.....	12
Involvement Day.....	13
Fr. Mike anniversary..	14
Five Minutes on Safety	15
Flyers & misc.....	16-20
News.....	21
Calendar.....	22

### From the President...



Welcome to our May edition of the Skywriter. This year is flying by and I am having a great experience as president of Skymasters. It is because of the great people that are a part of this club that it makes running the club a pleasure. It still amazes me the

amount of work that goes on so that our huge membership can simply show up and enjoy this hobby to its fullest. I think that is awesome. May is an exciting month.

I'm a bit overwhelmed with some important things I want to communicate (well) to you this month. Primarily, we

have a very important, exciting, significant change to our club. It is our **extended hours flying time of quiet electric aircraft** that was approved by the state, written into our lease and the EOC has set very specific guidelines to make it a success. Essentially, it is simple, we now can fly at our Scripps Road flying field from 8:00 a.m. to 10:00 a.m. and also from 8:00 p.m. to 10:00 p.m. year round, QUIET ELECTRICS ONLY, under 80 dba at 10 feet. This does not change our existing "normal/regular" flying from 10:00 a.m. to 8:00 p.m. and our noise limit has not changed for that time, which is 94 dba at 10 feet. Please take the noise limits and times seriously. No violations!

(Continued on page 2)

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I want to be clear, that we are going to very strictly enforce the TIMES and the NOISE of our field flying. Now that we are able to fly quiet electric aircraft early in the morning and later into the evening we need to be sure that we do not annoy any of our neighbors with loud annoying noises. So that we may all understand what 80 dba at 10 feet is, and to discover if your airplane will pass the noise limit, we will have many of our instructors and board members at the field and they can check your aircraft. I would also ask that if 2 or 3 members politely agree that you are over the noise limit that you would not fly until we can get the airplane checked. If there is any question, and there is not a DB meter available at the field **please don't fly** the airplane in question. At this time we are not allowing the smart phone apps for DB checking, but only the club owned, calibrated and tested DB meters. If you have any questions about this please contact myself or our Chief Flight Instructor, Ken Gutelius. I know it may seem like I am going overboard to clarify this, and, I am. It is very important to the longevity of our club that we strictly follow these rules. We do not want anyone jeopardizing our flying field for breaking the rules. I am also asking that we all continue to work together to make this change smooth and easy.

Next topic. We are beginning **Student Night instruction** and our **weekly pot luck** a few weeks early this year. Typically, we have started student night and potluck the first Wednesday after Memorial Day. This year we are combining with our **Field Opening Party** on **Wednesday**

**May 13.** We will have pot luck dinner at 6:00 p.m. (grill starts at ~5:30 p.m. bring some hotdogs or hamburgers if you want something cooked on the grill) and a dish to share. Also, on this night bring your new airplanes out to the field for show and tell! This event will also serve as our first May Club Meeting which was originally scheduled for Thursday May 14 at the Orion Center. We've decided to put it all together into one big shindig and have the **field opening party/pot luck/student night/club meeting/bring your new airplane out event!** I think that sounds like a win-win! So mark your calendar for Wednesday May 13 and we'll kick off the summer flying season at our field in style! **WE WILL ALSO DRAW FOR THE WINNER OF THE ¼ SCALE PA-12 PIPER CUB WINNER!**

Our club needs volunteers Saturday May 9<sup>th</sup> at 8:30 a.m. for the **Everything Airborne Scout Day at Wolcott State Park**. This is where our club is able to promote our hobby in front of **several hundred Scouts and their families**. This will be the third year Bill Dezur has coordinated this event for our club and we have always had a strong showing of Skymasters to display and talk about their aircraft and do some demo flights. Please let Bill Dezur know as soon as possible if you can help him with this important event.

Saturday May 16, is another important day at our field as it is the **Annual Field Work Day** beginning at 8:30 a.m. Vice President John Billinger has a full slate of projects that we will tackle that day and then several other field improvements that will happen later in the summer. Our

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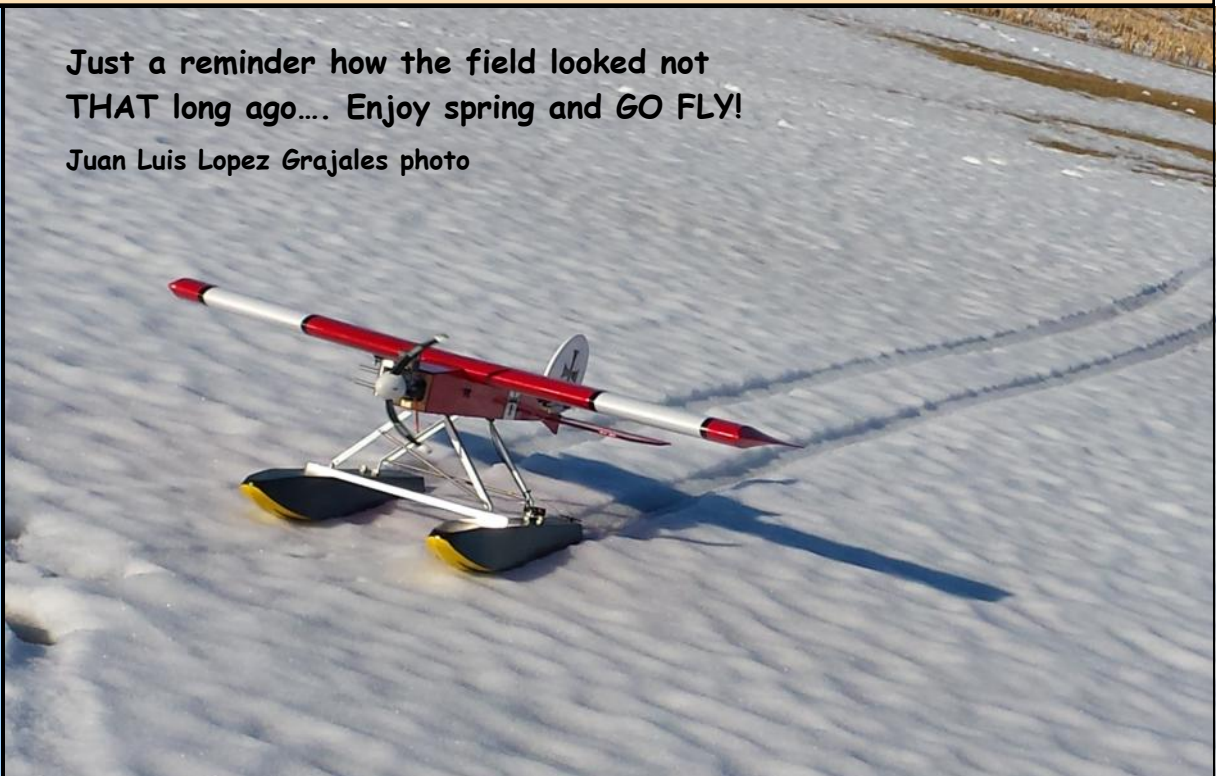
#### Front Cover:

Steve Kretschmer's exquisite "Miss Los Angeles". Steve took best fit and finish as well as overall best at the Flightline Hobbies sponsored Sig 4Star 40 kit bash contest this exquisitely detailed entry. Yes, it really did start out life as a Sig 4Star 40 ;)

Paul Goelz photo

Just a reminder how the field looked not **THAT** long ago.... Enjoy spring and **GO FLY!**

Juan Luis Lopez Grajales photo





(Continued from page 2)

field is always so beautiful and I am excited about the projects the board has chosen to take on this year. Please mark your calendar and come out and help us spruce up, and work on keeping our field beautiful. Flying will be shut down during the work time. Typically we are done by mid to late afternoon for flying.

Our **Spring Float Fly in honor of Chet Brady** is on Sunday May 17 at Trout Lake which is the part of Bald Mountain on the other side of M-24 at the very nice public beach area. So get your floats attached or your Polaris or other float plane tuned up and ready and plan to attend the Spring Float Fly at Bald Mountain. Because it is so close to our flying field, only 2.4 will be allowed at our flying field during this event.

May brings weekly float flying available on Wednesday mornings at Addison Oaks. PMAC holds John's Jet Fly, Watts over Wetzel and the breakfast club still meets on the first and third Mondays. As always see the club website for all the details and more information.

In closing I want to thank Bill Pesch for tirelessly advocating on behalf of the club. Bill is our Park Liaison with the State Park and was instrumental in moving forward our extended hours flying agreement. Bill also secured for the club a huge contribution from Hobbico that will benefit our student program for years to come. Thanks, Marv Middleton and Bill Stark for storing and getting to the field the tractor for mowing the grass, and Bill for storing the club utility trailers. I cannot tell you what these two guys advice and support means to me. Thanks to Bill Dezur who is an incredible giving and good man. He continues to give of himself and involve our club in some wonderful community and service projects that are so important to our club and required for our AMA Gold Club status, which I know, is not the reason we do it. Thanks Marty Stefani and Mike Bard for working on getting some progress on some club shirts. Soon we'll have information how you can purchase some nice Skymasters polo shirts and caps. Thanks to Ken Gutelius, CFI, and every one of our club instructors who work so hard for us to have a world class student instruction program. Thanks to Gary Wells who offers so much of himself to help fellow club members, new students and also lets the club use his tractor from time-to-time, to help maintain the field and driveway. Thanks to Greg Cardillo who is a great asset to this club and his work on maintaining our world class website. I appreciate his help, input and advice. Thanks to the board members and the EOC plus who advises me and the board, I cannot tell you how much I appreciate them and how much they do to make things run smooth and keep us (me) on track. Thanks to

Paul Goelz who tirelessly works as a board member and newsletter editor. He puts up with me submitting things late and changing things and is an excellent editor... a great club instructor, and more. Thanks to Fred Engleman who is always involved in making things run smoothly and who runs Indoor Flying and works so hard on behalf of the club. Fred also maintains the front page of the website and online calendar. Thanks, John and Tracie Hoover for the wonderful 4Star Kit Build event. Thanks to all of our members who help make our club great!

Anyway, I am sure I am forgetting someone to thank, but, I hope that we can continue to appreciate and recognize our fellow members for their contributions to our club. I am hoping to more formally recognize, appreciate and present awards this summer. I am going to talk to the board about doing this at the Fish Fry Dinner in June. I'll be looking for nominees from you for that. So I propose that we spend our summer at the field focusing on all the good and positive happening in our club. We all know that everything is not perfect, and there are some things that definitely need improvement or change. I think we're all aware of that. But, instead of being critical or negative, realize ***we are a hobby flying club***, our leaders are all volunteers and I can assure you that everyone is doing their very best! What more can you ask for than a good heart, and care and concern about the club? We have all the right stuff!

Lastly, our illustrious editor chose the picture of me at the beginning of this article. It is a picture of me cropped from another photo elsewhere in this newsletter. In it, I am a young (20 something) simply professed Benedictine Monk of St. Benedict Monastery, Oxford, Michigan, studying for the Priesthood at Sts. Cyril and Methodius Seminary, and St. Mary's College in Orchard Lake, Michigan. A few have been curious about hearing the story of why I am no longer a Monk...



**Bob Chapdelane**

President, Skymasters RC

# Propwash

By

Joe Finkelstine

May 2015



## "Sound.... A sensitive topic"

Hi All

This will be the last column I do until the fall, as I always reduce my workload as much as possible during the summer so I can actually fly my fleet!

I wanted to discuss the topic of sound, how it is measured, and how it can become a sensitive topic with our neighbors. I promise to keep the math to a minimum and will focus more on the "net" of things - why it matters, and what we might do to keep our sound levels and energies to values that keep us in the good graces of the State Park system.

At its most basic level, most sound that we recognize is actually pressure differences in the air that our eardrum translates into signals to our brains that we recognize as sound. Sound requires a medium to travel (air, water, steel, etc.) and sound cannot travel in a vacuum (bummer for all the sci-fi movies with explosions in space). The denser the medium, the faster and longer lasting a given sound pressure will be.

Submariners and scuba divers have known this for a long time - While the human ear can't necessarily determine sound speed well, it is well known experience that water, which is denser than air, can propagate sound to detectable levels much greater distances than air - the denser the medium, the faster the sound can travel - Since we deal with air only sounds at this club, this does not normally affect us, but I could not resist telling you this "vital" information.

Sound level that we try to measure is defined as power (energy/time) divided by a unit area (this is referred to sound pressure level, but to keep this simple, I will call this sound level) - while this is mathematically correct, it is not particularly useful for conversation. Where it becomes important is when we understand the basic instrument that we have to hear with and that is our ear. The human ear (when functioning properly) is a remarkably sensitive instrument. The Human ear can detect sound levels as low as 10-12 Watts/M<sup>2</sup> (Watts/square Meter) up to about 1 Watt/M<sup>2</sup>. Sound levels above 1 Watt/M<sup>2</sup> will physically damage your eardrum. To put this in perspective, the human ear can detect sounds over 12 orders of magnitude - that is an enormous sensitivity range and is the key reason we have a somewhat bewildering scale for sound measurements (more on that later) - we have to accommodate a sound levels from .000000000001 Watts/M<sup>2</sup> to 1.0 Watt/M<sup>2</sup> when we are discussing the human ear.

Sound levels are not the only concern here, as we people also react to the frequency of the sound wave. The human brain interprets sound waves as having higher pitch with short wavelengths, and lower pitch with long wave lengths. One of the very real issues we need to understand with people is that (generally) higher pitch sound is often regarded negatively, much more so than lower frequencies.

The Human ear also does not detect all frequencies equally, and many of us lose the ability to hear upper limit frequencies as we age (this is not the reason you do not listen to your wife, so don't try this as an excuse - I tried it - very bad idea)

Back to sound levels now and how they are measured. Since we have 12 orders of magnitude to contend with, a normal linear scale of sound levels is impossible to accommodate in things like normal graph paper. We have to move to a somewhat non intuitive scale where each decade on the scale represents a factor of 10 greater than the previous decade - since we have 12 orders of magnitude for sound levels that the human ear can detect, we need 12 decades in this scale - Many of you know the more specific name for this scale and it is called the decibel scale, which is a class of logarithmic scales (memories of grade school!). Since it involves people, there is of course no single scale, or

(Continued on page 5)

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way to measure, so we have more than one decibel scale in use - image 1 (right) shows decibel (sound levels) amounts for sounds we all recognize

There are two modes of measurement in the Decibel scale also, with one trying to mimic the human ear for response, and it is called the "A" scale. The other popular one is the "C" scale. When we talk of using the "A" scale, you will see levels listed as DbA or DBa. Also, sound meters can be set to average sound levels over a short or long period of time, depending on the need of the measurement. These are called fast and slow scales- uninspired names if you ask me.

Regardless of the "A" or "C" or even fast or slow, it can be a little confusing when you try to compare two different sound levels. For example, consider what the difference is between a sound level of 30 DbA and a level of 10DbA - the mathematical difference is 20DbA, but since this is a logarithmic scale, the sound energy difference is 100. If two sounds differ by 30DbA, the energy difference is 1000.

In order for one sound level to be twice the sound energy density of another, the difference is only 2-3 DbA. While the human ear is good at detecting many ranges of sound, it is not particularly good at determining the DbA differences of two sounds unless there is at least 2-3 DbA difference between the two sounds. -I.E. if most folks are asked to listen to 2 sound levels that differ by 2-3 DbA, they will not be able to consistently flag the weaker one, even though one is twice the energy of the other.

So now, how does all this relate to flying our planes and helis? - Glad you asked.

Most people, including all of you reading this, have an expectation that you can enjoy a "quiet" environment in which to live (and work). Sound levels that we encounter have both a quantifiable portion (Db rating) but equally important have a sensitivity to the type of the noise and also expectations of how often they occur.

Let's take some examples. You probably accept a very loud lawnmower from your neighbor because you know it is only once a week or so, and you also need to mow your own lawn. If you measure most lawn mowers, they make sound levels that surpass our acceptable levels at the field - the big difference here is one of expectations of the individual listening.

Let's take another example. If two planes fly at our field and one has a 2 stroke engine, and one has a lower RPM 4 stroke, most people would equate a stronger dislike for the 2 stroke, even though it may have exactly the same sound energy level - we perceive higher pitch (2 stroke) in a more negative mode far more often than not. Since we fly in a State Park, some people have the expectation that they should only hear wildlife, so no amount of RC sound would be acceptable to them. Given the large amount of subjectivity in this, how does the club come to any quantifiable rules and expectations?

Well, we can actually take several steps to keep the peace here. First off, since the Park and governments in particular are run by administrators, things that are quantifiable are usually welcome to aid these folks in deciding if a problem is present.

The quantifiable data we have is our published sound limits - Currently 94DbA at 10 feet. It makes sense to visit this issue on a periodic basis to determine if we are balancing the rights of our neighbors and the cost of making our planes comply. Technology and expectations change all the time.

One thing we can do though is measure our sound levels at our property line and the property line of the recipients -

Example	Decibels	Intensity (W/m <sup>2</sup> )
Threshold of hearing	0	$1 \times 10^{-12}$
Calm day	10	$1 \times 10^{-11}$
Whisper	20	$1 \times 10^{-10}$
Library	40	$1 \times 10^{-8}$
Talking	65	$3 \times 10^{-6}$
Heavy traffic	70	$1 \times 10^{-5}$
Pneumatic drill	95	$3 \times 10^{-3}$
Jet aircraft	120	1

(Continued on page 6)



I.E. what is our measureable sound level at our property lines and of the houses around our field?

The reason this is relevant is that this is also often how local governments set sound limit ordinances. They are written to set a maximum level at the recipient's property line, or the source property line. If we can show for example, that the sound levels from our field are no larger than the background noise (let's all remember M-24 with constant traffic is nearby) - we would have a significant and measureable defense about the sound pressure levels if a complaint is lodged against us. (BTW, we have not gathered any substantial data to make this or any other claim). If we couple this quantifiable data with a behavior of preemptively measuring what we produce and efforts to reduce our sound, it would make for a compelling argument that we are good park citizens.

So what are the major sound generators on our planes and helis? - One of the most visible is the outlet of the muffler (if we have a fuel engine), but we have other sound generators that may actually be as/more significant.

One significant generator of sound is how fast the tips of our props are going. Sorry for the math here, but the linear (tip) speed of a prop is equal to the radius of the prop \* engine RPM - the larger the diameter of the prop (for a given RPM) or the faster the RPM for a given prop will increase tip speed. You may be surprised to see that is not terribly difficult to get our tip speeds near the speed of sound. When we get near that level, our prop noise will dominate the sound levels. Even for a glow/gas engine having near supersonic tip speeds will dominate the sound heard.

Another way to generate additional noise is to cause cavitation, which helicopter blades and very high rpm props are quite good at.

Sound pressure from the muffler has many causes, but keep in mind that the sound is a combination of the engine displacement (more displacement, more exhaust energy per cycle) and the engine RPM. Even if the prop speed is kept well below speed of sound, the pitch of the exhaust note may be quite objectionable.

A final major source of sound is not that common, but can also be often hidden behind props and mufflers. It is the noise generated from the carb intake (again a fuel engine only here). We ask the air to make major accelerations into the carb. Whenever we ask air to quickly accelerate, it makes lots of sound - Thunder is a good example, my big heli blades quickly moving from positive to negative pitch is another.

How do we minimize our output?

Well, for engine mufflers, the key is to allow the exhaust to expand and dissipate as much of its energy as possible before it enters the muffler - this is one of the biggest reason that quiet mufflers are so big -they bounce the sound waves around inside the muffler as much as possible before exiting.

Muffler size and shape is always a balancing act between the size of the muffler, required backpressure, clearance for mounting, scale looks, etc. It is not always easy to do, but it is worth investigation on your part to get as much muffler as you can to keep exhaust note to a minimum. One concern I have seen recently is the newer smaller size Gas engines - the 10-30cc ones that are becoming popular -the stock mufflers these things come with are not very large and most are quite loud.

If you look at my big Extreme Flight Gasser, you will notice I have two large cylindrical mufflers (called canisters) that are one of two keys to me keeping my ship quiet enough for our field. As one final example, look at your car exhaust - the sound energy has been banded and bent around a major amount to be below speaking levels when it leaves the muffler tailpipe - Unless, you specifically want your car exhaust to be noticeable and you then get an exhaust system that is "loud" by design

As far as prop selection goes, it is often worthwhile to see what combinations others are using to make a sensible choice for your plane. For example, my big gasser has a 3 blade prop instead of a two blade. The two blade prop would be 2 or even 3 inches larger in diameter and make much more tip speed noise.

The combination of a 3 blade prop and big canister mufflers makes that 120cc engine work at our field. I have seen the exact same 120cc (DA 120) engine on a 2 blade prop with "compact" mufflers bark very, very loud at our field -

(Continued from page 6)

this combo would be a good way to get us kicked out very quickly.

I am afraid there is not much you can do about carb noise, so I would not suggest spending too many brain cycles on it - work on optimizing the prop and muffler for your engine if you burn fuel.

Now, for you electric flyers, you also can generate some significant noise, particularly with prop noise. Some electrics have very high RPM ranges and these also bring the pitch of the sound into play. Electric ducted fan engines run in the tens of thousands RPM's and make a lot of noise for such a small ship. Pusher foamy wings often have high RPM pusher props that make significant noise. One key differentiator here is that the sound is also very high in pitch.

One area to experiment on is that as an electric flyer you have much more ability to play with motor KV, number of cells, and prop selection - We have several experts (not me) at the field who can help you with this along with the always "helpful" internet. I suspect you can quiet down a "loud" electric to acceptable levels in many cases, as a single motor can be often configured to span a large range of prop sizes and RPM

So, why am I spending a whole column on this? - Well it behooves us as a club to pay attention to it as we deal with encroachment of new housing near our field. I am sure you have all seen the new housing development going up at the corner of Scripps and M-24 - we need to be prepared to have a new set of "owners" of the park who may think we are a nuisance (just think of all the problems the guy who owns the concrete statue place is going to get - sheesh - bet he sells out to a housing developer!)

Due diligence in sound abatement and measurement is a good thing for us long term.

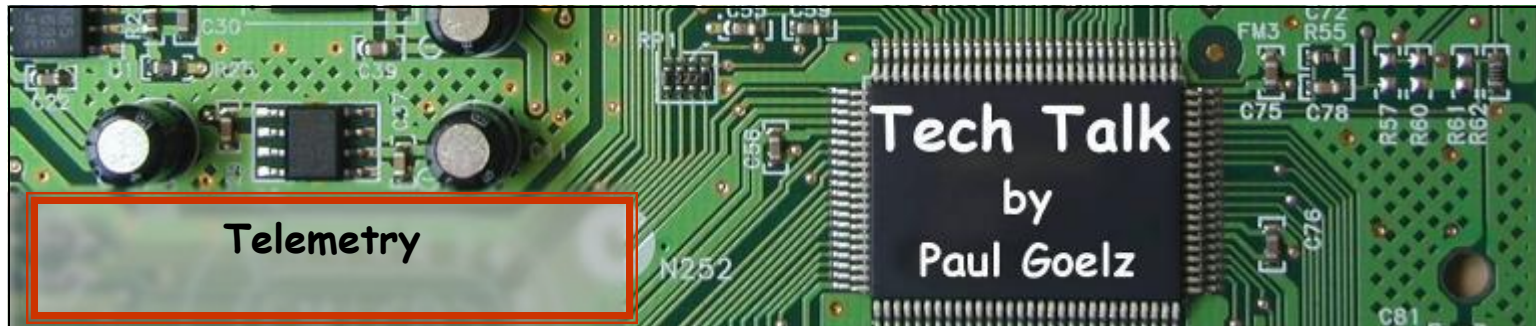
I will see you all at the field this summer - I have spent the winter moving myself back a bit more to glow fuel (sorry, I hate the term "Nitro") and will hopefully have fun with my fleet. I will see you all back in this column in the September timeframe.

**Joe Finkelstine**



**Balsa USA Fly baby kit  
88"  
Dle55  
2 years  
Built by Robert "Duke" Dukelow**





## Telemetry

## Tech Talk by Paul Goelz



The subject of telemetry came up in Joe Finkelstine's terrific Radio Setup presentation at the last Skymasters meeting and I'd like to continue that thought here this month.

Telemetry simply means transferring data from one

place to another and as such has been around for many decades. However, it is relatively new on the RC scene.

Most of the newer 2.4GHz radio system either come with telemetry built in or as an optional added module. I have been using it in two planes for a year and I absolutely love it. Why? Let me describe the telemetry system in my Spektrum DX8. Other radio systems are similar.

[I have installed the Spektrum TM1000 telemetry module](#) in my Super Cub and my Feisler Storch.

Using telemetry, I can view many aspects of my model while in flight. Using appropriate sensors plugged into the telemetry module (a \$57 option), I can view receiver voltage, temperature, altitude, airspeed, battery voltage, motor RPM, radio link quality, etc on the transmitter display. And much more important, I can set alarms for each of those displays if they go out of bounds.

For example, I can set an alarm point for the receiver voltage to warn me if I am approaching a brownout condition. I can also set the maximum number of lost frames while in flight and the transmitter will warn me

if the radio link quality degrades.

I am using telemetry in my two larger electrics (my Super Cub and my Feisler Storch) to warn me when the battery pack voltage falls to 3.5V/cell. This is far FAR better than just using a timer to keep track of remaining battery power because the voltage measurement sent to the transmitter display (and alarm) is live, under flight loads. I have the transmitter set up to vibrate when the voltage falls below 3.5V/cell. If I feel it vibrate, I simply back off the throttle a bit. As long as it

does not continue to vibrate, I cannot inadvertently over-discharge my packs in flight. It even saved the plane once last year. I accidentally put a discharged pack in the Super Cub and took off. As soon as I broke ground, the transmitter vibrated. I just backed off the throttle a bit, the transmitter stopped vibrating and I flew the pattern and landed. If I had not been using telemetry, I would have flown until the ESC shut the motor off, possibly at a very unfavorable attitude and I could have lost the plane.

I highly recommend using telemetry, especially in larger aircraft with more expensive batteries. It is also useful as your packs age and become less able to provide the same run time they did when new... in other words, the time your timer is still set for.



Horizon has created some videos to help understand the system. Check them out:

[Video, Telemetry overview](#)

[Video, part one](#)

Happy flying,  
Paul Goelz



# Skymasters meeting April 23rd

"Radio Setup" with Joe Finkelstine

*Click any photo to view the entire photo album on the Skymasters web site*



# Surprise from Hobbico

At the April 23rd meeting



**Bill Pesch** surprised everyone (including president Bob Chapdelaine) at the April 23rd Skymasters meeting. Bill had approached Arthur Pesch (yes, a distant relative), the Senior Manager for Service and Support at Hobbico about possibly donating a radio for use in the Skymasters student training program.

Well, not only did Hobbico donate a radio.... They donated FOUR Tactic radios (complete transmitter / receiver pairs) AND a Sensei stabilized trainer (with transmitter)!

Bill presented them to the club one at a time, each time saying "but wait, there's more". It was like Santa digging into his airplane box.... One more time..... [Click here for a photo album of the presentation.](#)

So thanks to Bill's efforts, the club now has a new trainer and four transmitters which can be used on their own in club trainers or as Tactic wireless buddy boxes. Since Tactic is becoming more common, it is very likely we will be seeing them show up with students and it will be good to have some compatible buddy boxes so we can train the students on their own planes.

Thank you Bill. And thank you Hobbico and Arthur Pesch!!!!

**Paul Goelz**





# Sig 4Star KitBash finals



Steve Kretschmer took Overall as well as Fit and Finish



Gary Wells won the Originality category

**Sunday the 26th of April**

found me at the Orion Center for the Sig 4Star KitBash finals, sponsored by Flightline Hobbies and hosted by John Hoover. And what an amazing room full of very different airplanes it was!

The idea of the Kit Bash was to start with a Sig 4Star 40 kit and then modify it within loose guidelines. Planes were judged in three categories.... Fit and Finish, Originality and Overall.

There were monoplanes, bi-planes, WW2 fighters, racers, a B17 (yes, a B-17) and a very fanciful gull wing "thing", reminiscent of the Stealth Fighter. Kit building (and bashing) is far from dead!

Steve Kretschmer won both Fit and Finish as well as Overall Best categories with his "Miss Los Angeles" (see the cover of this newsletter). Gary Wells won in the Originality category with his Stealth Fighter "thing".

I can't wait to see these creations flying.

Paul Goelz



*Click any photo to view the entire photo album on the Skymasters web site*



# At the field.....

*Click any photo to view  
the entire photo album  
on the Skymasters web  
site*





# Bald Mountain Involvement Day

April 18th

*Click any photo to view the entire photo album on the Skywriters web site*





# Father Mike Green celebrates 45 years as a Catholic priest

We are very fortunate as a club to have so many wonderful members. Often I think many of us would be amazed if we knew some of the backgrounds of the members of our club. Well, I am not sure many RC flying clubs can boast of having their very own Benedictine Monk and Priest as a member. Most of you may know "Mike" at the field as the very pleasant, happy, always with a smile and just all around great guy, Fr. Mike Green, O.S.B (order of St. Benedict). Fr. Mike is the prior of St. Benedict Monastery on east Drahner Road in Oxford and this past (Easter) Sunday he quietly, until today, celebrated 45 years of ordination to the (Catholic) Priesthood. Fr. Mike has been a monk for over 55 years and I am blessed to call him a friend. Fr. Mike is one

of the most genuine, down to earth, easy to talk to and nicest guys I know. He is a true gentleman and good man. Several of our Skymasters (Ted L., Bryan S., Jim G., Gary W., Frank G. and others) were at the Monastery today after Mass to celebrate with him and the community of monks. It was a surprise party and he was really surprised.

*Bob Chapdelaine*





# Five Minutes on Safety

## Random Thoughts

### Range check

- It is a good idea (that many of us ignore) to do a range check before each new flying session. A known good radio system can fail, and you never know when that might happen.

### Prop safety

- ALWAYS treat the propeller on an electric aircraft like a loaded gun whenever the battery is connected.
- ALWAYS treat the propeller on a fuel powered aircraft with extreme respect when the engine is running. Take extra time to think it through when making any needle valve or engine adjustments with the engine running.
- ALWAYS make sure that any cords or cable (like remote glow starters and starter power cords) are well clear before starting the engine.

### Throttle Hold switch

- ALWAYS program, understand and USE a throttle hold switch on your transmitter if the transmitter includes that function. A THROTTLE HOLD switch is different than a THROTTLE KILL switch and is useful on both fuel powered and electric aircraft.
- The THROTTLE HOLD switch locks the throttle channel to idle (fuel powered) or zero throttle (electric) and prevents the throttle from advancing unless the switch is placed in the "non-hold" position.

### Battery disconnect

- Electric aircraft are MUCH safer if they are equipped with a master battery disconnect switch, accessible from the outside of the aircraft with all hatches closed / in place. The disconnect usually takes the form of a shorting plug that can be seen and when NOT inserted, you know for sure that the motor is disabled. This is even more important if the battery plug is not easily accessible in an emergency.

### Taxi safely

- It is good practice when taxiing not to aim directly at an opening between flight stations. When taxiing back to the pits, I angle towards a flight station until I get close and then I taxi parallel to the flightline until I reach the opening where I am standing. While still aiming east or west (ie., NOT towards the pits) I shut the motor down and then carry or tail walk the aircraft back to the pits.

# 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 & Potluck – Scripps Road Flying Field; Lake Orion

Student Flight Training Begins

Saturday May 16 – Field Work Day – Scripps Road Flying Field; Lake Orion

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

## June 2015

Wednesday June 17 – Fish Fry Dinner & Member Appreciation – 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 – 25<sup>th</sup> 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



# Come Fly With Us At The 41st Annual



## **R/C Fly-In**

**June 12, 13, & 14, 2015**

**SIG Field  
Montezuma, Iowa**



**SIG AIRPLANES NOT REQUIRED**

**A R/C Fly-In open to all types of R/C model airplanes - glow, gas, and electric powered.  
Any Brands. Fun Fly events and special prize drawings for pilots.**

**PRE-REGISTRATION BY MAIL IS RECOMMENDED  
ON-SITE REGISTRATION AND TX CHECK-IN AT 8:00 A.M. FRIDAY  
PILOT'S MEETING AT 10:00 A.M. FRIDAY AND 9:00 A.M. SATURDAY  
FOOD WILL BE AVAILABLE ON SITE**

**ENTRY FEE: \$15.00 PER PILOT**

**For more information and an Entry Form, contact:  
Bob Nelson, Contest Director or go to SIG website: [www.sigmfg.com](http://www.sigmfg.com)**

**SIG Mfg. Co., Inc.  
P.O. Box 520  
Montezuma, IA 50171-0520  
Phone: 641-623-5154  
Email: [bobnelson@sigmfg.com](mailto:bobnelson@sigmfg.com)**

**Concession Stand  
At Field  
AMA SANCTIONED**

**On-Site  
"AERO-PICNIC"  
Saturday Evening**

**Once again registered pilots and their families will enjoy a free on-site "Aero Picnic" of fresh grilled hamburgers, beans, chips, dessert, and drinks on Saturday evening.**





**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\*



# ***Jet Jamboree***

## **PMAC**



**Sunday, May 24<sup>th</sup>, 2015**

**10am - 3pm**

**All Types of Jets Welcome – Turbine, EDF, Prop**

**No Cost to Fly / Watch – State Park Parking Fee's Apply**

**Lunch Available – Donation Requested**

**Mass Launches through out the day.**

**Special Flight Demo after lunch**

**Public Welcome – Bring your Cameras!**

**Past Years Videos on YouTube - Search "PMAC Jet"**

CD: John Hoover  
248-814-8359  
[aspectav5429@yahoo.com](mailto:aspectav5429@yahoo.com)

**Field Location:**  
**9480 White Lake Rd**  
**White Lake, MI 48386**  
(Inside Pontiac Lake Recreation Area)  
1/2 Mile East of Teggerdine Rd

AMA Required  
Sanction # 1287  
Info and Map  
[www.pmac.us](http://www.pmac.us)

**SHOCK**  
**"ALPS"**  
**of GAYORD**  
**ALL ELECTRIC FLY-IN**  
**SAT. JUNE 20 2015**

AMA Sanction # 1274

**Featuring**

**John Doe & Jane Doe**

Field opens at 8:00 AM Flying Starts at 9:00 AM

All pilots must have a current AMA card.

**FOOD BY DETROIT CONY ISLAND OF GAYLORD 989 705-1633**

**Directions:** I-75 to the 282 exit go West 2.5 miles on M-32 to N. Townline Rd. Turn North go 4 miles to Theisen Rd.

Turn West go 2.5 Miles to Alps Field

Address: Near 4692 Theisen Rd

GPS Cordiant's 45°05'10.79"N 84°45'37.92W

**Contacts:**

**Don Held 231 584-2662 edge540m@gmail.com**

**Don Storing 989 732-6364 snod34@chartermi.net**

**Alps Fly-IN July 25th Alps Splash-In August 29th & 30th**



# ON THE WING

## *NEW FLYING HOURS!*

**QUIET ELECTRICS** only from 8AM to 10AM and 8PM to 10PM

*The noise limit during these hours is 80 dBa at 10 feet. If in doubt, don't fly.*

Regular flying is permitted between 10 AM to 8 PM

*The noise limit during these hours remains 94 dBa at 10 feet.*

*These noise limits are enforced*



## 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*

## Next Skymasters Meeting

and

## M.A.D. drawing (see page 17)...

**Wednesday, May 13th**

**6 PM**

**Scripps Road field**

# May 2015

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4 Skymasters Breakfast 9AM Red Olive Rochester Hills	5	6 Addison Oaks Float Fly 9AM	7	8	9 Cub Scouts Fun Day 8:30AM Camp Rotary
10	11	12	13 Addison Oaks Float Fly 9AM  Skymasters Meeting and M.A.D. drawing 6:00PM Scripps field	14	15	16 Skymasters Work Party 8:30AM Scripps Field  Watts Over Wetzel RCCD Field
17 Chet Brady Float Fly 9AM  Watts Over Wetzel RCCD Field	18 Skymasters Breakfast 9AM Red Olive Rochester Hills	19	20 Addison Oaks Float Fly 9AM	21	22	23
24 John's Jet Fly 10AM PMAC Field	25	26	27 Addison Oaks Float Fly 9AM	28	29	30
31						



# 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 hours:

**QUIET ELECTRICS ONLY from 8AM to 10AM and 8PM to 10PM.**

**The noise limit is 80dBa at ten feet.**

Regular flying is permitted between 10 AM to 8 PM. **The noise limit is 94 dBa at 10 feet.** These noise

limits are 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)

Meet the instructors and arrange for more instruction time together on other days. Our Chief Flight Instructor is Ken Gutelius, 248-892-2943, 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](mailto: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!



## 2015 Club Officers & Appointees...

President:	Bob Chapdelaine	Lake Orion	231-675-8590	<a href="mailto:president@skymasters.org">president@skymasters.org</a>
Vice Pres.:	John Billinger	Troy	248-854-5646	<a href="mailto:vicepresident@skymasters.org">vicepresident@skymasters.org</a>
Secretary:	Pete Foss	Oxford	248-807-4288	<a href="mailto:secretary@skymasters.org">secretary@skymasters.org</a>
Treasurer:	Phil Saunders	Rochester Hills	248-652-0495	<a href="mailto:treasurer@skymasters.org">treasurer@skymasters.org</a>
Editor:	Paul Goelz	Rochester Hills	248-375-9461	<a href="mailto:newsletter@skymasters.org">newsletter@skymasters.org</a>
Membership:	Jim Satawa	Lake Orion	586-719-2437	<a href="mailto:membership@skymasters.org">membership@skymasters.org</a>
CFI	Ken Gutelius	Lake Orion	248-892-2943	<a href="mailto:cfi@skymasters.org">cfi@skymasters.org</a>
EOC at large	Mike Bard	Oxford	248-628-9393	<a href="mailto:pslides@ameritech.net">pslides@ameritech.net</a>
EOC at large	Gary Wells	Oxford	248-628-5092	<a href="mailto:gwells50@gmail.com">gwells50@gmail.com</a>
EOC at large	Paul Goelz	Rochester Hills	248-375-9461	<a href="mailto:newsletter@skymasters.org">newsletter@skymasters.org</a>

## Newsletter Submissions

Please send all articles, photos and announcements to the Skywriter editor at:

[newsletter@skymasters.org](mailto: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](http://www.skymasters.org)