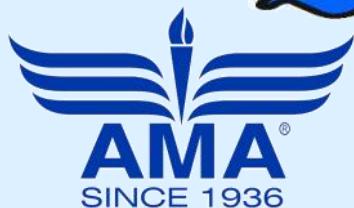


November

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...



Dear Team Skymasters,

Well it is that time of year, (again!) Whenever I prepare to write this monthly president's message I take a quick peek at the wisdom of the previous years' presidents' messages and ensure I'm on track. This month is not too different and I could probably take one of the past few years' articles and make some minor tweaks and call it good... but, no, you get my take on things. Haha!

As I end my first year as club president I have to say it has been a great experience. I have truly enjoyed your

support and encouragement and I hope I served you and the club well. I will tell you that there is NO way I could do this without the magnificent help of the EOC and the appointed members and those of you who have stepped up and offered your help in so many seemingly insignificant, but, in reality, very important and profound ways. We made some important and difficult decisions this year and I want to thank vice president, John Billinger for his great work and contributions. I am personally grateful to him for his work at the field and behind the scenes as we worked things out. I appreciate his good counsel too. Pete Foss is invaluable as club Secretary and brings in his long-time experience in the club and his

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great perspective and openness to sorting out new ideas and change. Our illustrious Treasurer Phil Saunders has grown into that position well and I appreciate his conscientiousness and hard work at keeping the checkbook balanced as well as all the Event Directors and paying all the bills involved in running our club. We have three "AT-LARGE" members and I do not want to understate their great support too. Paul Goelz who is also the Newsletter Editor, which he does great work producing our world class club monthly (now digital) newsletter. Paul is always one who excels at sorting out problems and complex issues and brings very well-rounded and fair insights into that work and those deliberations. Mike Bard, is a great man who brought a lot to the table with his awesome way and great business skills. I dub Mike the great ambassador of Skymasters especially when he is working at Flightline. Then, last, but not least a former club president from 1986-87 era, Gary Wells. Gary brings a lot of experience and insight on the board and he is a great asset to our club.

At this time everyone on the board has agreed to return except for Mike Bard and Gary Wells. Both will continue to contribute as they do to the club but each has a life outside of Skymasters and Gary was talking some nonsense of going to Florida in a camper for part of the winter and Mike is president of his condominium association which keeps him busy and also has some crazy idea of Florida in the winter. I know Mike has recently purchased a new truck and camper and Gary is talking about one. I hope they'll grow out of that nonsense and get over it or we'll have to begin the southern branch of the club for a month or two in the winter.

At this time (appointed) Membership Director, Jim Satawa, who already attends all the EOC meetings has agreed to take one of the positions and I've asked Jon Grigsby to run for Gary's elected spot. Both Jim and Jon are invaluable assets to the club already, and, make great sense to take those elected voting positions.

Okay, with all that said, I want to let you know that in two weeks, **Thursday November 12 - 6:45 p.m.** we will have the club financial review and **election of officers**. Please come on out to vote. We will have something very special this night at the *very beginning of the meeting* from our friend Major Shannon Vickers (A-10 Warthog pilot who was our guest speaker on Feb 12 earlier this

year) who has just recently returned from his deployment overseas will be at the meeting for a **special presentation—don't miss this!!**

We only have the one meeting in November, due to Thanksgiving. Our club meetings will be on the 2nd and 4th Thursday of each month at the Orion Center Room A, same place (and time) as past years. Then, December we have one event, our Annual Christmas Party on Thursday December 10; 6:30-8:30 p.m. Then our last event for the year is the Annual Krazy Snow Fly New Year's Eve Day at the field. I am already anticipating Paul Zabawa's chili.

At this time I have Andy Low from Electro Dynamics www.electrodynam.com as our speaker for our first club meeting of 2016 on Thursday January 14, 6:45 p.m. at the Orion Center. Don't miss this great presentation and check out his company's web site. He has some great RC products and I cannot wait to see his presentation. I'll have a flyer done for next months' newsletter or before.

At this time the Annual Super Swap Shop is penciled in for Saturday February 20th at the CERC again. In a few weeks after the EOC gets everything approved and set up I will be publishing our 2016 club meetings and events.

Now, back to NOW with the club. I cannot leave this person un-thanked and unappreciated... speaking of **Indoor Flying which begins this Tuesday November 3 at 10:00 a.m.** THAT'S RIGHT 10:00 A.M. TO 1:00 p.m. So in addition to the greatest indoor flying venue, greatest indoor flyers, with the greatest sponsors and event director... Skymasters is now happy to announce that we have **added an additional 1 hour of flying time** to the already great event you've come to know. So... we are extremely grateful to our Indoor Flying Event Director **Fred Engelman** for working hard to get us an additional 1 hour of flying time with no increase in cost to the participants (or our club). Fred has also spent considerable time working (with a team) to develop and refine our club **Indoor and FPV Flying Rules and Regulations**. Last fall Fred presented to the EOC his proposal for this years' indoor flying, and then, with the increased popularity of the FPV, a proposal to address those needs and through a lot of hard work, consultation and time, has come up with a great plan. I am, and we are as a club, grateful to Fred for doing this and doing it well. I know it will be a

(Continued on page 3)

Front Cover:

The gang at an impromptu night flying session last month at the field. Lets hear it for our new 2015 field rules!

Greg Cardillo photo

(Continued from page 2)

great year for our Indoor Flying Event! ***Fred is asking for some extra help in processing the check-ins and at-the-door registrations for the first few weeks. Please let him know if you are able to assist with this.***

We've done a lot of improvements to our flying field this year. Some of the plans for things that came to fruition this summer have been in the works for years. We've greatly enhanced our front entrance by removing some very old rusted, busted and messy farm fence and added the short posts provided by the park to secure our field while blending in and looking nice. We removed two old rotted sign posts and combined the signs on one new post. The front entrance with the new signs put up about two years ago really looks great. We extended some underground speaker wire to approximately 100' of the pavilion on each side to power new PA speakers on tripod stands now that help our event announcements be clear and audible. Those speakers work in conjunction with the two big horns we added to the underside of the pavilion last fall.

With great thanks to Sheldon Kaye we added a rain-water reservoir to catch rainwater which was great to have some fresh, chlorinated water at the field for many various uses. Sheldon donated the water barrel and built the stand that holds it. Sheldon did a magnificent job reworking the impound area, working with VP, John Billinger, and team, to create a secure, somewhat obscure bin, to store our 12 volt batteries that are part of our solar charging system. Sheldon also constructed the new "buddy box" storage cabinet that also houses the PA amplifier and the solar array controller.

Thanks to Budd Welty for his help to bury the lines that will extend the power for the new charging table that will make its debut in spring 2016 with a lot more information about how to use it. Bud helped drill through the concrete and provided some of the conduit and waterproof box to bury those wires for that low voltage system. It has been exciting to see John and his team develop this system and watch the project evolve this summer. You will hear more about this from John soon. Like I mentioned the final phase should happen early spring 2016 and John will keep us updated about it.

We also added or extended the cement slab at each end of the pavilion to accommodate our picnic area. I look forward to those areas getting good use. Thanks to everyone who showed for the field work bees. We all do a great job of keeping the space we are blessed to have looking good.

Thanks to Gary Wells for the use of his tractor (and so

many other things) for getting a lot of the work done around the field to keep it looking nice. Thanks to Dan Stolz for doing a meticulous job of keeping the lawn mowed and weeds trimmed and field looking great! Thanks to Paul Zabawa for a million things he helps out with day in and day out. Paul does so much and helps in so many ways I don't know where to start. All I know is he is a real blessing to our club and I appreciate him a lot. Paul, Dan and Gary do a great job of maintenance and repair on the tractor and mower. I think we're going to look into replacing the mower deck this year.

Thanks to Dave Whittaker and Marty Stefani for keeping the field marking/stripping done on our runway and the special markings for our special events like the fun fly and Warbirds and Scale. Marty also has been helpful in many other ways and also helped us get some shirts and hats made up.

Thanks to Greg Cardillo, webmaster extraordinaire... With his hard work we maintain a world class website and run online registrations for membership, swap shops, indoor flying and other things. Greg has been the Event and Contest Director for the Midwest Regional Float Fly for the past few years and has done a marvelous job at that. I also personally appreciate Greg helping me learn and understand things about our club as I grew/grow into my role as president. Greg is a real blessing to our club.

Thanks to all the Event Directors that make our events run smoothly and come off without a hitch. We have great events!

Thanks to Bill Dezur who deserves his own special category of appreciation and I may not be done thanking him appropriately with mention here in this newsletter. Bill (and Louise) is a kind and generous man who has given himself so much over the years to this club in so many ways, I feel privileged to work with him. He most profoundly has been our club Cook! Bill is taking a year off (I tell him I'm allowing him a sabbatical year... ha-ha) from cooking for most of the club events and we are currently seeking someone or several to fill in his spot for cooking for events. Bill is not leaving the club, nor, is anything wrong he assures us, he is just backing away from Skymasters and the Scouts, he and Louise give so much to, for a year to enjoy them some without having to work all the time. Bill has already given me his list of the club events and activities he WILL be around to grill up the hotdogs for us. Thank you Bill Dezur! Thank you very much!

Thank you to all the Flight Instructors. Ken Gutelius, our

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CFI has done a great job of really bolstering our team of instructors this year. They all got nice new red targets, I mean t-shirts, that say "instructor" on them and I saw many nights at the field when we had 8 or 10 or more instructors out their working with students or pilots. Our quality instructors are truly a great asset of our club. We are ready for all the new students and to continue working with the existing students in 2016.

Thank you Bill Pesch, Club Park Liaison with Bald Mountain. Bill has done such a great job at communicating well with Adam Lepp, Park Supervisor and handling all our permits and park recreation passes, as well as being a huge ambassador and advocate for the club especially this spring with Hobbico. Thanks "wild Bill".

Thanks, Jim Satawa for jumping in as Membership Director and all that tedious and difficult (at times) work. We all appreciate you keeping our membership updated and handling any issues as they arise.

Thanks to Russ and Sue Oliver for doing so much every day for our club. Russ is a wild and crazy guy who takes it as a personal challenge to retrieve lost aircraft in the wilds of the Bald Mountain swamplands. The Bermuda Triangle has nothing on the many planes lost at our field and the areas we overfly. Russ doesn't hesitate to step up and help, and that was most true as him and Sue worked hard at the clean-up following the Midwest Regional Float Fly. Russ even got 11 staples in the top of his head from the float fly trailer as he stepped up into it with a little too much pep. Russ is one of our club flight instructors too, who works very well with new students.

Thanks to David Vigne and Jim Vigne who also have gone over and above in so many ways to help the club. They are very conscientious and caring flight instructors. They maintain a club trainer aircraft in great and flight worthy condition and we appreciate them very much.

Thanks to all the past club officers, club Presidents, Event Directors, members and those from whom we are reaping the benefits of their hard work over the years. I know we are contributing well to the great legacy of Skymasters RC Club and continue to build a future for our club. In my January 2015, first "president's message" I spoke about having all the right ingredients in place. That remains true.

Most of all, thanks to YOU... especially all whose name I've not listed above. We have a roster of 215 members, at this time. THANK YOU for being a part of the best RC Club and being a part of our flying family. I've experienced the "family" aspect of our club in many big and small ways over the years and one truth that shines through in all we do as a flying club is the good heart and great spirit present in our club. I know that you realize how profound this simple hobby is in all of our lives and I know you, with me, realize that we have a great gift in the Skymasters RC Club. Onward and upward for 2016 and beyond. God willing.

Don't forget to:

- **REGISTER FOR INDOOR FLYING**
- **RENEW YOUR AMA AND CLUB MEMBERSHIP**
- **MARK YOUR CALENDAR AND TELL YOUR FAMILY ABOUT THE CHRISTMAS PARTY ON DECEMBER 10.**
- **ATTEND CLUB OFFICER ELECTIONS ON NOVEMBER 12**



Bob Chapdelaine

President, Skymasters RC

From the recent covering seminar at Flightline Hobby. Presented by John Hoover (owner of Flightline).

More photos on page 10.



Propwash

By

Joe Finkelstine

October 2015



"A basis for RC"

Hi All,

Well, I had to once again resist my annual swap shop rant for this month's column, and it is getting more difficult to keep silent. I continue to believe however, that I have written more than enough on it so I will spare all of you one more rant. This month I want to talk about something equally compelling (at least to me anyways), and that is what I call the *basis* of our hobby.

Fear not, this is not an economic discussion (economists use the term "basis" all over the place), but rather one of motivation of being in this hobby in the first place.

I have noticed over the years, several types of folks in the hobby and always have been fascinated by the reasons they are in the club and in the hobby in general. We have members who have a long tenure and the opposite realm of "one and done" folks who leave the hobby as fast as they appear. I have wondered about this wide dispersion on more than one occasion. Perhaps you may have noticed it as well.

When I joined almost 2 decades ago, I had recently left the domain of flying full scale, driven out by the cost of renting a Cessna 172 and also what I perceived as large commitments of time to wind up flying 1 hour or less. My original motivation (basis) was pretty basic - I have always been fascinated by all things that fly.

Through my almost 20 years of this hobby, my particular interests in the RC hobby have varied considerably, but my primary fascination of all things that fly has not really changed.

When I started out, I was full of enthusiasm, as I built my Goldberg Eagle II and met with Skymasters at Henderson's Hobby on Saturday mornings and our Wednesday night meetings at a place I no longer remember. I joined the same year our current field was built and got my wings on our old sod farm field (in Oxford if I remember correctly) we were flying off of while construction was under way on our current field.

After getting signed off, I bought some used planes, and as is often common in this hobby, I moved up too quickly to a high performance aerobat and as expected it lasted about 2 weeks before I made a hole in the ground. Undaunted, I continued to learn as much as I could to move up to one of these complex fliers.

I moved onto more complex airframes for a while and then got the scale bug for several years. My minimal building skills got the better of me and after some time, finally gave up on producing a scale ship I would feel OK bringing to the field. Of note is that I did not lose my enthusiasm for scale, or all things that fly.

About the time my realization that I would never be a good scale builder came about, we had a revolution in the hobby where brushless motors, efficient speed controllers and good Lipo batteries finally emerged. I had been an ardent supporter of 4 stroke glow motors and I began to switch my fleet to electric, although it was much slower than many other members. At this same time, I began an ongoing fascination with RC helicopters. Recently, I have finally taken the plunge into an IMAC capable airframe as my specific interests continue to evolve. My personal history above is not the point here, but rather I wanted to emphasize that while I changed what I flew (and continue to do so), my basis in the hobby has not changed.

For the newer members of the club reading this, there is often a point in the hobby you will reach within the first year or two where you will have to consider your own basis. The early fascination with flying your first plane or two is often intense. Becoming competent enough to get signed off is a significant challenge for most of us (at least it was for me!) and the reaction to this can often be one of (as they say in Texas Hold'em Poker) "going all in" - While

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this enthusiasm is great, the downside I see is this often leads to a quick burnout when the initial enthusiasm wanes and compounds with the very real fact that the more complex airframes require more maintenance, cost, and required flying skills - The progression will be slower at this stage, and this can often have a negative effect on many newcomers.

If I look at the historical averages I have seen over the years, I see a few groupings of members in the club. One style of newbie becomes what I call the "been there, done that" member who is intensely focused until sign off is accomplished, then begins to dissipate their appearance at the field and stops coming altogether. There is nothing inherently wrong with this, as it is a hobby after all, but I would suggest this will lead to financial issues if this is your mindset and you go "all in" before you move on. Getting rid of a whole stable of RC stuff is not fun at all.

For those of you that are still new to this hobby, I would suggest you resist the urge to buy a dozen planes and spend every waking moment at the field. This has nothing to do with your actual vs. perceived flying skills, it is a warning of a basis mismatch. If your own basis is that you love learning new things, it may point to you to keeping a reserved entry further into this hobby money and time wise. This is OK as well; there are no rules of investment here. I would encourage you to take things a bit slowly and allow your interest to grow at least a season or two before you spend lots of money on stuff you may have a difficult time selling off should your interests move on. After a few seasons, you will know if you want to keep going in RC or move on to something else. Some of you will be here a long time, some will join us just a year or two, both are OK and I hope you enjoy your stay no matter your own basis.

Joe Finkelstine

From the spring 2012 season... Joe contemplates his "basis for RC" ;)



How Low Can It Go?

Tech Talk by Paul Goelz



Hi all,

This month I'd like to talk about the amazing revolution that technology and mass marketing has brought to our hobby.

Back in 1999, I bought an Ikarus Piccolo "micro" heli. I put "micro" in quotes because while it was tiny at the time, it is now huge ;) The Piccolo came from Germany and cost \$200..... Without radio or any electronics. To that \$200, you needed to add about \$80 for the control board and receiver, plus the cost of two servos and a couple batteries (which you had to assemble from individual cells). Total investment of at least \$300. Then you had to learn how to fly it without destroying it. And after you destroyed it, you had to figure out all sorts of creative ways of fixing broken bits since they were expensive (if you could find them at all). Fun times (really... I'm not kidding). I still have my Piccolo and I still fly it from time to time.

When I started seeing electric RC helis show up in toy stores and gas stations, I marveled at how the world had changed ;) Now you could buy about the same thing (minus any parts support) for 30 bux and it probably flew as well or better.

Fast forward to a month ago. I was browsing an RC forum and one of the pop up ads was for a little RC heli from Banggood.com. It looked cute so I clicked into the ad and had a look. Pretty interesting.... It was small enough that you could fit a couple of them in the palm of your hand! And it came with a transmitter (infrared, not RF) that charged it and also had a compartment where you could store it. The best part was that it was in stock in their US warehouse so I ordered one for \$10 including free shipping. It arrived about four days later via FedEx.

After I figured out a couple things that were pretty vague in the "manual", I charged it up and tried flying it. To my utter surprise, it flew great! They call it 2.5 channels but in fact it is a two channel heli.... You can yaw left/right and control the throttle. The throttle is propor-

tional and gives good control over power (altitude) and the yaw is "on-off".... Move the stick and it yaws. Let go and it stops. It is balanced such that it is always in forward flight so you just steer it around. Since it doesn't hover in one place, landings are a kind of controlled crash unless you have a large smooth space and can do a run on landing. But for \$10, I was pleasantly surprised.

And I was even more shocked a bit later to find that if you order direct from the Banggood Chinese warehouse, they will sell it for \$5.49 *including shipping!* I couldn't resist so I ordered three more and got them about two weeks later.

OK, so why is this "review" in my Tech Talk column? Because I am fascinated with a manufacturing process that can put a tiny *functional* helicopter into my hands for \$5.49.... Shipped all the way from China. Think about it. That \$5.49 (if it isn't a loss leader) has to pay for design, tooling, parts, manufacturing, warehousing, shipping and PROFIT. That says that the technology (like for example the gyro and ESC) to make a tiny helicopter is a commodity these days and designing something like this is just a cookie cutter operation. How far we have come from the days of the Piccolo!! Think about it guys.... For \$5.49 you get a transmitter and a helicopter (includes a LiPo battery, two motors, receiver, two ESCs and a gyro). That's pretty amazing. No, this is no competition for the higher quality helis you can buy at Flightline. But for what I paid I'm astonished that it flies at all.

UPDATE: Apparently the pricing is pretty fluid. As of this writing, the price is now \$7.49 from China and \$7.99 from the US (both still include free shipping).

Paul



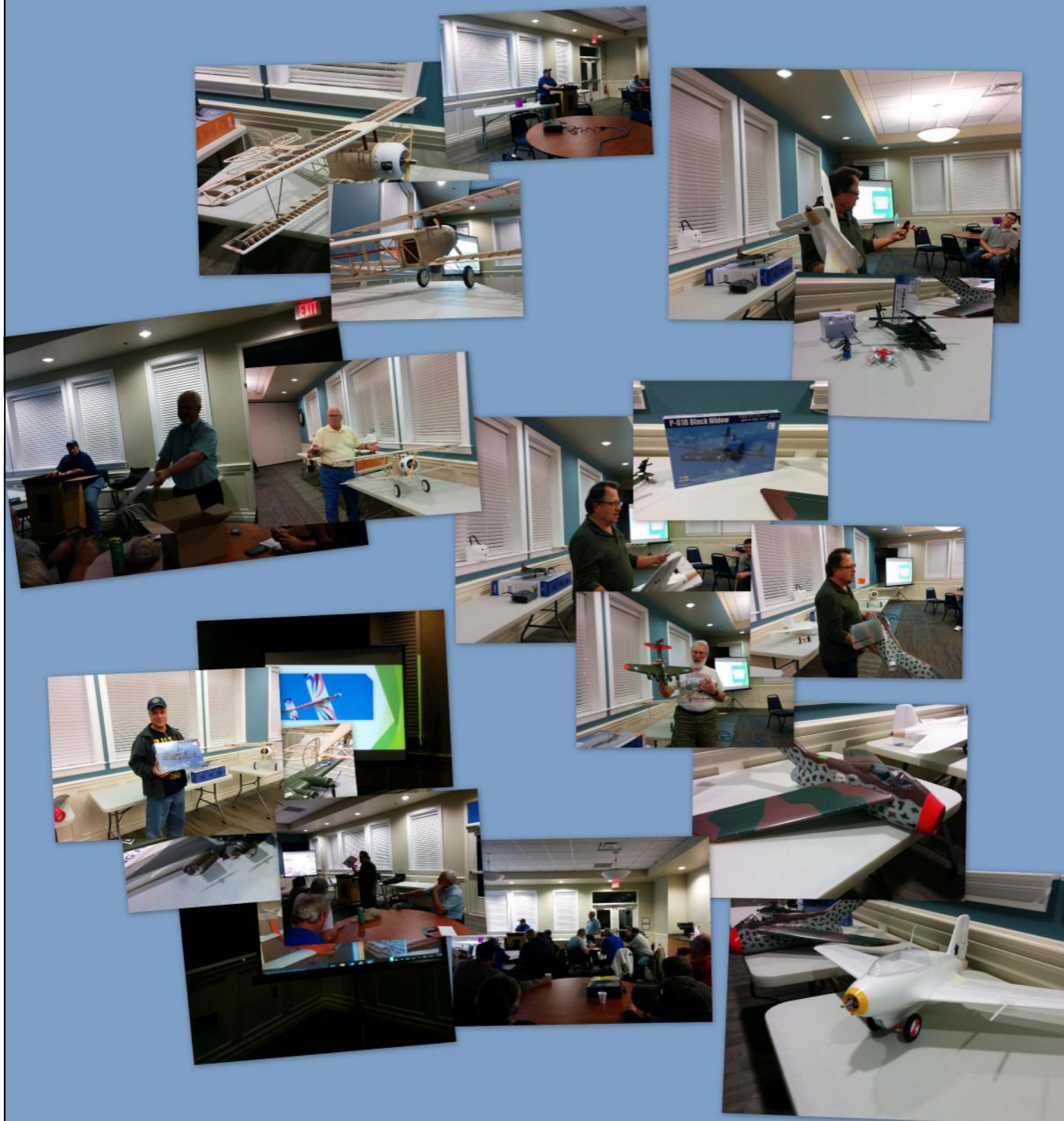
Night Flying at Scripps Road

Click anywhere in the collage to view the entire photo album on the Skymasters web site



October 22nd Meeting

Click anywhere in the collage to view the entire photo album on the Skymasters web site



Covering Seminar at Flightline Hobby

From John Hoover....

"The covering demo went over well. We had a good turnout and there were a few folks that had never covered a model. Always good to share especially with the newbies :) A lot of good questions. I covered a wing to a model I first designed in 1978 called the "Worm-killer". A .049 Cox TD pen bladder bird that my friend Clayton, Tom and I had fun with. 37 years later I redesigned her for electric power and improved the build with some laser cut goodies. The wing made for a good demo project given the 30" span. "

"Donuts were ate, coffee drank and Mylar was shrunk. Thanks to all that came in we appreciate the time you took to share in the great hobby of R/C aircraft! "

Click anywhere in the collage to view the entire photo album on the Skymasters web site



Navy Design Contest

Sponsored by John Hoover / Flightline Hobby

Goal: To design a fixed wing aircraft to compete in a club level fun fly. Can be finished as any Naval power. Scratch build, Kit or ARF design does not matter as long as the model is powered only by motor type below.

"Must have" to meet Navy design specs and compete in this event:

- Rimfire .32 Electric \$89.99 Contest = \$69.99 GPMG4700
- (or) Magnum .52 4 stroke Glow \$159.99 Contest = \$119.99 Hobby People 210851
- Great Planes 1-FLZA6611 Bomb drop \$5.00 and 1-FLZA6607 Bomb \$6.00
- Airplane Max span 72"
- Safe onboard place to fit GPS "Big 5" unit (1x2x3") Can be pocket or in a hatch

Models will be judged on:

- Fit and Finish
- Creativity
- Mystery Category
- Peoples choice

Note the flying contest will be broken into 2 classes based on skill. If you have ever placed at a fun fly 1-3rd you are in the expert category. If not you can fly in the Novice category.

Flying day events:

Round #1—Carrier Landing

A good Navy design has to make it back on the ship. 3 shots. Note the carrier is based on yellow rope pinned to the ground with rings in the corners. If you land outside the carrier you get you are: "Feet Wet" and get a zero for the round. If you land on the carrier but taxi off: zero for the round. Points are 20, 15, 10 each landing. You get 3 possible tries. Novice class has a 5 point the whole mowed area bonus. Hint: if you are next to a rope declare "Dead stick" and get the points so far versus zero for taxiing off. A try is when you line up over the end of the runway. At that point you are committed for a pass. You can "Wave off" but this will count as a try. After 3 landings, or tries, you will take back off and climb for 20 seconds. Chop your throttle and land near to the spot landing ribbon which is graduated 1 point every foot for 25'. This will break the ties. You can not move the throttle after "Chop" is declared. If you do then there is a zero for the landing part but you will still get your flight points. Note: if you hook your tail wheel on the carrier rope it can damage your plane. Sorry, part of the game. (Don't do that J)

Round #2—Aircraft Performance

To be a good Navy design she has to perform. The model will be "proven" during this trial. With the GPS unit attached the model will take off from the carrier and climb to tree top height after passing through 360 degrees from takeoff past the flag person they will wave and then you will make a pass over the carrier at full speed. Speed will be recorded form "Big 5". Then land on the next pass (Does not have to be on the carrier). Next model will climb from takeoff for 30 seconds and then chop the throttle and glide. Max Altitude attained will be recorded by "Big 5". Try to hit the spot for extra points. If you move the throttle at all you get a zero for the glide part.

Round #3—Bombing Accuracy

You need to be able to hit the target with your high explosive Flyzone ordnance. Take off and do two 360 orbits. On the 2nd pass drop the bomb. The target is the landing spot. We will use a 50' tape. You get 2 attempts so land after drop and rearm.

Round #4—The Limbo

Ok Maverick, fly under the limbo 3 times 20 first try 15 points the second and 10 for the third. After the limbo climb and do the spot landing. Same rules with landing as round # 1 For the hot dogs, double points any limbo pass inverted. For the Novice group 5 points for flying over the ribbon but between the poles (Judged from downfield)

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

Indoor Electric Flying

at **Ultimate Soccer Arenas**
867 South Blvd., Pontiac, MI 48341

Tuesdays from 10 AM to 1 PM
November 3, 2015 thru April 19, 2016
26 – 3 Hour Flying Sessions

Season Pass \$100 – 78 Hours of Flying!

Single Flying Session \$10.00

5 - Session Punch Card \$35.00

Largest Indoor Flying Venue in the Tri-County Area with an average of 75 Pilots per session. Note: Ultimate Soccer Arenas expanded our flying time to 3 hours per session.

All Pilots must have proof of current AMA Membership

Schedule Subject to Change.

Sport, 3D, Micro, Heli & Quads flying concurrently in different areas of the arena. See rules for size and weight limits.

Support your local hobby shops:



Visit Skymasters web site at www.skymasters.org AMA web site at www.modelaircraft.org

For more information email: indoorfly@skymasters.org or call Fred E. at 248-770-3239



MIDWEST R/C SOCIETY

27th annual

R/C SWAP MEET

Sunday, November 8th, 2015

9:00am to 12:00pm

location

Northville Senior Community Center

303 West Main Street

Northville, Michigan

admission charge

\$5.00 per person

(active duty military, kids under 12, and women are admitted for FREE)

vendor table cost

\$20.00-\$25.00 per table, depending on location

The vendor table cost includes one admission. Vendor set up time is 8:00am.

Advance table reservations are highly recommended, last year all table were sold in advance!

For information, call Rudi Reinhard at: 248.631.8205 or e-mail: therudi@icloud.com

directions

Take the 8 Mile Road exit off of I-275 and go west for 2.5 miles on 8 Mile to Center Street.

Go south on Center Street for .5 miles and then west on Main Street.

The Northville Senior Community Center is located at 303 West Main Street in downtown Northville.

There is free parking in the back of the building, off of Cady Street.

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

ESCAPE

FROM

BLACK FRIDAY

**Join Skymasters for 3 hours
of Electric Indoor Flying
On Friday, Nov. 27th from 10AM-1PM**

**at Ultimate Soccer Arenas
867 South Blvd., Pontiac, MI 48341**

All Pilots must have proof of current AMA Membership

**No football and no turkeys just 3 hours of flying fun
for \$10 at the best indoor flying site in the Tri-County Area.**



**For more info check out Skymasters
at www.skymasters.org**





Skymasters – Red Olive Breakfast Schedule 2015-16



All flyers are welcome to join us at the Red-Olive Restaurant, 1194 Walton Blvd., Rochester – 9:00am for breakfast and talk R/C. The restaurant is located directly across the street in the strip mall from Crittenton Hospital on Walton Blvd. just east of Livernois.

Want'A Be's Breakfast

Monday, October 5, 2015

Monday, October 19, 2015

Monday, November 2, 2015

Monday, November 16, 2015

Monday, December 7, 2015

Monday, December 21, 2015

Monday, January 4, 2016

Monday, January 18, 2016

Monday, February 1, 2016

Monday, February 15, 2016

Monday, March 7, 2016

Monday, March 21, 2016

Monday, April 4, 2016

Monday, April 18, 2016

Monday, May 2, 2016

Monday, May 16, 2016

ON THE WING

Skymasters Breakfast

(Everyone is welcome)

First and Third Monday of each month
through May

9AM

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

10AM to 1PM (Yes, three hours)

At Ultimate Soccer,
Opdyke and South Blvd
Pontiac, MI



November Skymasters Meeting

(financial review and election)

Thursday, November 12th

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 Sports Center

14901 23 mile, Shelby Twp, MI
(northwest corner of 23 mile and Hayes)

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

First session Thursday, November 12

Electric planes and helis (separate heli space)

\$10/session, AMA required

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

<http://www.stevesindoorflying.com/>

Legacy Center

9299 Goble Dr.
Brighton, MI 48139

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

Thursdays 12PM—2PM November 5th through
April 30th

\$10/session

Sponsored by the Hamburg Flyers RC club

November 2015

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2 Skymasters Breakfast 9AM Red Olive, Rochester	3 Indoor Flying 10AM Ultimate Soccer	4	5 Indoor Flying 12PM—2PM Legacy Center, Brighton	6	7
8 Midwest RC Society Swap 9AM Northville	9	10 Indoor Flying 10AM Ultimate Soccer	11	12 Skymasters Meeting 6:45PM Orion Center Indoor Flying 9AM Premier Sports Center, Shelby Twp Indoor Flying 12PM—2PM Legacy Center, Brighton	13	14
15	16 Skymasters Breakfast 9AM Red Olive, Rochester	17 Indoor Flying 10AM Ultimate Soccer	18	19 Indoor Flying 9AM Premier Sports Center, Shelby Twp Indoor Flying 12PM—2PM Legacy Center, Brighton	20	21
22	23	24 Indoor Flying 10AM Ultimate Soccer	25	26 Indoor Flying 9AM Premier Sports Center Indoor Flying 12PM—2PM Legacy Center, Brighton	27 Indoor Flying 10AM Ultimate Soccer	28
29	30					

Skymasters Information...

The Skymasters field is located in Lake Orion, within the Bald Mountain Recreational Area on Scripps Road, between M24 and Joslyn (see map). A recreation passport or sticker is required and can be obtained from the Park Headquarters located on Greenshield Road or you can check the box on your tab renewal for a "Recreational Passport".

Flying 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.

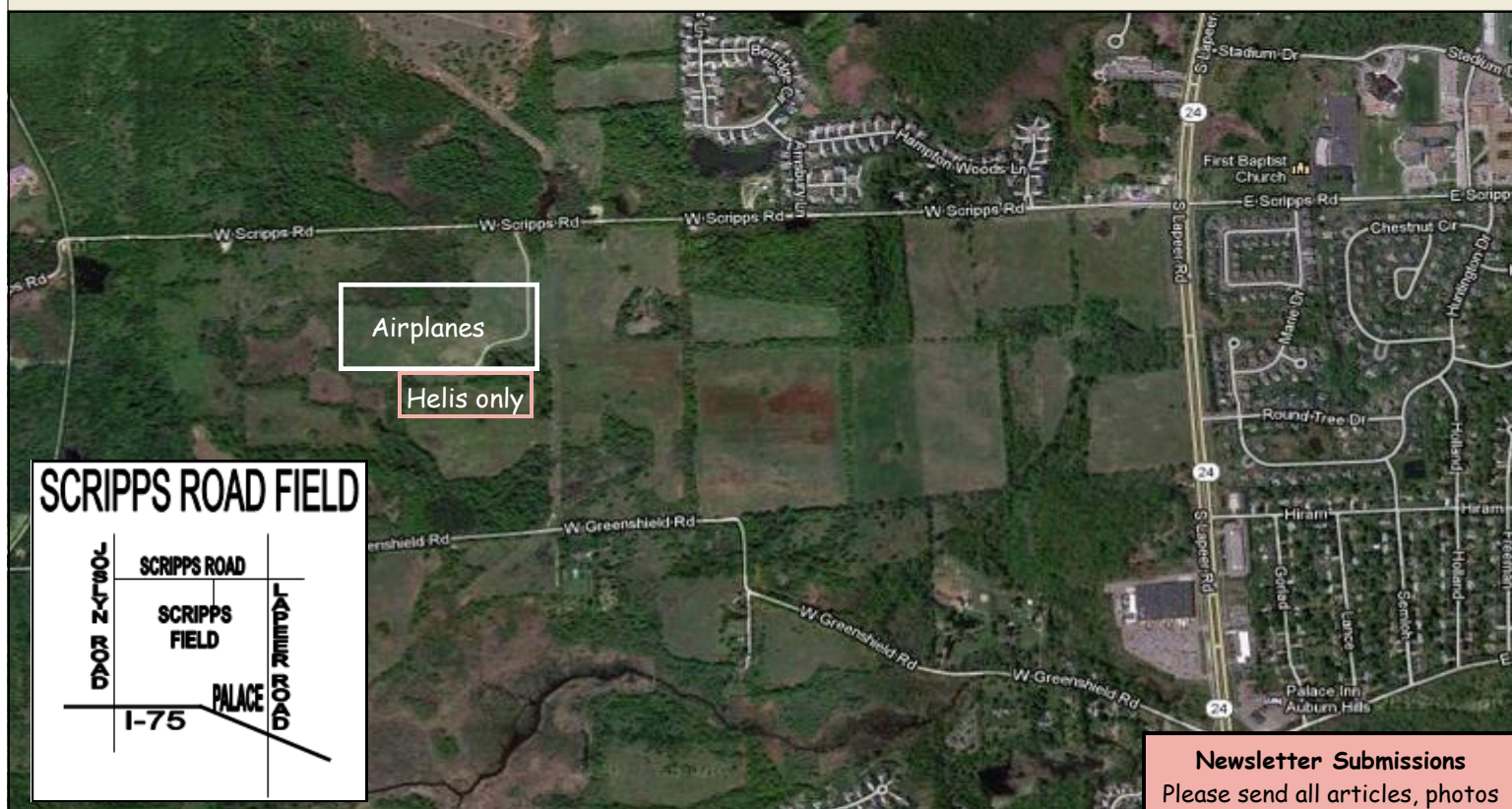
Wednesday 5PM to 8PM is also Student Night (through August)

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
Membership:	Jim Satawa	Lake Orion	membership@skymasters.org
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