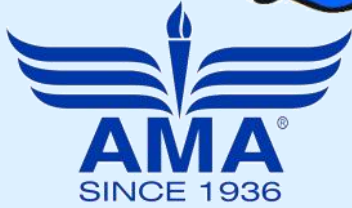


May

Skywriter

2016



**SKYMASTERS RADIO CONTROL CLUB
OF MICHIGAN**

AMA Chartered Club #970
23 Year Gold Leader Club

www.skymasters.org



In this issue

President's Message.....	1
Help Wanted.....	5
Some Assembly Required..	6
Propwash.....	9
Lighting article.....	11
Indoor photos.....	13
Navy Carrier entries....	14
BMID.....	15
Hobbico Visit.....	16
Kit Build photos.....	17
Pontiac Airport tower....	18
Event Flyers & announcements.....	19-23
News.....	24
Calendar.....	25



From the President...



VISITORS WELCOME - GREAT SUMMER AIR SHOWS - COME FLY WITH US!

We have the best members in our club! I know many of you realize that, but, I just want you to know that the best part of being President of Skymasters isn't the great pay, the endless hours of meetings, phone calls, writing these messages, planning the calendar, getting speakers for meetings, day after day, working to keep all the integral parts of this club running smoothly, the best part is the great people. Honestly and all kidding aside, I cannot tell you how much I appreciate you. I am very excited about our new members and cannot wait to meet them.

(Continued on page 2)

(Continued from page 1)

We recently purchased a new finish mower for the tractor that mows the flying field and you'd be amazed at all the people involved. I want to thank Bill Stark and Steve Fredericks for help in finding and advising the board and me in making the right choice for our situation. Marv Middleton transported the tractor to the field last week and worked with Dan Stolz, who mows our field, to get the new mower ready. Dan works very hard to keep our flying field in great shape and the new mower works very well. It got put to the test this past week as the first mowing of the season, Dan had to rake (by hand) most of the runway and field because the grass was so thick and tall. Thanks Joy Stolz for the extra help too!



Thanks for the group that came together for planning of the **2016 Midwest Regional Float Fly** last week. We're looking at having a spectacular event again this year and even though September seems a long way off there is a lot of things to do to ensure that our clubs' premier event is better than ever. For now, mark your calendar for September 10-11. I am expecting each Skymaster to contribute in some way to the MWRFF this year.

Thanks to all the members who showed up this past Saturday for the Bald Mountain Involvement Day. Adam, the Park Manager told me that we saved him two weekends of his staff working to complete the work we did in a couple of hours. We were able to put together a couple dozen picnic tables. Great job everyone! It is also so very wonderful to see new members of our club already participating in our work days! That's what it's all about!

Our **field opening work day** is coming up very soon! Saturday May 14 beginning at 9:00 a.m. and Vice President, John Billinger has a HUGE list of projects that we need to complete that day. He's going to be sending an email to the club with more specifics but, I know we need brush cleared along the driveway, a crew will be working on adding to the solar system, we have some dirt to move, raking, edging, cleaning, and painting.

This event seems to sneak up on me and others each year as it happens so early in the spring, but, it is always a great day of flying off water! The **SPRING FLOAT FLY - SKYMASTERS CHET BRADY FLOAT FLY - SUNDAY MAY 15, 9:00 A.M.** Just weeks away is this awesome annual float fly tradition for Skymasters and open to the public. Get your float plane ready or just come to watch. Join us at Trout Lake, the "other side" of M-24, Bald Mountain Park at the main beach for the spring float fly.

There is also weekly float flying each Wednesday available at Addison Oaks.

Sometimes words don't seem enough to express appreciation, but, I want to, thank Fred Engelman. Fred truly is an integral part of this club and I appreciate all he does to help everything run smoothly. He maintains the website calendar and does a lot of the behind the scenes things that keeps things running. Personally, I appreciate his help to the President and the EOC to advise and help out. Fred also is the Event Director for **Indoor Flying** and I want to thank him for running another successful indoor flying season for Skymasters. This is the ninth year and we are even having some "overtime" sessions in cooperation with Ultimate Soccer Arenas. Indoor has found its groove with the three hours of flying time and the amount of sessions.

Wednesday May 18 is the big day. The Detroit Tigers have their opening day and we do have a field opening party, but, this is the day our **Student Training Wednesdays'** begin and our weekly potluck at the flying field begin. Our instructors are getting their red instructor shirts out of the closet and preparing for our student and new pilot training that takes place each Wednesday throughout the summer. Don't forget to bring a dish to pass on Wednesday and the grill fires up at approximately 5:30 p.m. and you can, or, Greg and Pete will grill to order your own meat you bring for yourself or to share with others. Thanks for everyone who pitches in and brings the condiments and does all the little things that makes our weekly potlucks a great Skymasters Family Tradition! May 18, we'll also be

(Continued on page 3)

Front Cover:

Another absolutely stunning work of art from Steve Kretschmer.... This is a beautiful (and so far un-flown) Bell P-39 Airacobra.

Paul Goelz photo

(Continued from page 2)

holding a Ribbon Cutting at the field with the Orion Chamber of Commerce recognizing the 40+ years of Skymasters being a great part of the Orion area. Yes, we are planning to begin a few weeks early again this year, as we typically begin after memorial day. We are doing this for several reasons, some being the amount of new students we have and the good weather.

Now a bit of Politics... sadly, the Federal Government intrusion into our hobby is going through more hurdles. I applaud those members who have been active in speaking out and writing our Senators and Congressmen about this. The AMA website is an excellent resource for material to keep up-to-date on the latest developments and concrete action steps we can take to have the most impact. Please take some time and familiarize yourself with this very important information. Your voice is important and we are always looking for ways we as a club and organization can do our part in making our voice heard on these issues that can have such an impact on our beloved hobby. Please DO SOMETHING! If you haven't already, or even if you already have, please continue to do so. Write again and again. I welcome any club member who would like to organize some letter writing campaigns when it is best timed at the next opportunity. Many of our members just need the help to write that letter and would happily sign it and affix their name to support these efforts.

From the AMA website on Government Relations:

...the Senate did not incorporate some of AMA's suggestions into the final version of the Senate bill. AMA is disappointed with several of the provisions that passed the Senate, which could undermine our community's model aircraft activity and detract from the creativity, innovation and enjoyment of the hobby.

One of the provisions would require all UAS, including model aircraft, to meet new FAA design and production standards and impose unnecessary regulation on hobbyists who often build their own models at home. This legislation also puts new requirements on model aircraft operations within 5 miles of airports, potentially jeopardizing hundreds of existing flying sites that have operated safely and harmoniously within our communities for decades. And finally, the bill creates an unnecessary and unsubstantiated requirement for AMA members ages 13 and above to take an online FAA safety test and carry proof of passing the test when flying.

While the Senate bill is disappointing, know that we still have opportunities to shape the final legislation and we'll need your continued help and support to achieve the best possible outcome for our hobby. The more favorable House version of the FAA reauthorization bill still needs to go to a floor vote. This bill provides a clear definition of a community-based organization (CBO) and tasks the FAA with developing a process for recognizing qualifying CBOs, ...

So please take some time and go to the AMA site [<http://www.modelaircraft.org/aboutama/gov.aspx>] and read up on the current legislation, its status and what we can do. I hope to have an informational session later this summer and have already been working on some very informative meeting presenters for this fall in this same vein.

Nearly all of our existing membership have renewed their Skymasters Membership. Thank you. I know it has been sometimes confusing with the changes and I can tell you that our Membership Director Jim Satawa and the EOC has been working hard to do what is best for the club and keep things simple and effective. That doesn't mean that we've gotten it all worked out yet, but we are always making progress. I appreciate your understanding and patience as we hammer out the details and implement the changes.

I will mention again here ONE MORE TIME for those *more stubborn* among us or resistant to change or so arrogant they think everyone knows them or should know them... (or whatever reason one would give for refusing to wear a simple nametag/membership card).

(Continued on page 4)

(Continued from page 3)

It is NOW MANDATORY that you have VISIBLE, present, your membership card when you are flying at our field. It is preferable that you wear it (in one of the club provided clip on holders), on your shirt, cap, belt, or least preferred your transmitter. Some place where everyone can see it and read your name, please. We are actually talking about removing most of the frequency pins and replacing with a very small or the winter board that takes up less space, so even if you're flying 72 MHz, please also wear your card as everyone else. For those who want a nice laminated membership card for their wallet every member has the ability to PRINT their own membership card and they can laminate it themselves. You can have one card for your shirt, one laminated in your wallet and one to keep in your flight box.



It is also MANDATORY that you sign in when you arrive at the field. This is part of our lease with the state. So please continue to remind one another nicely and sign each other in when someone forgets. If we keep gently reminding one another we will soon all get into this habit. Sign in, wear your membership card and all will be good in the world. I have also heard that when you follow these simple rules you are 91.243% less likely to have an unintended landing during flight.

Looking ahead... we've got a great summer ahead. I've just gotten word that we WILL have the full scale UH-60 Blackhawk for our Open House on Saturday July 16 as well as several other exciting surprises. Mark your calendar! Keep checking the club web site and get the whole family involved this summer! We're looking at some summer build sessions at the field and possibly elsewhere. Tailgate swaps at the field, float flying and lots more! Can you feel the excitement! It is another beautiful day at Skymasters!

Bob Chapdelaine

President, Skymasters RC



Bob, flying his "Mean Machine" model rocket in 1978

SKYMASTERS

"We'll Teach You To Fly"

At Scripps Field

Located: 1 Mile West of Lapeer Rd. – M24

In the *Bald Mountain Recreation Area

*Park Passport Required

Wednesday - Dedicated Student Night 6 - 8pm

Come Check Us Out

Visitors Welcomed

www.skymasters.org



Help Wanted:

Skymasters RC Club of Lake Orion is looking for people to fill several positions. Some long term some short term. Open positions available are:

Staff Photographer: work with Webmaster and Newsletter Editor to photograph club meetings and events and submit for publication and upload to the club website archive.

Staff Writer: need individuals who attend the many various Skymasters events, and document the event by writing an article for the club Newsletter the Skywriter. Writers don't need to attend everything and are welcome to contribute by writing some general interest articles also.

PR/Promotions: looking for Skymasters to help on promoting our upcoming summer events in various ways, such as distributing flyers and brochures in Lake Orion and surrounding communities. Looking for a few Skymasters who would sit at a table with a couple of display aircraft and give out brochures etc. (like outside of Kroger in Lake Orion etc.) a few days this summer.

Grill Chef: we are always looking for help to perform one of the most important tasks of our club... keep us well fed. Our Chief Cook, Bill Dezur is on sabbatical for some of our events this year we are looking to fill some key positions for some of our big events. Shift work available and you can eat for free. We will need help at our Sunday May 15 float fly and Wednesday June 15 fish fry as well as many other infrequent opportunities. Your help is appreciated.

Sanitation Engineer: keeping our flying field looking nice involves everyone's hard work constantly picking up around the field. We need someone or several people who will just take it upon themselves to just sweep the cement area under the pavilion as often as possible. Along with this task and also asked of all members is to take home the trash from the trash bins at least once per year. Anyone who is able to do this we are grateful to. Seems like a simple thing except when you show up at the field the morning of an event and both trash cans are overflowing. We need your help to keep the trash flowing! We have several places we can dump the bags of trash, locally, the problem is transporting them from the field to those dumpsters. Not all of us have trucks that can easily do this. Please do not try to take the trash home in your car or SUV even if you double bag it because it will leak.



Watch for more Job Postings in the Skywriter



This month and next month we will look at several techniques for applying simulated flush rivets to our mod-

el. See the picture and all will be clear.

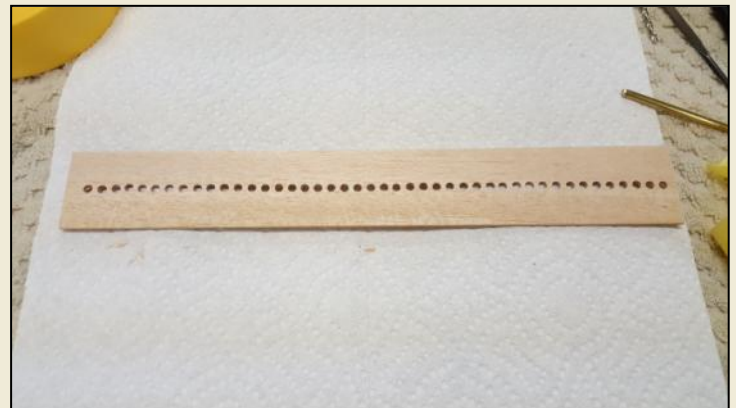
els. Rivet detail can make any model look amazing whether it is a scale model or a sport model. Rivets add a level of realism more than any other surface detail that you may apply. In the first method we will mask and paint them on. No, we are not going to mask each individual rivet. Stick with me on this, it's not hard to do.

What we're going to do is drill holes in a strip of masking tape and apply the tape where we want our row of rivets. We'll then paint over the holes in the tape. When the paint is dry and the tape is removed there will be a row of paint circles with a slightly raised edge around each "rivet". From a couple of feet away the rivets have a pretty realistic look. To make the drilled tape mask we can't use a regular drill bit. A normal drill will make a useless ragged hole so we're going to make a special drill out of a piece of brass tubing you can get at the hobby shop. Select a piece of tubing whose diameter is the size of the rivet you want. There is probably a limit on how small you can go. The smallest "drill" I've made is 3/32". If you really really need to go smaller the 3rd method I'll show you can get you down to about 1/32", maybe a bit smaller. In truth, a 3/32" rivet is too large to be true scale on our size models but even the scale builders often go larger than true scale. The tube will act as a hollow drill. But we can't use a plain piece of tubing, it will make a lousy hole, so we will sharpen it with a bevel on the outside. Make your tube about 2" long. Next, chuck it up in your electric drill being careful to not crush it. Start the drill and using a fine file put a bevel about 1/16" long. The bevel should leave a sharp edge on the inside diameter. It's important to use your hobby knife with a #11 blade to remove any burr on the inside edge. The sharpened tube will now be able to cut a nice clean hole in the tape mask we are going to make. But there is a problem here. All of the tape "doughnut" holes will collect on the inside of the tube and it will clog up. So we need to provide an area for the slugs to escape. I use a cut off wheel in my Dremel tool to make an opening about 1/8" long starting just beyond the sharpened bevel on the end. Use a small file and a drill bit to remove any burrs in the slot. The slot must go a little more than 1/2 way through the tube or the slugs will not



Hollow drill bit

The next thing we need to do is make a drill template to act as a guide when we drill the tape mask. Take a piece of 1/32" birch plywood from the hobby shop and cut a piece 1-1/2" wide and 12" long. Draw a center line the long way. Now mark the centerline every 1/4" (or whatever you want the rivet spacing to be). Now use a brad point drill the same diameter as your tubular drill and carefully drill all of the holes in the 1/32" plywood strip. A conventional drill bit can be used but it is harder to drill accurately.



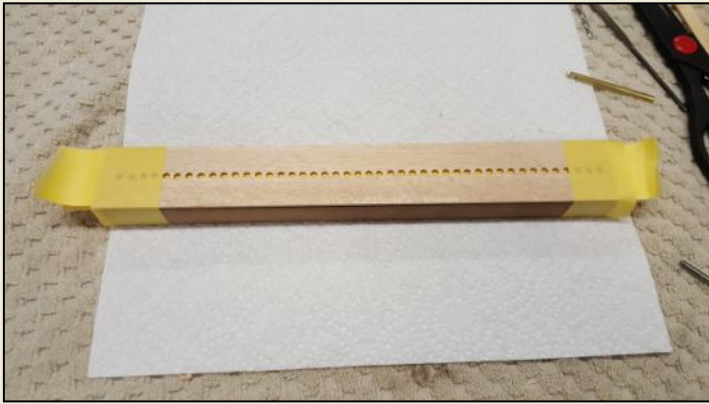
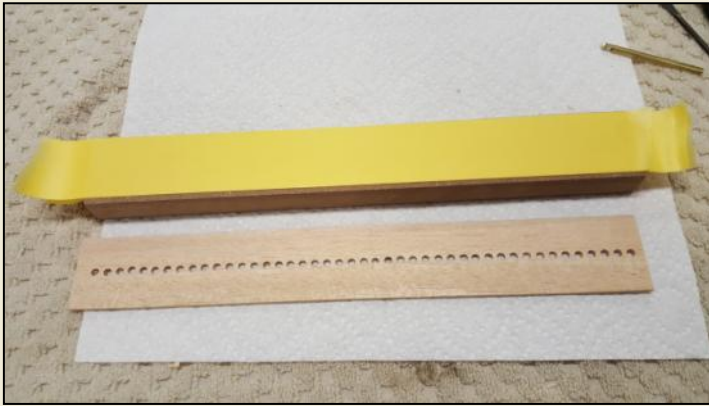
Drill guide

It's time to make the masks. We will need a piece of wood 1-1/2" wide and 12" long. A piece of 1x2 from home depot will work great. You don't want any knots in your 12" piece as the knot can damage your tube drill. Using 1-1/2" wide masking tape (I like Delicate Surface Frog Tape that I get at Home Depot) lay down 6 layers of tape on the 1X2 piece of wood and then tape your drill guide on top of the 6 layers of tape. Put your tube drill in your hand drill and drill through the 6 layers of tape using the guide to steady the drill. Use a light touch

(Continued on page 7)

(Continued from page 6)

here. You will have a stack of tape slugs come out of the slot in the tube drill every 4 or 5 holes or so. If the slugs do not come out check to make sure that your slot is at least half way through the tube drill.



Tape and drill guide

Note the ejected tape slugs

On your model lightly mark the center line of where you want to put the row of rivets with a pencil. Now peel off one layer of tape from your block and align the drilled holes with the marked centerline and lightly press in place. Take a teaspoon and using the back side burnish the tape down on the surface just along the rivet line. If you don't do this you can get paint bleeding under the tape and spoil the effect. Now, using a 1/2" artists brush apply your rivet paint along the rivet line brushing in both directions. It is not necessary to apply a heavy layer of paint. When the paint is dry to the touch, peel off the tape and look at your handiwork. Save the strip of tape. You should be able to use it a couple of times. Keep going until all your rivets are done. Once you have the tube drill and template made, the process goes pretty fast.

Keep in mind that you can apply the rivets under your finish colors or on top. If you apply under the final fin-

ish they are more subtle. You can also apply on your film covered model. You can use a rivet color that matches the film cover or you can use clear. If you are into foamies I have no experience to share. I do know that some types of foam like EPO have paint adhesion issues and the making tape may lift the paint. If you are going to sand all the round molding marks off of the foam and repaint then you'll probably be ok. Experiment first.



Burnish the tape along the rivet line Apply your rivet color with a brush

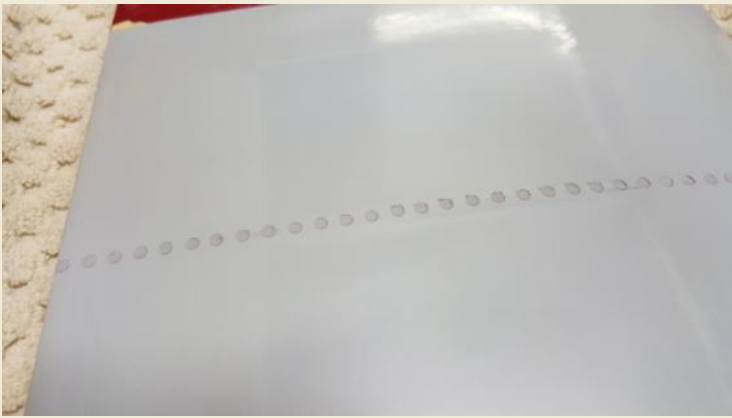
Voila

Important tip: When working on any finishing on your plane it is extremely valuable to have a practice surface to try out your techniques and materials. I have an old wing that I re-cover with film or fabric for each new project and use it to test my technique and paints. If you have a material or paint compatibility problem it is good to find out before you screw up your model. When you are absolutely certain about what you are doing on your test piece, proceed to your model. NEVER switch paint brands or paint types without testing first....Never.

(Continued on page 8)

(Continued from page 7)

Next month I'll cover another technique that involves



burning the rivet detail into your painted surface.

Steve



Propwash

By

Joe Finkelstine

May 2016



"Works For Me"

If you look at our field on a given sunny day with many pilots enjoying the weather, you undoubtedly will see many different style planes and approaches to flying. We have tiny foam airplanes barely big enough to outrun the wind all the way up to a few big 40% twin gas aerobats.

There is often an underlying feeling with those new to the hobby that there is an expected progression from trainer to 2nd plane to aerobat, or to a scale endeavor all the while moving up to bigger and more complex airframes. I would like to challenge that train of thought this month.

The manufacturers supplying our hobby help you buy into the notion that as you gain experience, you should mark your progress with more and more complex (and expensive) setups - it certainly is in their interests for you to take this path and that is OK - we need these manufacturers to sell their product to us so they can stay around to bring us new stuff and service the stuff we already own - This is not a rail against our suppliers or overt consumption here - rather a suggestion that there are many paths in this hobby, not all lead to a big expensive setup.

As a beginner, it is often a bit intoxicating to see one of the larger aerobats, war bird, or other scale plane fly by. It is easy to see yourself flying such a craft and view the trainer or near trainer you have with a bit of a sigh and hope that your skills will one day be up to these magnificent flying machines. This intoxication may become addictive and you find yourself marching along the line of "upgrading" your fleet as you move towards the ultimate goal. I have seen the leap many times, and am guilty of it myself early in my learning path. My second airplane was way too much for me and did not last long. I think the hole in the ground I made over 20 years ago at the field is still present (probably still smoking). Patience is not a virtue of mine and I see I am not alone in this regard for "moving up"

I have also seen a newer behavior emerge the last few years at the field. The advent of ARF's and simple foamies have won over many a new pilot and I am observing several in the club who have stayed at a comfortable (for them) level apparently ignoring the memo about moving up. These pilots have been in the club over 3-4 years and they still fly the same aircraft for many years. These pilots are happy to shoot around the pattern and repair and replace parts as necessary, which is not often.

The planes they often fly are easy to get ready into the air, are usually very reasonably priced and very convenient to throw in the car and go flying at a moment's notice. It is easy to see the allure of this -

Some older flyers in the club sometimes view this with a bit of suspicion with rumblings about how ARF's and foamies are killing the hobby, but I take the viewpoint they are actually saving the hobby to a great extent. The barrier to getting up in the air is significantly lower for new pilots today than when I learned 20+ years ago. I had to build a kit and learn building techniques and glow engine techniques right out of the gate. I had well over 50 hours invested in this hobby before I even started my new motor for the first time. While that was good for me, it is not good for many others, especially today.

To argue that someone new has to go through the same slog we older members did to fly is not only a bit of shallow thinking, I think it does an injustice to our new fellow pilots and especially those who visit the field and are wondering if this hobby is for them.

As I have evolved my building and flying skills, I have learned that I like tinkering and building as well as flying. Others are more interested in flying and do not have a strong magnetism towards tinkering with their fleet. Both approaches are good for this hobby. I have also flown and built enough planes that I can say I finally know what I like to fly and how I like to fly it.

For those of you new to this club and flying, you need not pursue the path I or any other experienced member took.

(Continued on page 10)

(Continued from page 9)

It is more than OK if you just want to own 1 small foamy plane and just keep flying it when you can during your busy life. That is as valid as my path of involvement as well.

I wish all a great flying season ahead - this will be my last column until the fall as many of you know I shut down my column until summer flying is over in the fall - it already looks like a great year ahead!

Joe Finkelstine



President's MAD

SkyMasters Members



2016 Meeting Attendance Drawing

From Hobbico



Tactic TTX850 Transmitter

Drawing May 11th 7:15PM at the field!!!

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*

Extreme Flight Extra 300 with AuroraRC Andromeda lighting By Mike Dobies

Airframe: Extreme Flight Extra 300 78"

Motor: Hacker A60-7s

ESC: Jeti MasterMezon 115 opto

Servos: Hitec 7955's

Rx: Spektrum AR9110

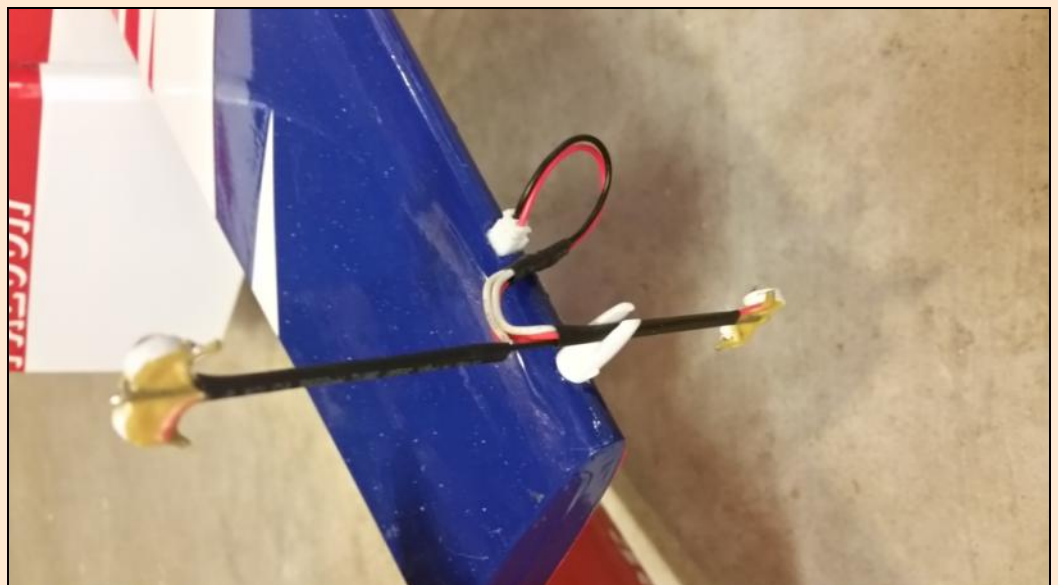
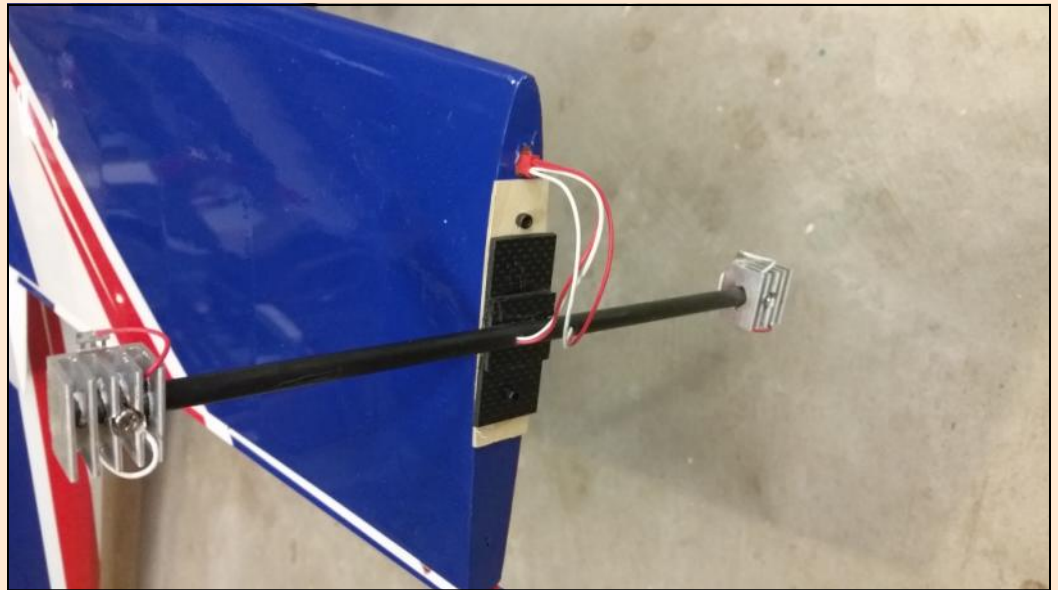
Prop: Falcon 22x10

Power: 10 cells

Rx Power: 2s 1000mah x2

Lights: AuroraRC Andromeda

On the main LED driver I labeled each output to make sure I didn't plug anything in wrong. W for wings, T for tail, and B for battery. If you plug the tail driver into the wing plugs you'll fry it so you need to be pretty careful and aware. I also cut an extra hole in the fuse covering, in front of the wing tube, because of the where the wire ended up exiting the wing (see picture). I created a small L shape out of base and glued it into the fuse, so I could lock the covering down and hide the opening under the wings profile. The system can be powered by 3-4s batteries and they recommend at least a 3s 1100mah pack for this system getting you approximately 15 mins of run time before needing to change packs. A user on RcGroups and a team pilot for Extreme Flight told me that the easiest way to power the system is by tapping into 4 of the cells on the flight pack. He claims that it doesn't unbalance the pack, so I will give it a shot and make an assessment myself.



(Continued on page 12)

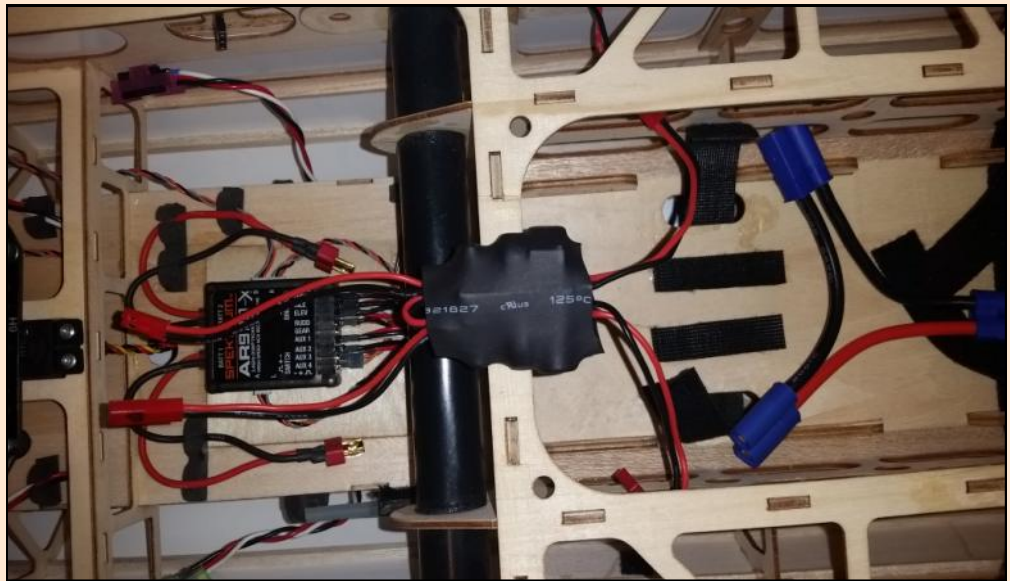
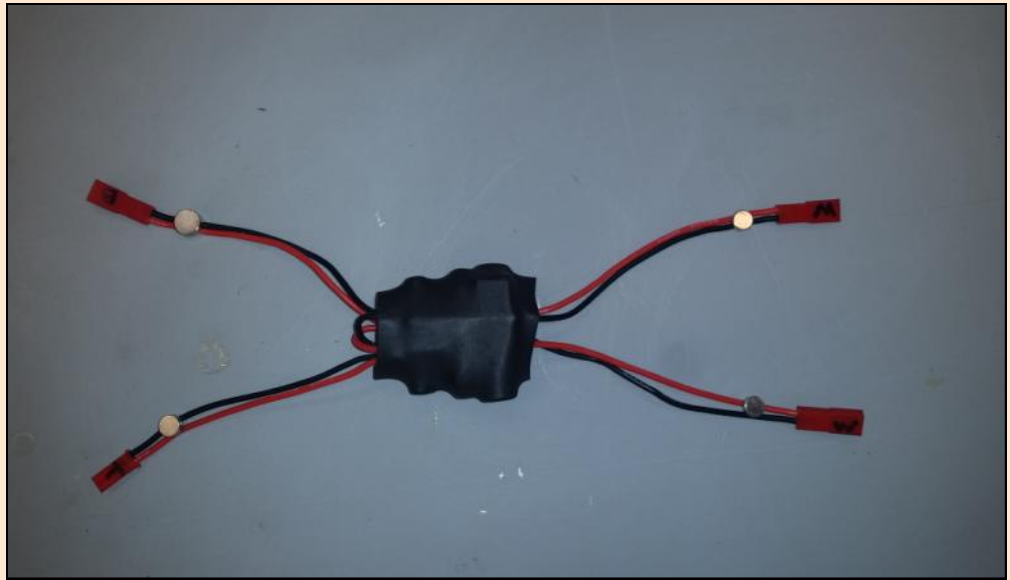
(Continued from page 11)

Wings: This was a challenging part, there wasn't a straight or direct path to the tips of the wings. I decided to take a 48" piece of carbon and sharpen on end to bore small hole in a few ribs that were obstructing the path. There was already a hole precut under the covering at the tips of the wings, but unfortunately it was about 3/16" off of the path that the carbon rod took. I used the carbon again to bore a hole at the tip and surprisingly it made a perfect hole for the connector. I glued the plug into the hole I created and mounted it flush so I can use the side force generators. For mounting the LED assembly to the wing I used the included SFG spacer, from Extreme Flight, to trace its outline on 1/16" plywood. I proceeded to glue the cut outline to the LED assembly which allows me to mount the LED assembly to the current SFG treaded inserts pre-installed in the wing.

Elevator: This was tricky as well, there is a rib in the center of the elevator stabs that made getting the wire through tricky. I used thin music wire and threaded it through the hole I had to drill for the tail wires and used a thicker piece of music wire with a neodymium magnet on the end, to fish it through the other side. The manual says to solder the tail wires together, but I put male servo ends on each side so I can remove the stabs for transporting. I decided to solder a servo Y-connector on the wire coming from the LED driver to make transportation easier.

I'd say it was about a solid 6 hours from start to finish, but it will be totally worth it!

Mike Dobies



Last Indoor session at Ultimate until fall

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



Navy Carrier build contest

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



The annual Flightline Hobby / Skymasters RC Navy Design contest was held in the cafeteria at the CERC Center. The weather was really bad during the day with snow and freezing rain. But conditions improved with things changing to rain. I think this kept the spectator turnout down a little but we still had a nice crew. Everyone seemed to have a good time and there was a lot of sharing of ideas and skills. Each contestant had a few minutes to explain their model to the crowd. The prize categories were:

Fit and finish Prizes 1st-3rd

Creativity and Innovation of design 1st-3rd

Mystery category, Storing the "Big 5" GPS unit 1-3rd

Peoples Choice Winner:

1st place: Steve Kretschmer

2nd place: John Hoover

Overall Winners:

1st: Steve Kretschmer

2nd: John Hoover (Honorary passed prize)

2nd: Scott Taylor

3rd: Barney Bauer

I really enjoyed the event. I know there were more entries that just didn't quite make the deadline. We will have a flying event this summer for the people that entered this contest. Special Thanks to Brian for scoring and Brandon helping with peoples choice and behind the scenes and of course my beautiful wife Tracie with the pizza and food help and preparation. Thanks everybody!!

John Hoover

Owner, Flightline Hobby

2016 Bald Mountain Involvement Day

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



Hobbico Visit

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



Kit Build Progress

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



Pontiac Airport Tower Tour

Recently, about 25 Skymasters plus family were treated to a fascinating tour of the Pontiac Airport tower. In the middle of the tour, Ken Gutelius (who recently got his private pilot license) landed and we got a good look at the plane he flew.

I found it interesting that there are very few technological aids in the tower. There is radar, but the controllers generally rely on their eyes and memory to keep track of planes in their airspace and keep the traffic flow organized.

An interesting bit of trivia we learned that day was that Pontiac Airport (designation KPTK) was Federal Airport number ONE! The very first one.

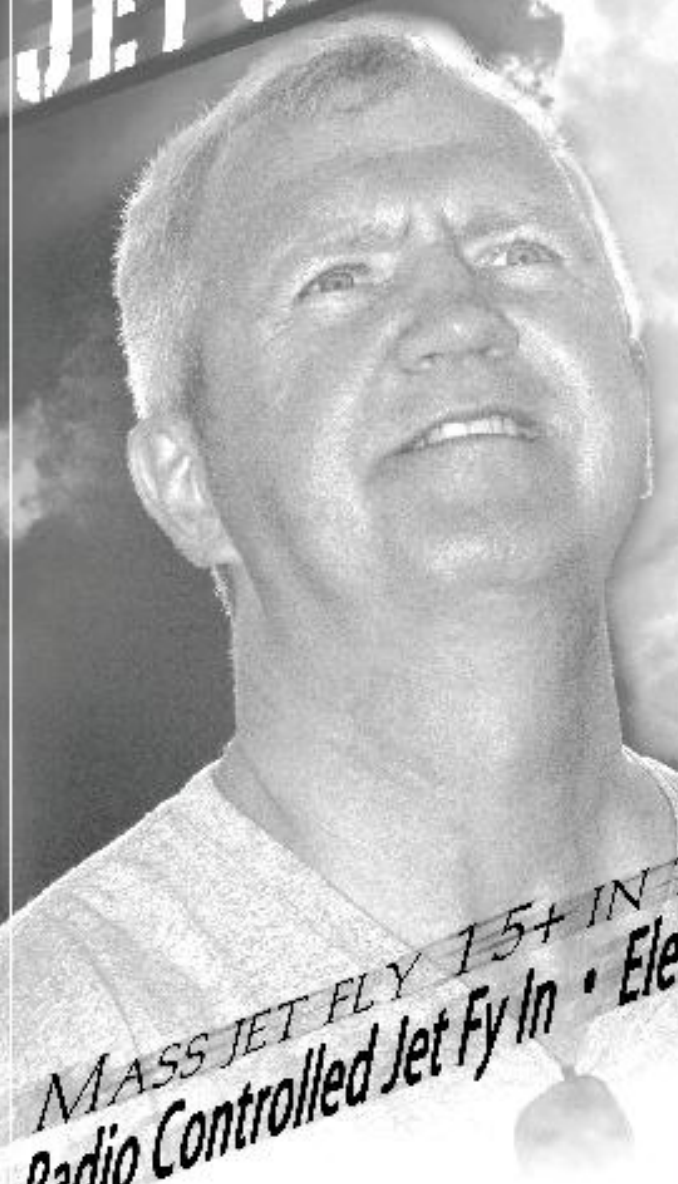
Paul Goelz



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

JOHN'S MAY 22 JET JAMBOREE IV

© PHOTO/DESIGN DENNIE SZABRISTOS



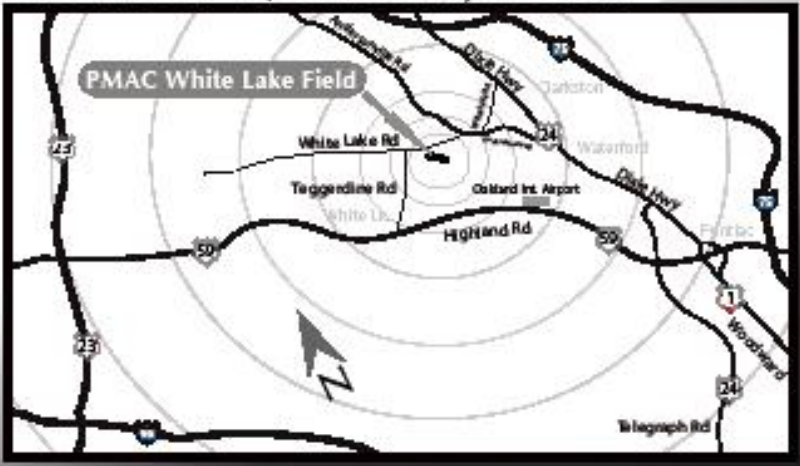
SPEED AND THRILLS!
IN THE AIR AT ONCE

MASS JET FLY 15+ IN THE AIR AT ONCE
Radio Controlled Jet Fly In • Electric Ducted Fan & Prop Jets Welcome



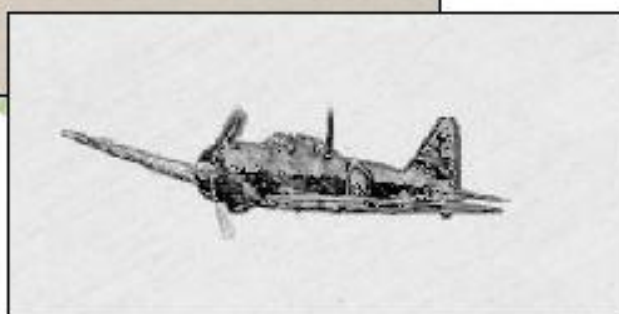
CD: John Hoover
248-814-8359 • aspectav5429@yahoo.com

- PUBLIC WELCOME • FOOD & FUN
- FLYING FROM 3:00pm - 7:00pm
- P.A. ANNOUNCER & MUSIC
- REGISTRATION BEGINS AT 2:30pm
- PILOTS CHOICE AWARDS FOR TOP 3 SPOTS
- AMA REQUIRED FOR PILOTS
- STATE PARK STICKER REQUIRED (daily or yearly)
- AMA SANCTION NUMBER 200



PMAC Warbird Festival

THE PACIFIC THEATER



June 11th, 2016

4 - 9pm

**Wear your
Best Hawaiian shirt !!**

All Warbirds Welcome – WWI, WWII, or Jet Era

No Cost to Fly / Watch – State Park Parking Rules Apply

Food Available – Donation Requested

Field Target Available for Faux Target Runs

Public Welcome – Bring your Cameras !!

CD: J Fialka #16/105
(231) 818-8469
pmacjoe@gmail.com

9480 White Lake Rd
White Lake, MI 48386
www.pmac.us

AMA Required
FAA Certification Required
Pilots Meeting 3:30pm



Darrell Watts Memorial
26th annual
Skymasters RC Club



Midwest Regional Float Fly

save the date
September 10-11, 2016



Join us at Island Lake State Park, Kent Lake in Brighton, Michigan
for the premier Float Fly in the Midwest.

The 2016 MWRFF™ hosted by Skymasters RC Club invites you for a weekend of flying, friendship and fun for the whole family. With the 1000' sandy beach and beautiful Kent Lake the Island Lake State Park offers one of the best float flying venues, overnight RV camping. There will be food and refreshments, pilot prizes, and lots of other exciting surprises.

Go to: www.skymasters.org/MWRFF

and see 25 years of videos & photos and for more information.

You can even register early and save \$5*.

Email: floatfly@skymasters.org for more information.



2016 Club Meetings

SKYMASTERS RC CLUB – LAKE ORION, MI



EOC MTGS = 1ST THURSDAY/MONTH

CLUB MTGS = 2ND&4TH 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 & J 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





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

Indoor flying at Ultimate Soccer has ended for the season.
Tuesday May 3rd was our last 2016 spring session.

Come fly with us in the fall!!

May 2016

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2 Skymasters Breakfast 9AM Red Olive, Rochester	3 Indoor Flying 10AM-1PM Ultimate Soccer (Tentative... see web site for date of the last session)	4 Addison Oaks Float Fly 9AM Addison Oaks	5	6	7 Bald Mountain involvement day 9AM Park office
8	9	10	11 Addison Oaks Float Fly 9AM Addison Oaks	12	13	14 Field work day 8:30AM Scripps field Romeo Elec- tric Fly In 10AM
15 Chet Brady Memorial Float Fly 9AM Trout Lake	16 Skymasters Breakfast 9AM Red Olive, Rochester	17	18 Addison Oaks Float Fly 9AM Addison Oaks Student night and pot luck 3PM (dinner at 6PM) Scripps Field	19	20	21 Watts Over Wetzel 9AM RDDC field
22 Watts Over Wetzel 9AM RDDC field John's Jet Fly 10AM PMAC	23	24	25 Addison Oaks Float Fly 9AM Addison Oaks Student night and pot luck 3PM (dinner at 6PM) Scripps Field	26	27	28
29	30	31				

Skymasters Information...

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

Flying hours:

QUIET ELECTRICS ONLY from 8AM to 10AM and 8PM to 10PM.
The noise limit is 80dBa at ten feet.

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

limits are enforced.

Wednesday evening (through August) is Family Night with flying and a pot luck buffet. Bring something for the grill & a dish to pass.

Wednesday 5PM to 8PM is also Student Night (through August) Meet the instructors and arrange for more instruction time together on other days. Our Chief Flight Instructor is Ken Gutelius, 248-892-2943, cfi@skymasters.org

From June through August, club meetings are held at the field, on the second and fourth Wednesday of the month at 8 PM. A great chance to fly and socialize. **Winter meetings**

(September through May) are held at the Orion Center, 1335 Joslyn, in Lake Orion. Check the calendar here or on the [web site](#) for specifics. Bring a model for Show and Tell, enjoy coffee and donuts and listen to the speaker of the evening.

The Skywriter newsletter is available online at the Skymasters web site and is free to all. It may also be printed from the web site if desired. All contributions are welcome. Please send photos and articles to newsletter@skymasters.org 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	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	Jim Satawa	Lake Orion	at.large2@skymasters.org
EOC at large	Jon Grigsby	Ortonville	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