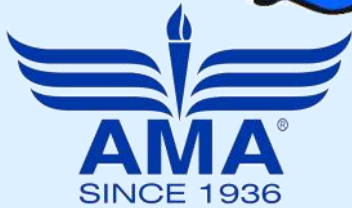


September

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...

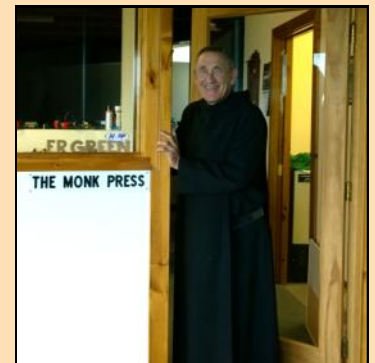


On to September 2015 and in two weeks the **25th Annual Midwest Regional Float Fly!** I'm registered, are you? More on this in a moment.

Congratulations to John Billinger, our club vice president on winning this year's Top Gun Contest last weekend.

It was a wonderful day and another beautiful day at Skymasters! We had a large crowd and the corn was delicious. Thanks to everyone who worked to make our annual Corn Roast and Top Gun a great club event. We had 10 pilots register for the contest, thanks to them all for participating: John Fischer, Russ Oliver, Robyn Rissell, Juan Luis, Jim Satawa, Roger Garrett, Ted Labbe, John Grigsby and Madison Strand.

Last month was the club's annual Warbirds and Scale Fly In. We couldn't have asked for a more beautiful day and a perfect event. Thanks to Dave Wendt and Joe Finkelstine, contest and event directors. We had record crowds for the event. Often, throughout the day both bleachers were nearly full and parking was headed down past the big curve in the driveway. F. R. Mike, aka Fr. Mike Green (OSB) won the drawing and took home a fully assembled, ready to fly, receiver, retracts and all, Beechcraft



(Continued on page 2)

(Continued from page 1)

Bonanza meticulously built by Joe Rubinstein. Thanks to Joe, George, Scott, Don and the crew from PMAC, they always add to the day! Thanks to all the other clubs for coming out to Lake Orion. Great job Skymasters!

As our summer Wednesday Potluck and Student Night winds down, typically Memorial Day through Labor Day... our amount of students has not gone down. In fact just in the past few weeks we've had a surge in new students and a slew of young guys and gal(s) wanting to learn to fly. That is awesome. I hope our Instructors are up to the task as we keep our Student Instruction on-going! New club members and students, fall is some of the best flying weather so hook up with an instructor and get out to the field as much as you can, even during the week after school! We'll be there!

With the fall coming our club looks to begin planning for its leadership for 2016. At this time, I've asked each current EOC board member, and appointed positions if they'd be willing to return for another year and the answer has been YES! That is great news, and, if you have any inclination to joining the board or desire any position, please let me know.

We've done a lot of improvements to our flying field site this summer. Some of the items have been years in the works. One very exciting is the addition of a solar panel and controller with two deep cycle 12 volt batteries for a charging bench that will be added next spring. We now have the ability to use the sun to maintain power for the amplifier and to charge our batteries at the field. Huge thanks to Sheldon Kaye for building the new enclosures for the charge controller and batteries. They are in the impound area and there is also a new beautiful buddy box cabinet too, made by Sheldon. He also crafted the stand for the rainwater barrel. Many thanks to Sheldon and John (and others) who have put in a lot of work to make this all happen. We will have more detailed information about the charging station in the near future.

This month is huge for our club... it has been 25 years in the making... way back when... a guy named Darrell Watts, who was quite a character, from what I've heard, pushed

and pushed and worked very hard for the club and was instrumental in beginning what has been an incredible 25 year annual tradition for our club. We have been honored to host the float fly of all float flies! So big, it had to be relocated the beautiful Island Lake State Park near Brighton, the [SKYMASTERS 25TH MID-WEST REGIONAL FLOAT FLY](#). So now you'll know what MWRFF is when you see those initials. This is a great and proud accomplishment. I truly hope each and every Skymaster will make an effort to be present both days if not one. I threw down a challenge a few months back to get an additional 20 pilots registered and flying from our club of over 212 members! So, stop what you're doing, head to the club website and click on "register for the event", then head to your hanger and get that float plane ready! Or, you have the option of picking up one of the awesome ARF float planes that are now out.

In addition, all hands on deck will be needed at the event to help Greg ensure that things run smoothly. I know Bill D. is always looking for help at the food stand and I hope we don't disappoint. I hope you'll take some time and attend the Float Fly. Greg Cardillo, Event Director sent a great email with all kinds of information about the float fly a few weeks ago. There is all the information on the website. Thanks!

This month our monthly club meetings resume and I will have information out to you soon about our September meeting. It will probably be at the field and then October we'll be back at the Orion Center. I hope you are having a great summer and I look forward to doing some night flying this fall.

It is another beautiful day at Skymasters!



Bob Chapdelaine

President, Skymasters RC



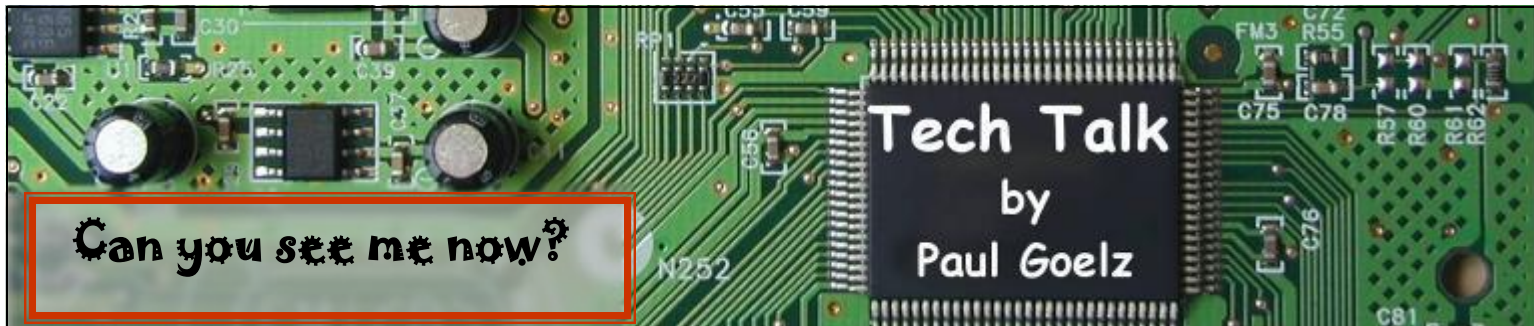
Joe Finkelstine's rocket powered glider

(Jon Grigsby photo)

Front Cover:

Quite a turnout for Warbirds and Scale, eh?

Bill Pesch photo



Hi all,

I thought this month I'd depart a bit from the straight ahead techie stuff and talk about something near and dear to my heart.... My eyesight. Yes, this relates directly to flying because... if you can't see it, you can't fly it!

Bear with me here.... I'll tell you

my story, and there is a point to it.

Like some of you, I am farsighted. Most of my life, I could see 20/20 and didn't need glasses at all. I could focus to about 6" and distance was perfect. But as I got older, the close focus deteriorated. It is called "presbyopia", where your lens hardens and can no longer change focus. You end up being "stuck" at some focus point and need corrective lenses for anything other than that one distance. Until about 12 years ago, I only needed glasses for reading and very close work. I finally decided to go in and get fitted for a pair of progressives so I was perfectly corrected at all distances.... And that is where the fun started.... not :(

What I found in that process (and BOTH subsequent prescription changes) is that something is very wrong with the eyeglasses industry. I am pretty sure the optometrist measured me correctly each time (and this last time they triple checked the prescription). But when it came to putting that prescription into a pair of progressives, the process broke down utterly. I could see 20/20 during the eye exam, but the view through the first couple pair each time I have gone through this was terrible. I got the standard "oh, you have to get used to them". BS! It was almost like looking through a Coke bottle... you don't get used to that. And at NO point did they bother to repeat the eye test with my new glasses on. After two very unacceptable tries, the third was like magic.... absolutely perfect. This has so far happened *all three times* I have been fitted for glasses. I have a fairly easy prescription too.

And the point of this is?

OK, so you are maybe wondering how this relates to mod-

els.... Easy.... Like I said, if you can't see it you can't fly it. And if it has been a while since you had your glasses checked, you may not notice the slow degradation as your eyes diverge from your current prescription because it happens very gradually. When I got my current pair of progressives (a three-try-struggle just like the first two), the difference was both subtle and profound. I had been looking through the very top of the reading portion of my previous pair of glasses (which had been perfect until the last several years). This brought things into focus, but it also meant that unless I looked directly at the model, it wasn't really sharp and there was a slight double image. I could still "see" it, but it was difficult to see what orientation I was in if I was flying something very small at a distance and not looking directly at it. When I finally got my current pair of glasses to work correctly, the model is now crisp and sharp at all times. The difference was profound, especially when flying smaller models. Take for example my Eflite 200QX quadrotor. It has a clear plastic body and I would sometimes have orientation issues if I flew as far away as the ends of the runway. I just compensated by flying closer and paying more attention to what orientation it was in the last time I was sure I saw it clearly. With my new glasses, I can fly it much farther away and I always feel perfectly oriented. You would think that bit would be obvious, but it really sneaks up on you as your vision changes.

Bottom line? There are some vision issues that cannot be corrected with glasses. But for most of us that wear glasses, getting them correctly ground and fitted is CRUCIAL. And if my experience is any guide, poorly implemented glasses are a lot more common than you might think. Knowing whether your new glasses are working correctly is easy. First, pay attention to how well you can see during the eye test. Then, when they put your new glasses on, ask to read the same eye chart with them on.... can you do as well as you did during the initial exam? If not, ask them to try again. And don't accept their excuses for why the new glasses don't work. (like my favorite "you have to get used to them"). I'm here to tell you that when they get it right, there is NOTHING to get used to.

Until next month... *be seeing you!*

Paul

Heli FunFly July 26th

(more photos by Bill Pesch)

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



Top Gun and Corn Roast

(Bill Pesch photos)

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



Warbirds and Scale

(Bill Pesch, Greg Cardillo and Hong Yin photos)

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

[BONUS.... click this link for a great YouTube video by our friends at PMAC!](#)



At the Field (student night)

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



Midwest Regional Float Fly info

Greetings Float Flyers!

We are rapidly approaching the 25th Midwest Regional Float Fly - **Saturday September 12th and Sunday September 13th at Island Lake Recreation Area in Brighton, Michigan.** We are looking forward to another great weekend of flying from the 1000' beach on Kent Lake. We look forward to seeing you once again - and encourage you to bring a friend. I'll have a special prize for the participant that refers the most new participants this year (tie will be broken by drawing). Just drop me an email with the name of those you referred to be eligible for the prize!

Registration is now open on our website. Register at: <http://www.skymasters.org/index.php?page=register>

Skymasters members and past participants will need to sign in to our website to complete registration. Links on the registration page will allow you to sign in or set/reset your password. New participants will need to provide a valid last name/AMA number combination to register.

You can pay via PayPal - or print a custom registration form to mail with a check.

In addition to registering for the event itself, you can enter one of the optional competitions - Scale or Sport - to compete for a new radio. Static and Flight scores combine to determine the winner. (ARF entries and those built by others are allowed - but will be judged accordingly on craftsmanship and finish.) There need to be sufficient entries in a category to award a prize.

Other options include our Saturday night dinner - Chicken, Pasta, Salad and Breadsticks - and a special 'Dezur Desert' (still just \$10/person) and our Sunday morning Pancake Breakfast (\$5/person).

Food/refreshments will also be available onsite for lunch both days.

Overnight camping is again available Friday and Saturday nights in the upper parking lot (self-contained camping) for a nominal \$12 fee per unit (normal nightly state park camping fee).

This event has been a long standing tradition in southeast Michigan - thanks to our participants and workers. We look forward to another great event!!

Please contact me with any questions.

(As many of you already know - the founder of this event, Darrell Watts, passed away last November. His contributions to R/C and especially float flying in both Michigan and Kansas will not be forgotten. He had planned to attend our 25th anniversary event - and will most certainly be missed.)

Greg Cardillo

Midwest Regional Float Fly Contest Director

floatfly@skymasters.org

248-431-5562



5 minutes on Safety

Safety is all our concern... below is from last July 2014 Skywriter President's message and Ken did a great job. Please read, (again).

FLYING BEHIND THE FLIGHT LINE

This is a very dangerous situation.

The flight line is to separate aircraft from people. It is a safety issue of the highest order when that separation breaks down. Not only must you *never* fly behind the flight line for *any* reason, you should avoid flying close to the flight line. Leave some cushion for the unexpected.

SCARING YOURSELF OR OTHERS

If you frequently have "wow, that was scary" moments then you are probably flying too close to the limits of your abilities. Please back off from these limits or seek guidance from a flight instructor to improve your skills.

SKIPPING PREFLIGHT INSPECTIONS

Every plane from the smallest foamy to the biggest giant scale must be maintained in safe flying condition. This includes power systems, control linkages, antennae, airframe components, etc.

REPEATEDLY FLYING AN UNSAFE AIRCRAFT

If you fly a plane and find it difficult to control, DO NOT just continue to fly it. Land it safely if you can. Or ask a more experienced pilot to take over if one is available. Once safely on the ground, figure out what the problem is and fix it. If you can't figure it out, seek help. Don't take off again and figure everything will be OK.

CONTINUING A FLIGHT WITH A COMPROMISED AIRCRAFT

If an aircraft contacts a tree, the ground, another aircraft, a bird, a UFO, or if you see a part fall from it but it continues to fly, you must assume that it is compromised and land immediately. Warn anyone present of the potential problem so they can be alert. Do not fly again until the aircraft has been thoroughly inspected and determined to be safe.

UNSAFE TAXIING

When taxiing back from a flight you should spend a minimum amount of time with the plane pointed toward the flight line. Think about what would happen if the engine/motor suddenly went to full throttle. This can and does happen. Taxi back and stop parallel to the flight line and shut down before approaching the plane. Also, don't turn your back on a plane that is idling at the flight line before or after a flight. Shut it off if you have to give your attention to something else.

PLUGGING IN ELECTRICS BEHIND THE FLIGHT LINE

A plugged in electric should be treated like a running gas engine. Take your electric to a starting stand before plugging it in.

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 – 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 R/C Club

Saturday/Sunday

September 12-13, 2015

Island Lake Recreation Area

Check in at 8:30AM

Event flying from 9:30AM each day!

Midwest Regional Float Fly

"The best float flying site I've ever seen!" – Dave Brown, Past President AMA

Open Flying both days!

25th

Saturday Night Dinner

Judged Competition

Anniversary!

As seen in
SKS Videos

And

March 2014
Flying Models
Magazine!



Pilot's Prizes!

40 acre clear lake

1,000 feet sand beach

6 acre lawn/picnic area



Flying open to AMA members



•Lots of Parking

•Refreshments available

Island Lake Recreation Area is located on the south side of I-96 at Kensington Road – Exit 151 (12 miles west of I-96/I-275 or 3 miles east of I-96/US-23.)

Vehicles -See reverse for Recreation Passport information



For more information call Greg Cardillo 248-431-5562

Event Web Page

Email at floatfly@skymasters.org

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

Next Skymasters Meeting

Wednesday, September 30th

7PM

Scripps Road field



September 2015

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2 Last Student Night & Pot Luck Scripps Field Addison Oaks Float Fly 9AM Addison Oaks	3	4	5
6	7	8	9 Addison Oaks Float Fly 9AM Addison Oaks	10	11	12 Midwest Regional Float Fly 9:30AM Brighton, MI
13 Midwest Regional Float Fly 9:30AM Brighton, MI	14	15	16 Addison Oaks Float Fly 9AM Addison Oaks	17	18	19 Skymasters FunFly 10AM Scripps field
20	21	22	23 Addison Oaks Float Fly 9AM Addison Oaks	24	25	26
27	28	29	30 Addison Oaks Float Fly 9AM Addison Oaks Skymasters Meeting 7PM Scripps Field			

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 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	president@skymasters.org
Vice Pres.:	John Billinger	Troy	vicepresident@skymasters.org
Secretary:	Pete Foss	Oxford	secretary@skymasters.org
Treasurer:	Phil Saunders	Rochester Hills	treasurer@skymasters.org
Editor:	Paul Goelz	Rochester Hills	newsletter@skymasters.org
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CFI	Ken Gutelius	Lake Orion	cfi@skymasters.org
EOC at large	Mike Bard	Oxford	at.large2@skymasters.org
EOC at large	Gary Wells	Oxford	at.large3@skymasters.org
EOC at large	Paul Goelz	Rochester Hills	at.large1@skymasters.org

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