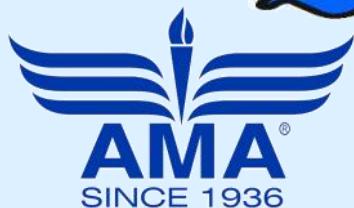


March

# Skywriter

2016



## SKYMASTERS RADIO CONTROL CLUB OF MICHIGAN

AMA Chartered Club #970  
23 Year Gold Leader Club

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



### In this issue

President's Message.....	1
Propwash.....	4
Some Assembly Required..	7
Indoor photos.....	10
Kit Build.....	11
Skymasters Swap.....	12
Event Flyers & announcements.....	13-18
News.....	19
Calendar.....	20

### NEWS FLASH

The Orion Center is closed until further notice due to [severe water damage](#). All indoor Skymasters events will likely be held at the [CERC Center, 455 E. Scripps \(East of M24\)](#). See the [Skymasters Web Site](#) for further information.

### From the President...



Ok, five days ago we got 14 inches of snow, (according to Frank Genovese, Skymaster member and Candy Cane Christmas Tree Farm owner). Yesterday, it all melted and was 55 degrees. Now they're saying snow again tomorrow. What an odd winter so far in regard to weather. I just got done writing the "State of the Club" letter for the annual club mailing and I am out of words, if you can believe that. Ha-ha.

We just finished another fine club Swap Meet and it turned out quite well, even better than ex-

(Continued on page 2)

(Continued from page 1)

pected. I heard good news from the participants and swappers and sellers. Well, except for Phil Saunders, he's still trying to sell his Cherokee, want one? Want to thank Ken Gutelius, Phil Saunders, Robin Rissell, John Noocha, Fred and Edith Engelman, Bill Dezur, Gary Wells, Bill Pesch, Paul Goelz, Jim Satawa, Jon Grigsby, and everyone else who contributed towards a great Swap Meet.

Please refer to the web-site for all things related to your membership renewal and your membership card. If you take the time to read the information there you'll find 99.9% or more of the answers you need. We are in a great place as over three-fourths of the club is renewed, AMA, too and already in January we have a slew of new members joining our club. Jim Satawa is our Membership Director and you can contact him at [membership@skymasters.org](mailto:membership@skymasters.org) with any questions about your membership. Be sure to renew your AMA membership or you won't be able to renew your Skymasters.

It's going to be a great year. I hope you'll be a part of the excitement and growth and be a great ambassador for the club and help to warmly welcome those who become members and those who are new, or old, students learning to fly. I personally think that the time of being a student in this club is a great time. Don't rush it, learn, use the club resources once you're a member, and let the instructors work with you. There's a lot of wisdom and experience in our instructors and club members and they love to share it.

Indoor flying continues through March and into April. Fred Engleman says we have eight (8) more indoor sessions left. Its never too late to show up on a Tuesday from 10AM to 1PM and get in a few flights. The indoor guys are a great bunch, and the flying is nothing less than exciting. PS, don't take your favorite model if you plan on flying in the main area. There's a good chance you'll end up sharing airspace with someone and either make confetti or chunks sometimes. Those occurrences are exciting and most seem to take it in stride. Talk to Jim Vigne or Bill Pesch about the indoor flying etiquette and what to do if you have a mid-air. I hadn't laughed that hard in a long time when they shared with me the unspoken rules of indoor flying. Good fun!

We've got club meetings both the second and fourth Thursdays this month but, they are not at the Orion Center as usual. **Our meetings for the remainder of the winter will be at the Lake Orion Schools CERC building**, it is the old high school building, just west of the high school on East Scripps about 1 mile from the field the other side of M24. The Orion Center had a flood on Superbowl Sunday and the whole building is being renovated. The CERC is the location which our Swap Meet was/is held. The club meetings are in the Media Center.

March 8, at Indoor flying Skymasters honors veterans with a special program that Bill Dezur conducts by bringing a local VA Disabled Veterans group to the Ultimate Soccer Arenas to watch the indoor flying, see static displays that members bring, and Bill provides a catered meal to this group of disabled vets. Bill has sent an email to the membership about this and asking for help. Hope you are able to participate and help us honor veterans. We have many veterans in our club and they are a huge blessing.

I hear good things about the Navy Design Contest that John Hoover is coordinating. We've set Sunday April 10, 6:30 p.m. as the date for the static judging part of the event. Then this summer we'll enjoy a day of carrier landing and torpedo bombing of the flying field with those participants. John has also been instrumental in working with Joe Rubinstein and several other Skymasters for the Kit Building that was also being held at the Orion Center, but, also, has moved to the CERC on Monday nights. I made one Monday build night so far and was surprised the class was full and busy. What a great project.

I hope you are busy working to get your fleet ready for the warmer weather and summer flying. Don't forget the annual Weak Signals Toledo RC Expo is coming up April 1-3. This is the premier RC show and should not be missed. Don't miss it.

As you renew or have renewed your membership be sure that you have read both the AMA Safety Code and our Club Field Safety Rules. I pray that we all have a safe and healthy summer. Do your part to ensure safe and proper flying.

(Continued on page 3)

#### Front Cover:

The 2016 Skymasters Swap

*Phil Saunders photo*



(Continued from page 2)

Remember, you **MUST** always (wear) your Skymasters Membership Card when flying at the field or in the pit area. Bottom line, it must be visible. We all need to take this serious (this year) to keep our club safe. Don't be upset if someone asks to see your card if you don't have it visible. If last year is any indication this won't be an issue. I just want to emphasize the importance.

Lastly, I want to plant the date of Saturday July 16 in your mind. Like I've said, I have great expectations for this day for our club. We are planning an Open House to showcase our hobby to the local community and beyond. The open house will also be a great day to invite our kids, families, friends and neighbors to our field. If you have any ideas for this day please let me or Phil Saunders, Club Treasurer and Event Director know. We have a job opening in our club for a great volunteer position. We need an Event Director for our Midwest Regional Float Fly that happens each September and bring flyers from all over the Midwest to Island Lake State Park for two days of awesome flying, family and fun. Let me, Greg Cardillo or a EOC member know if you are interested in coordinating this great club event. I promise you will have lots of help and support.

Welcome to all our new members!

Go Skymasters!



Bob Chapdelaine



President's Note

Skymasters Members

## 2016 Meeting Attendance Drawing

From Hobbico



**Tactic TTX850 Transmitter**

**Drawing May 12, 2016**

**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 12. 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\**

# Propwash

By

Joe Finkelstine

March 2016



## "Fidelity"

The term fidelity has several definitions, but I wanted to focus on how this term is weaved into the fabric of our hobby. One of the definitions of fidelity is "adherence to fact or detail" or "accuracy; exactness" (if you are bored, look it up on [dictionary.com](http://dictionary.com)).

For those of you new to this hobby, fidelity is most often associated with RC planes we refer to as "scale" - If you stay in the hobby for any length of time longer than just learning, it is a near certainty that one or more "scale" RC planes will wind up in your stable before very long. When we refer to scale planes, we are referring to an RC plane that resembles a shrunken version of the full scale counterpart. Sometimes this resemblance is very high, sometimes not so much. You may sometimes hear the word fidelity when someone is discussing the relative "accuracy" of the RC plane to its full scale counterpart.

Before I get much further though, let me diverge on a small issue. You may have noticed that in conversations when I am involved in scale discussions, I always refer to people size planes as "full scale", and not "real" planes. Our RC planes fly and obey the same laws of physics as the people size versions we are trying to emulate - they are just as real. I refer to people size planes as either "full scale" or 1:1 scale, and I will generally "correct" (usually rudely) anyone who refers to people size ones as "real"

Anyways, back to this term of fidelity and how it applies in our hobby. When you look at all of the planes available from ARFs to scratch built, the correlation and accuracy of our planes to the full scale is a measure of fidelity. Some RC craft sort of look like a full scale, and a very few look like a full scale that was shrunk. The variance in fidelity is truly large and spectacular. Going along with this wide range of fidelity is our own interpretation of what constitutes a scale ship. Some of us have a definition of "if it looks even close then its scale", others will want to count rivets to insure ultimate fidelity.

Both extremes are fine, and I have found through the years that these viewpoints have no real problem coexisting at a club in general and only come up at meets where scale is judged, where a much different definition and adherence to fidelity applies.

Some of you know I also build plastic models, all of which are scale (I don't model science fiction - yet...) I can say with very high confidence that the plastic model crowd has a much more granular and intense involvement with scale fidelity than us in RC. In the hobby of RC, we get to enjoy both looking at the plane, and flying it. The plastic guys get to look at a static model only. I read the forums in both hobbies and the concept of "standoff" scale common in our hobby is not very common in plastic modeling.

As a side note, plastic modeling is a very adult focused hobby now with many kits going for well over \$100. Indeed, the major influx of older modelers (like yours truly) have forced the plastic modeling companies to produce much higher fidelity in their kits today than just 10 years ago - the scale fidelity of even moderately priced plastic kits is astounding today compared to those in the 1950's-1990's. Coupled along with the explosion of specialized paints and weathering supplies, it has become much easier to build a high fidelity plastic model that is the norm in the hobby nowadays.

Now my intention here is not to discuss plastic modeling, but rather contrast and compare it with ours and how I see some behaviors across the realm of fidelity.

One of the key things to always remember is that should you decide to acquire or build a scale RC ship, the level of fidelity is up to you and what you decide is correct, regardless of how true (or not) it is to the full scale. All that

*(Continued on page 5)*

(Continued from page 4)

matters is your opinion. A plane that sort of looks like a P51 mustang flying through the air has delighted thousands of modelers who have owned one just as much as a scratch builder flying a 1000+ hour major scale effort. Each enjoys the show.

For some of the more serious fidelity fanatics, I usually bring up a couple of key points. The first is that for many of the military scale subjects we model (WW1, WW2) there is no definitive source for many of the arguments I hear. For example, there is no original source of US Insignia Blue paint that was common on many of our WW2 aircraft. Yes, a federal standard existed with a recipe, but that recipe was for pigments and chemicals of the day, which varied tremendously even during the war. - Any color photo of the day has oxidized and faded - there is no proof that can be applied here and these arguments are essentially pointless, but they continue over and over.

For the higher levels of fidelity, I suggest the following statement to ponder - Scale building is all about **replication**, not **authentication**. For those seeking a high level of fidelity, the key is to first find documentation that is generally accepted as being accurate enough and then replicating what it shows, rather than spending effort trying to prove one shade of Blue is the "true" one - there is no "true" one.

I have seen the pursuit of scale perfection drive more than one out of our hobby. The effort to find and replicate every single detail can be overpowering and consuming almost to the point of obsession - this is a good recipe for burn out. Be careful if you begin down this path - Like Luke Skywalker of Star wars Jedi fame, it may forever dominate your destiny and drive you to take up golf.

Now after that entire last few paragraphs let me argue the other way as well. There is a great sense of accomplishment in this hobby when you can build a ship that has high scale fidelity. Many in this hobby welcome the challenge of modifying a "standoff" scale ARF into a high fidelity masterpiece. I have seen these individuals make magic out of common stuff we find at Home Depot and enjoy every story I hear from it. I think these modelers have found the right balance - I find a common thread in them of taking on a good challenge and bringing a unique plane to the flight line - is it perfect? - not possible (or even necessary) to answer that, but I can answer that these ships always catch everyone's attention - Take a look at the planes Steve K. brings to fly and you will see what I mean. Steve takes on an even harder task - he builds from scratch.

The entire range of scale building is still available in this hobby from scratch all the way to bolt together and fly. We still have builders in the club that start with a 3 view and deliver a masterpiece. Some bring a great scale ship purchased right from Flight Line and take pride in it as well. All are OK and all are welcome - it makes no sense to argue one approach is better or higher fidelity.

For many years I ran the war birds and scale event (filling in as ED again this year) and it is traditionally been a very well attended event just from our club as well. Our friends at PMAC now join us as well, and this meet is certainly one of our best - I would dare say that almost every member of the club has at least one scale ship (remember civilian scale, like a Piper Cub, is still scale). If you are new to Skymasters, please make it a point to attend this event, you may find scale interests you as well.

Find your spot on the scale continuum, even if it is only from afar as an observer for now. You may find yourself concentrating entirely on scale if stay in the hobby more than a few years.

**Joe Finkelstine**



# **SKYMASTERS RADIO CONTROL CLUB OF MICHIGAN**

**AMA Chartered Club #970  
23 Year Gold Leader Club**

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

*Tech Talk is on vacation for March. In its place, you might find this interesting....*

If you look closely, you might notice on the first page of the newsletter that we are a "23 year Gold Leader Club". Have you ever wondered what the **AMA Gold Leader Club status** means for our club?

The Academy of Model Aeronautics (AMA) has the following requirements. Skymasters Club 970 fulfills all the requirements.

We, have, (or) have been:

- ★ chartered for five years consecutively,
- ★ membership is open to all AMA members and is not limited to a certain number,
- ★ posted safety and operational rules at our flying site, which we have sent to AMA HQ,
- ★ our flying site has separate areas for flying and spectators,
- ★ the AMA National Safety Code is posted at our flying site or sites,
- ★ implemented and enforce a frequency control,
- ★ donated to the AMA Scholarship Program or donate Model Aviation or Park Pilot magazines to a local school or library,
- ★ conduct a review of the AMA Safety Code at a club meeting at least once a year,
- ★ sponsor an annual public event such as a mall show, flying site or demonstration,
- ★ monitors noise levels and/or institutes club noise rules, in accordance with AMA,
- ★ created an informational handout and provides it to the general public,
- ★ participates in a charity program(s) or public fund-raising event,
- ★ have a formal lease or written agreement for the use of our flying site,
- ★ have our own instructional program.



Recently I was asked if I'd be willing to write a new column for the news letter. I'm an engineer, not a columnist but I feel a need to give back to the hobby that has given so much to me over the years so this will be my attempt to do that. So, who am I anyway??

As the banner says, my name is Steve Kretschmer. I've been a Skymaster for 2-1/2 years. But going way back, I started building flying models in the early 1950's. I've built a lot of different kinds of models from hand launched gliders to control line models to R/C models. Notice I said built. When I started in R/C in 1959 if you wanted to fly R/C models you had to build them from a kit or from scratch. There were no ARF's back then. It is absolutely amazing how things have changed in the 60 years that I've been a modeler. This column will be about building and assembling models. I hope to pass along some to the things I've learned and the techniques I use to build and / or assemble my models.

Back in 1960 a guy named Ed Kazmerski designed and flew his original design pattern plane called Orion and won the first international championship with it. Topflite kitted it and it was a big success. I built and flew (and crashed) one. It was WAY better than the Astro Hog I was flying at the time. Having crashed my Orion and seeing how many guys were building them from plans published in Model Airplane News I decided to start a little business making and selling fiberglass fuselages for the model. R/C was a very expensive hobby in those days and I needed funding as I was 15 years old and broke. My dad helped me carve a fuselage plug and make a set of molds. The resulting fuselages were strong and light and I sold them to local builders in the Chicago area for \$15.00. Later, I modified the plug to accept the new superior wing design Kazmerski used in his even more popular Taurus. From that time on, I've been a believer in the use of molded fiberglass on my models. The problem is that if you are only planning to build one

model or one part, the female mold making is too time consuming. Enter Burt Rutan of VariEze fame. He saw the same problem for full scale aircraft for full scale home builders and developed a method he called mold-less composite construction that he first applied to the construction of the VariEze in 1975. I was a home builder in those days and saw the possibilities for models. Since then I've used the idea to make many one off parts for my models. Recently I used a variation of the basic concept to build an entirely composite sandwich .40 size model I called Warlock II. The model is featured on the cover of the July issue of Skywriter and I wrote the first of a two part article on the construction method for the August issue. I still owe part two in the series but quite frankly that model and method is jumping into the deep end of the pool of composite construction. So, what follows is a much simpler project to get you started in "mold-less composite construction".

This project focuses on a part I recently made for my entry into the "Navy Plane" competition sponsored by Flightline Hobby this year. My entry will be a bashed Vortex 32 ARF dressed up to look like a de Havilland Sea Vixen. The part is the canopy and front hatch.

The Vortex has a traditional vacuum formed clear sport canopy attached to a lite ply frame. The Sea Vixen has a small canopy mounted on the left side of the fuselage center line for the pilot and a shallow blister on the right of center for the navigator. So here is how I made the part.

### Step 1

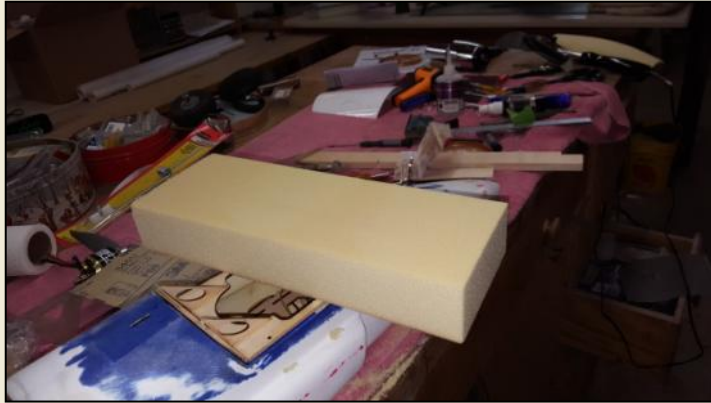
Remove the original canopy from the frame. We will re-use the frame.





## Step 2

We're going to use a piece of foam as a form to glass over. In this case I used 2 lb/cu ft polyurethane. It's great stuff and it is very easy to shape. You can also use the blue polystyrene foam board available from Home Depot. The foam block was cut to fit on the canopy frame.



## Step 3

Next, I mounted the canopy frame with the foam block tack glued in place on the fuselage. Using coarse sandpaper on a block I rough shaped the foam to match the canopy frame and curvature of the fuselage. For the final bit of foam contouring I used a piece of sandpaper like a shoe shine cloth. The foam shaping took about 15 minutes to do.



## Step 4

Next, I covered the foam using ordinary electricians tape to provide a release surface. On some things you can use packing tape but in this case the curvature causes the tape to wrinkle. The tape is lapped over on to the fuselage. In this case I also used some yellow electrical tape to define the edges of the canopy to aid in trimming later. Next I gave the tape a good coat of paste wax to aid in releasing the fiberglass from the form. You can also use a liquid mold release material called PVA (polyvinyl alcohol) which can be brushed or

sprayed.



## Step 5

Time to glass. I cut 2 pieces of 3 oz/sq yd glass cloth slightly larger than the finished piece. In this example I will use Z Pox finishing resin for the lamination. I like epoxy instead of polyester resin because you have a lot of working time. Typically I weigh the fiberglass and mix a batch of epoxy that weighs about 10% more. A good glass / resin ratio is 1:1. Any higher and you are putting on more than necessary (weight) or you have too much left over (\$\$). I drizzle a bit on the glass and use a playing card as a squeegee to spread the resin.



## Step 6

I now lay the second layer of cloth over the first and

(Continued on page 9)



(Continued from page 8)

use the playing card to smooth it and get this layer to absorb some of the wet resin from the first layer. Now drizzle a bit more resin on the part and work it into the cloth. Make sure there are no wrinkles or puddles of resin or other goobers on the surface. This will make finishing easier later.



#### Sources:

Fiberglass materials and supplies. There are many suppliers of these kinds of materials on the internet. Here is one I've used: <http://www.fibreglast.com/>

Polyurethane 2 lb/cu ft foam. This is where I get this material: <http://www.aircraftspruce.com/catalog/cmpages/urethane foam.php>

**Steve Kretschmer**

Ok, you are done for today...go have a beer. The epoxy needs to cure over night. At this point I've got about 2 hours in the project.

Next month we will finish up the part to the point of applying your final paint color.





# Indoor at Ultimate Soccer for February

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





# Kit Build Photos

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





# Skymasters Super Swap

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







# 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](http://www.skymasters.org) AMA web site at [www.modelaircraft.org](http://www.modelaircraft.org)

For more information email: [indoorfly@skymasters.org](mailto:indoorfly@skymasters.org) or call Fred E. at 248-770-3239

# 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 1-3<sup>rd</sup> 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 2<sup>nd</sup> 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)





# 2016 Club Meetings

## SKYMASTERS RC CLUB – LAKE ORION, MI



EOC MTGS = 1<sup>ST</sup> THURSDAY/MONTH

CLUB MTGS = 2<sup>ND</sup>&4<sup>TH</sup> THURSDAY/MONTH

### January 2016

Thursday January 14– Club Meeting Orion Center 6:45 p.m. – Room A – ElectroDynamics – Lithium Power Batteries – Andy Low, Presenter

Thursday January 28– Club Meeting Orion Center 6:45 p.m. – Room A – Battery Safety and Care – Paul Goelz and Joe Rubinstein, Presenters

### February 2016

Thursday February 11– Club Meeting Orion Center 6:45 p.m. – Room A – George & Joe – Warbirds Building Techniques

~~Thursday February 25– Club Meeting Orion Center 6:45 p.m. – Room A – CAD & Kits – Jim Young, Presenter – T & I Models~~  
**Cancelled due to weather**

### March 2016

Thursday March 10– Club Meeting Orion Center 6:45 p.m. – Room A – CAD & Kits – Jim Young, Presenter

Thursday March 24– Club Meeting Orion Center 6:45 p.m. – Room A – In The Bones – Show & Tell

### April 2016

Thursday April 14– Club Meeting ~~Orion Center 6:45 p.m. – Room A~~ – Topic TBA

Thursday April 28– Club Meeting ~~Orion Center 6:45 p.m. – Room A~~ – Topic TBA

**Location Moved to CERC**

**May 2016** – Wednesday May 11– Club Meeting – Scripps Road Flying Field 7:00 p.m. [club meetings shift to Wednesdays at flying field in May]

Wednesday May 18–Student Night & Potluck Dinner begins [*student flight training 5-8 p.m. |potluck* ]

ALWAYS CHECK CLUB WEB SITE FOR THE LATEST INFORMATION AND CHANGES!! THIS INFORMATION SUBJECT TO CHANGE PLEASE REFER TO WEBSITE FOR CURRENT INFORMATION

**Orion Center 1335 Joslyn Road – Lake Orion, MI 48360**



# 2016 CLUB EVENTS

## SKYMASTERS RC CLUB – LAKE ORION, MI



### February 2016

Saturday February 20 – Swap Meet - CERC Building; Lake Orion

### April 2016

Saturday April 30\* – Involvement Day – Bald Mountain, Main Park

### May 2016

Saturday May 14 – Field Opening/Work Day – Scripps Road Flying Field; Lake Orion

Sunday May 22 – Spring Float Fly [Chet Brady] – Bald Mountain Lake; Lake Orion

### June 2016

Wednesday June 1 – Student Flight Training & Potluck begins – Scripps Road Flying Field; Lake Orion

Wednesday June 15 – Fish Fry Dinner & Member Appreciation – Scripps Road Flying Field; Lake Orion

Saturday June 25-26 – Electric & Night Fly In – Scripps Road Flying Field; Lake Orion

### July 2016

Saturday July 16 – Open House - [Recreation 101] with FS helicopter landing – Scripps Road Flying Field; Lake Orion

### August 2016

Sunday August 7 – Warbirds and Scale Fly In - Scripps Road Flying Field; Lake Orion

Sunday August 28 – Corn Roast and Top Gun Flying - Scripps Road Flying Field; Lake Orion

### September 2016

Sat & Sunday September 10-11 – Midwest Regional Float Fly – Island Lake State Park; Brighton

Saturday September 24 – Skymasters Fun Fly - Scripps Road Flying Field; Lake Orion

### November 2016

Tuesday November 1 – Indoor Flying Season Begins – Ultimate Soccer Arenas; Auburn Hills

### December 2016

Thursday December 8 – Christmas Party – Orion Center; Lake Orion

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



*all dates subject to change – PLEASE always consult current information on website: [www.skymasters.org](http://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**

# Reminder from the Membership Director....

## Membership Renewals

For those of you who haven't done so already, it is time for you to renew your Skymasters membership! It is fast, easy and convenient. You can renew online using PayPal, or credit card. If you prefer, you can print a renewal form and send along with a check to the address below. Visit us at [skymasters.org](http://skymasters.org) and go to the "Information" tab, followed by "Join or Renew Membership."

As previously communicated, we have changed our membership renewal policy from a 'calendar year' membership to a '12 month membership' policy, like the AMA has already done. Our bylaws have been updated to reflect this new policy.

### How to Renew your Skymasters Membership

As you have in the past, you have the option of renewing your Skymasters membership online at [www.skymasters.org](http://www.skymasters.org) (go to the "information" tab, or click "renew membership" in the upper left corner of the home page) using PayPal or credit card, or you can fill out & send an application (available to print from website or hard copy available from Membership Director) and personal check by mail, to the Membership Director.

### Skymasters Membership Fees

We are holding steady with keeping the same membership fee schedule as we have for the past several years.

- Regular membership fee for members over 19 years of age is \$70.00, with an additional \$30.00 initiation fee in the first year of membership for new members.

Members up until age 19 are FREE and initiation fee is waived. (Note: AMA membership is also FREE up until age 19 with AMA magazine optional)

### Skymasters Membership Cards

We are now encouraging Skymasters members to use the new self-service feature of printing their own membership card, through the Skymasters website.

To print your own card after renewal, simply go to Members>Skymasters Member Information>My Membership Card. Once there, you can view / print your card.

For those who would still prefer to have a card sent to them, or simply don't have the capability to print their own, a membership card can still be sent to you. By mid-February, I will determine which members have renewed online and have not printed their own card, and send them one. Also, anyone who renews by mail will automatically be sent a card once your membership has been processed, with mail-out beginning in mid-February.

### Welcome Your Friends & Family to our Meetings, Flying Field and Events!

Invite your friends, family members, neighbors, work acquaintances or anyone of any age to our beautiful Bald Mountain State Park flying field, or to the Ultimate Soccer sessions in the winter months to see all types and sizes of radio-controlled model aircraft in action! Also, our bi-monthly meetings at the Orion Center (September- April) are a great way to meet and connect with members, learn new things from a variety of guest speakers, and see many interesting member projects.

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

Blue Skies,

Jim Satawa

Skymasters Membership Director

539 N. Broadway St.

Lake Orion, MI 48362

586.719.2437

[membership@skymasters.org](mailto:membership@skymasters.org)

**Join or renew AMA & Skymasters:**

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



# 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



## March Skymasters Meetings

Thursday, March 10th  
and

Thursday, March 24th  
6:30PM

at the CERC Center, 455 E. Scripps Rd.  
(East of M24), Lake Orion, MI

Note temporary new location due to flood damage  
at the Orion Center

## 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)

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

# March 2016

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1 Indoor Flying 10AM-1PM Ultimate Soccer	2	3 Indoor Flying, 9AM-3PM Premier Sports Center, Shelby Twp Indoor Flying, 12PM-2PM Legacy Center, Brighton	4	5
6 Detroit Aero Mod- elers Swap 9AM VFW Hall, Westland	7 Skymasters Breakfast 9AM Red Olive, Rochester Kit Build 6:30PM CERC Center	8 Indoor Flying 10AM-1PM Ultimate Soccer	9	10 Indoor Flying, 9AM-3PM Premier Sports Center, Shelby Twp Indoor Flying, 12PM-2PM Legacy Center, Brighton Skymasters Meeting, 6:45PM CERC Center	11	12 RCCD Model Aircraft Show 10AM Gibraltar Trade Center, Mt. Clemens
13 Flint Aces Swap 9AM Lake Fen- ton HS	14 Kit Build 6:30PM CERC Center	15 Indoor Flying 10AM-1PM Ultimate Soccer	16	17 Indoor Flying, 9AM-3PM Premier Sports Center, Shelby Twp Indoor Flying, 12PM-2PM Legacy Center, Brighton	18	19
20	21 Skymasters Breakfast 9AM Red Olive, Rochester Kit Build 6:30PM CERC Center	22 Indoor Flying 10AM-1PM Ultimate Soccer	23	24 Indoor Flying, 9AM-3PM Premier Sports Center, Shelby Twp Indoor Flying, 12PM-2PM Legacy Center, Brighton Skymasters Meeting, 6:45PM CERC Center	25	26
27	28 Kit Build 6:30PM CERC Center	29 Indoor Flying 10AM-1PM Ultimate Soccer	30	31 Indoor Flying, 9AM-3PM Premier Sports Center, Shelby Twp Indoor Flying, 12PM-2PM Legacy Center, Brighton		



# 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.

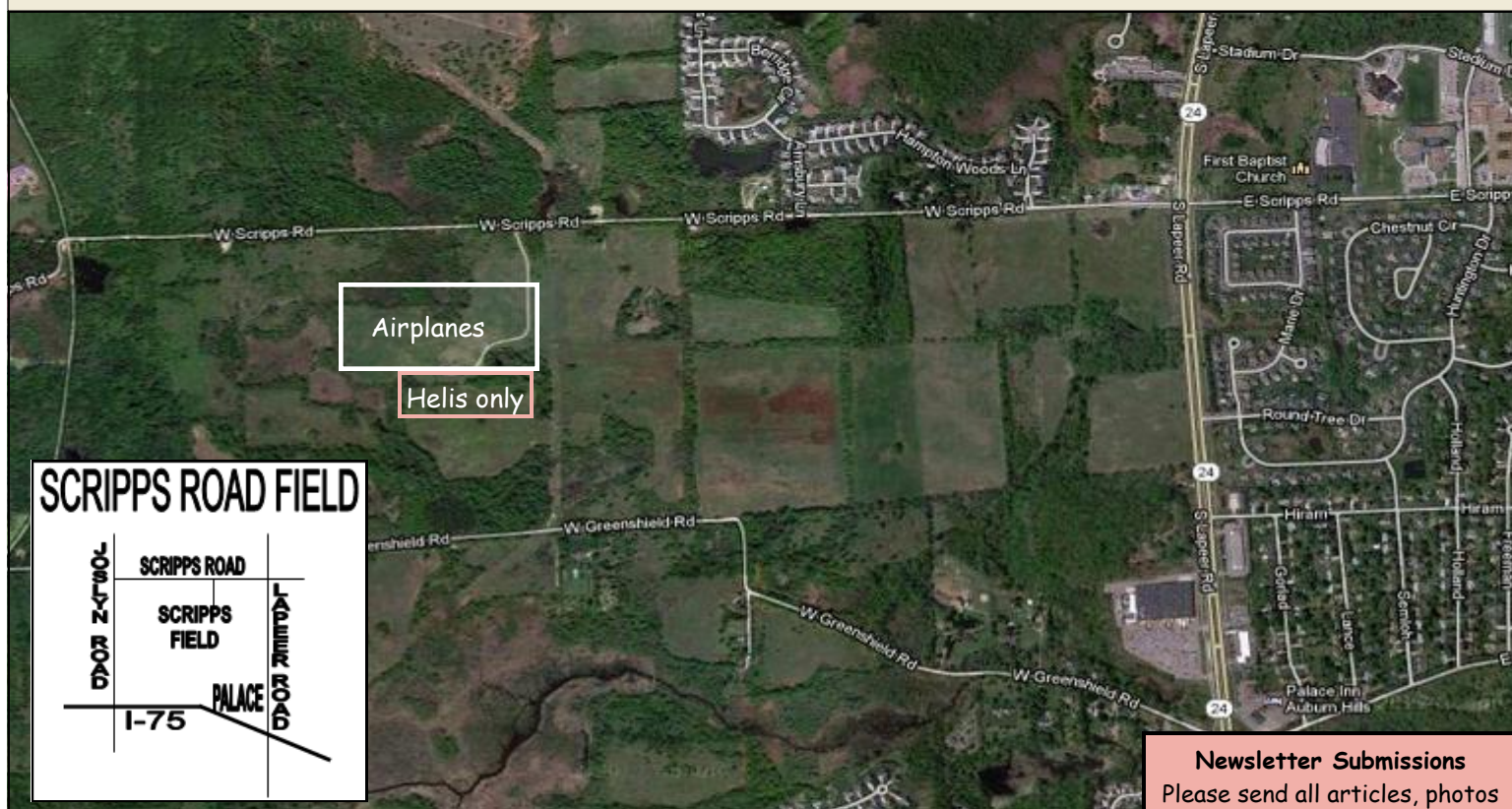
## Wednesday 5PM to 8PM is also Student Night (through August)

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!



## 2016 Club Officers & Appointees...

President:	Bob Chapdelaine	Lake Orion	<a href="mailto:president@skymasters.org">president@skymasters.org</a>
Vice Pres.:	John Billinger	Troy	<a href="mailto:vicepresident@skymasters.org">vicepresident@skymasters.org</a>
Secretary:	Pete Foss	Oxford	<a href="mailto:secretary@skymasters.org">secretary@skymasters.org</a>
Treasurer:	Phil Saunders	Rochester Hills	<a href="mailto:treasurer@skymasters.org">treasurer@skymasters.org</a>
Editor:	Paul Goelz	Rochester Hills	<a href="mailto:newsletter@skymasters.org">newsletter@skymasters.org</a>
Membership:	Jim Satawa	Lake Orion	<a href="mailto:membership@skymasters.org">membership@skymasters.org</a>
CFI	Ken Gutelius	Lake Orion	<a href="mailto:cfi@skymasters.org">cfi@skymasters.org</a>
EOC at large	Jim Satawa	Lake Orion	<a href="mailto:at.large2@skymasters.org">at.large2@skymasters.org</a>
EOC at large	Jon Grigsby	Ortonville	<a href="mailto:at.large3@skymasters.org">at.large3@skymasters.org</a>
EOC at large	Paul Goelz	Rochester Hills	<a href="mailto:at.large1@skymasters.org">at.large1@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)