

official digital newsletter of
Skywriter
AMA Charter Club #970 www.skymasters.org 24 year Gold Leader Club



Skymasters Radio Control Club of Michigan

it's another beautiful day at Skymasters...

October, 2016



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From the President...



So, if you **feel like you missed something** if you didn't make it to the 2016 Midwest Regional Float Fly, **YOU DID**... If you don't then you need to look into what you're missing. It was a fantastic weekend. I myself have had very ambivalent feelings about the event... primarily because of the 45-minute drive, but, **WOW**, how lame I was. I'd drive a lot farther to participate again and I am excited and looking forward to next year. It truly exceeded my best expectations and the quality and caliber of the participants... many from outside our club (thus the mid-west regional...). Preparing over the past year for the weekend I've gotten to hear from a lot of people and came to have an appreciation for

this great club event that I hadn't had. We need to do a better job of promoting this great event right within our own club.

September was a busy month. The float fly the weekend after Labor Day, the Navy Build Flying Contest, congratula-

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tions to John Hoover for winning. Great participation and great build and flying contest.

Speaking of John Hoover, we wish him the best as... **"just plane fun, is just plain relocating"** If you haven't heard **Flightline Hobby** is relocating their store this month to the Shops on Waldon Pond (Approximately 5 miles south west of the current location). This should be a great location for one of our favorite hobby shops and we are truly blessed to have John and Tracie Hoover as our friends and club family. Flightline will have a "grand-re-opening" in a few weeks.

Last Saturday we had our **Fun Fly** and the operative word was FUN. We had a great number of pilots and a blast doing all the fun fly events that John Billinger, Gary Wells and Jim Satawa worked on. Check out the pictures in this edition of the Skywriter.

October is INDOOR month as the **Indoor Flying at Ultimate Soccer Arenas** begins on **Tuesday October 25 10:00 a.m. to 1:00 p.m.** and our monthly club meetings resume and our first one is **Thursday October 27 at 6:45 p.m. at the Orion Center.** We have great guest lined up for part of that meeting and I will get you more information as that time approaches.

Make this the year that you get into **INDOOR FLYING**... it is a great way to spend three-hours every Tuesday and if you get the season pass you can fly for less than five dollars for each session. Online registration is open and registrations are beginning to pour in. If you can only make it a few times you'll spend ten dollars for the three hours which is still a great price **for THE BEST indoor flying ANYWHERE!** This is Skymasters eighth year of offering this great endeavor and I think this year is going to be a record year! Sign up now for Skymasters Indoor Flying each week at Ultimate Soccer Arenas in Auburn Hills just a few miles south of the Palace at Opdyke and South Boulevard.

Glimpsing ahead to November, we have our Club **Officer Elections and Financial Report** coming up on the 2nd Thursday of that month (Thursday November 10, 6:45 p.m. at the Orion Center) and that is our only meeting in November due to Thanksgiving. December we have the club **Christmas Party** at the Orion Center on Thursday December 8, at 6:00 p.m. **We need members to volunteer to coordinate the set up for this event!**

Our EOC meets later this week and a delegation of Skymasters had a meeting a few days ago with a delegation from PMAC and it looks like we will be combining our two club Swap Meets. All preliminary indications are that it will be a win-win situation and possibly really bolster the Swap. More information will be coming if and when the EOC approves the change. We're looking into the possibility of that first weekend in March 2017 at a new location, new to both clubs, that really should work well. I am excited to see how this turns out.

Coming up in two weeks we're going to have our fall **field clean up** and night fly and bonfire. We have a list of things we need to get done at the field. At this time John Billinger (club Vice President) is looking at beginning mid-afternoon so we can work for a few hours and then just flow into the night fly and bonfire. We'll get more information out as that time approaches. Yes, of course, your help is needed. We will have a lot of tasks and many hands make light work. Have the family come out for the night flying and bonfire. We'll have something for dinner (hot dogs etc.) and hopefully someone will bring some s'mores ingredients. Beverages around the campfire AFTER flying is done is always a treat!

Thanks to every one of you who is the reason our club is so great. We have many great people doing great works. I look forward to the changing seasons and having some of our great indoor club meetings and winter events. For some reason I have not gotten enough flying in this summer so I hope the rain and cool weather that has been here for the past week subsides and we still have some glorious sunny fall, flying days at the field. Either way... it is another beautiful day at Skymasters! Take Care!



Bob Chapdelaine, President, Skymasters RC

Front Cover: Greg Cardillo (and camera) in the water at the 2016 Midwest Regional Float Fly. Greg is a many year past president, former MWRFF event director and current webmaster. Thanks Greg!!!!



Instrument Panels

How to make and install an instrument panel

I'm working on an 80" ESM Ju87G Stuka and I want to add some scale detail appropriate for a "sport scale" model. Cockpit details can really set off your model. In this case there is a complete cockpit kit available that takes 2 full body pilot figures. Two issues come to mind for me. First you must structurally gut the center 15" of the fuselage and secondly the weight of the cockpit and pilot figures are not in my mass budget since I'm adding two 21" cannons that weigh 12oz. Total. Adding fuel to the fire to do something is the appearance of the "stock" instrument panel as shown in the picture below.



Fuselage modification

Note that the inside of the fuselage is rough looking. We'll take care of that shortly.

We need to make a template for cutting the panel blank. Without having a cross section of the fuselage at the panel location we must make one. The way I do this is I take a piece of 1/8" diameter solder and hand form it over the outside of the fuselage



Stock instrument panel

The first thing I did was to cut out the old panel and a portion of the fuselage in front of the pilot location to make a false floor and make room for the panel.



Solder wire template

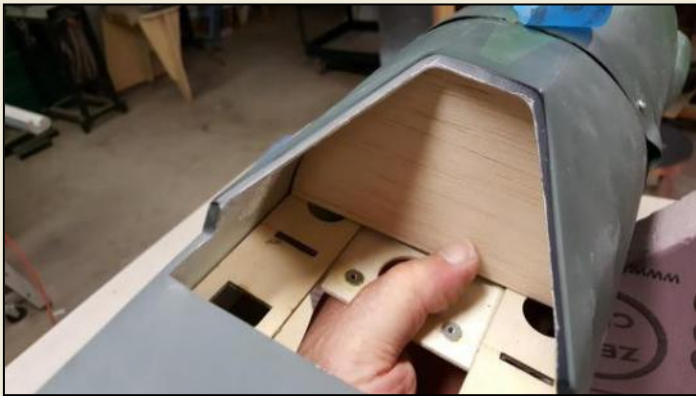
Using the formed solder as a guide I draw the shape on a piece of balsa.

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Now cut out the panel. You will have to do a little sanding of the edges to perfect the fit in the fuselage.



Lightly sand for perfect fit

I now cut a piece of thin (.010") plastic to face the balsa panel and attach with contact cement.

I bought a set of scale instrument faces in my scale and assembled them. They will be installed through holes drilled in the panel. I drill the holes with a piece of sharpened brass tubing to make a nice clean hole. Lay-out the location of the holes to mimic the scale instrument location



Assembling the plastic instruments

Once the instruments are installed in the holes you can glue the trims in place.

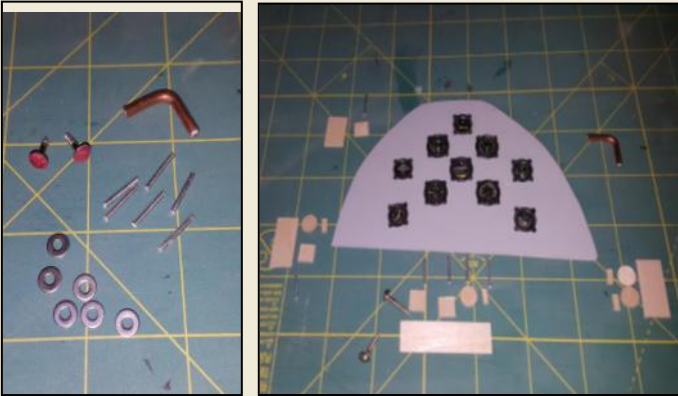


Install the instrument trims

The panel looks a little bare to my eye so I will add some switches, knobs, buttons and raised panels. I make the switch toggles and mounts with small pieces of aluminum wire and #2 flat washers. The knobs are made of 1/16 plywood disks made with a brass tube drill. Just push the round "slug" out of the drill tube. The raised panels are also thin plywood rectangles and squares. The buttons are made from small screws with a dot of CA glue to fill the screwdriver slot.

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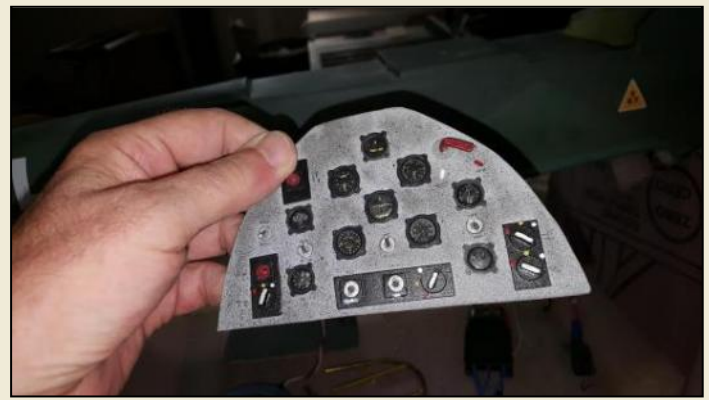
Switch. Knobs and panel parts

Here is everything assembled and painted.



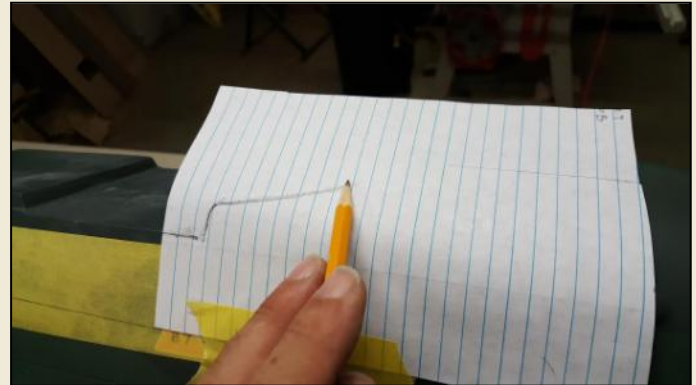
All assembled and painted

At this point, the panel is finished but it looks too pristine for me so I dirtied it up a bit. I did this by dusting a little black paint on it and then I took some "dark earth" paint and did a little dry brushing to discolor the gray base color. To do this I use a small stiff brush. I get a tiny amount of paint on the tip then rub most of the paint off on a piece of white paper. Keep brushing on the paper until it leaves only a hint of paint. Now rub the tip of the brush on the panel to give it an aged dirty look. Go lightly here you can always add more effect but it's really tough to undo it.



Aging the panel

As I mentioned earlier, the fiberglass inside of the fuselage is a little rough so I will cover those surfaces with the same .010 plastic that I used to face the instrument panel. To make a cutting template I taped a piece of paper to the fuselage and used the side of a pencil point to transfer the edges of the fuselage opening.



Fuselage liner template marking

Make a left and right template. They are very likely different. Use the template to cut the plastic sheet to size. Because of the thickness of the fiberglass and other such issues you will have to do some trimming to get a perfect fit. I use very small cuticle scissors and trial and error. Once you have the panel fitting well make some pencil marks to aid in aligning the panel when you glue it in. I used contact cement to glue the panel in place. Be very careful here. Once the contact cement is applied and dry you get one try to install the panel.

Once the panel touches the inside of the fuselage it cannot be re-positioned.....(its contact cement!!)

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(Continued from page 5)

In like fashion I made a false floor out of balsa with the plastic facing. Once the plastic liners and false floor are installed I painted them a flat medium gray color.

The last step is to glue the instrument panel in place. I slipped it in place and glued it from the back side.

Here is the completed project with the pilot bust and seat in place.



Done

This was not a terribly difficult project but it took a lot of time figuring how I was going to do it and making templates and hand fitting the parts. But like all projects like this just look at it as a series of small sub-projects done in sequence. Knock the sub-projects off one at a time and you'll be done before you know it.

The plane I'm doing will be finished as it would have looked in the spring of 1945 on the eastern front. The plane had a spiral paint scheme on the spinner. I've never done one like that. Next month I'll show you how I did this tricky paint job on the spinner.

Steve

Now some practical things at the field

- Always sign in upon arrival – requirement of our lease with state!
- Always wear membership card visible, (especially when flying or in pit area) preferable on shirt or cap – visible so others can see your name etc.
- Don't run up engines for more than 1 or 2 minutes except at test stand or end flight stands.
- Always pull a frequency pin for anything other than 2.4GHz
- Always communicate take offs & landings
- No flying behind the Flight Line
- No solo flying by Students
- Only 5 aircraft in the air at one time – 1 pilot per flight station

Scott Taylor—Megajets

Skymasters member and [president of MegaJets](#)

I started flying in the early 90's after seeing some RC TV show with turbine jets and I said "I want one of those!" I then quickly discovered



how expensive is to own a turbine jet. I still wanted to fly anyway..... I was into cars and boats, so why not? I learned to fly and discovered Steve Shumates designs on the internet. I liked the jets and wanted to go fast. Building a fan fold foamy jet was a relatively cheap way of having a jet. I built all of Steve's designs a few times, at different sizes most of the time, and pretty much everything at parkjets.com. After having built many many foamies, you kind of figure out what it takes to build a plane from scratch, so I decided to make a DH110 Sea Vixen pusher, and to my surprise, it flew great! It had everything I liked about a plane. Easy to build, fast, slow, stable, predictable, fun, cheap! A few friends wanted Sea Vixens too, so I made templates of the parts and before long, started selling kits, cut by hand, out of my apartment.

I enjoy designing my own planes. I felt, and still feel the same today. When something YOU create works, its an awesome feeling. I think that that is part of the soul of model aviation, whether you build from scratch or just throw an ARF together. Of course, not all of my designs fly right, or survive, and we all know it is a lot of work, but I keep going. The reward overcomes the disappointment every time. Mainly I started Megajets to just share a great flying airplane with friends and friends of RC... and help supplement my addiction.

About 4 years ago, I acquired a 4 axis Probotix Fireball Meteor 25"x50" CNC Router to help save some Exacto knife blades, and my back, from cutting by hand, plus business was picking up and I needed automation. Basically from that point I went all digital, where before I

was drafting by hand on paper. From then on, everything was drawn up on the computer and then transferred to the CNC. The machine dimensions are 25x50x3.5 with a Porter Cable 892 router. It can cut and mill aluminum, or anything softer. It is also capable of milling 3d objects. I'm currently learning how to draw in 3d to eventually mill out some completely 3 dimensional air frames. It may take a week to mill a whole 3d air frame, but it would be cool!



Nowadays I'm concentrating on larger air frames like the Beech 18, L-39 and E2c Hawkeye, using more 1/2" foam instead of 1/4". This way I can incorporate servo pockets, wire-ways, spar channels, and other milling to make the build simpler and easier. I'm also concentrating on kits I already sell, such as the OV-10 Bronco and Sea Vixen, going back and redesigning them even better. Kits come with everything needed to build the air frame. Horns, rods, carbon fiber spars, hinges, screws, nuts and ply parts are all included. You supply the recommended electronics. The Beech 18 even comes with retracts and a steerable tail wheel.



I've worked closely with John Hoover on the Megabat, and other projects of his, and we are currently working on another air frame at this time too, which we are both pretty excited about.

I have many different designs of my own, and about all of the plans from the internet, so don't think [my Ebay store](#) is all I have to offer. Feel free to contact me with an idea, and I'm sure I have something to fit the bill.

Scott Taylor

megajets@yahoo.com

<https://www.facebook.com/Megajets>

Top Gun and Corn Roast

Sunday, August 28th 2016 (Bill Pesch and Susan McDonald photos)

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



Field Report and After Thoughts of the 2016 Midwest Regional Float Fly

bear with me as I piece together what I wrote during the event weekend and then later...

Field Report MWRFF end of day 1 - Tomorrow is going to be magnificent float flying weather...

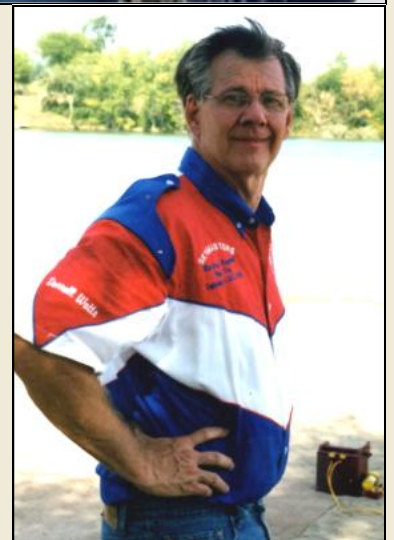
Just got back from dinner with a great crowd from the float fly at a wonderful restaurant (Bar None) about two miles from Island Lake. We had nearly 30 for dinner and what a treat to be with Bob and Donna Burns awesome pillars of our club. These two have given so much over the years to Skymasters and are a huge reason our club is so wonderful.

So, yes, Saturday late afternoon the sun did come out...I didn't even notice it was missing most of the day as we had a great group of pilots, families and spectators for day one of the 2016 Midwest Regional Float Fly on Kent Lake Beach and Pavilion at Island Lake State Recreation Area near Brighton.

Many brave souls taunted the light gusty wind at times and the cloudy sky and flew their float planes. Weather aside our hearts warmed as we honored Mrs. Watts, our guest of honor, after lunch and I presented her with a plaque, and she shared a wonderful reading about her late husband and his love for flying. We remembered a great man and all he has done for our club Mrs. Watts then won the 50/50 drawing.

Jane Watts read an excerpt from what her daughter had written about her father and read at his funeral last year. She gave us a copy and the ok to reprint (some of) those words here...

- He loved to build and fly model airplanes. He started before I was even born. I remember seeing some of them hanging from the ceiling of his workshop when I was a little kid and sort of thinking "dad made those, he used to do that." Not realizing that the reason he wasn't doing it anymore because he was working crazy hours in various aspects of the automotive business trying to support and take good care of his family. He sacrificed something he loved to do for something he had to do.
- I didn't even realize how much of a sacrifice it was until he started doing it again when he lived in Michigan and worked more normal hours, or especially after he retired. When my dad talked airplanes he got the same look in his eyes that I get when I talk barbershop. Passion for wanting to create something, passion for excellence. He would show picture and videos and want to show you the tiny details of hundreds of rivets that he had painted onto a plane. It was fascinating... and adorable. He made wonderful friends and had a community of people that loved the same hobby. So many people never get that or take the time to let that happen. I'm so glad that he did... My dad loved to build and fly model airplanes... he was excellent at both... and I miss him...



We gave away a nice Tiger Sport ARF, congratulations to **Marv Middleton** who won that prize for our Saturday

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Field Report and After Thoughts of the 2016 Midwest Regional Float Fly (continued)

(Continued from page 9)

drawing.

I had some delicious food from the food booth, and heard many comment how delicious the burgers, brats, kielbasa and hotdogs were with cheese, pickles onions and all the other fixings... Dave Wendt, Ed Saumier and Dave Stanley worked hard to make the food an incredible part of the event!

Our AMA Vice President, Tim Jesky, brought some delicious cookies for our participants and spoke to us in honor of this 26-year event and in honor of its founder Darrell Watts.

Field Report MWRFF end of day 2 - what a fantastic day for the event. We had nearly 70 registered pilots (total for the event) and lots of spectators, visitors and guests. The weather was perfect for a beautiful day of float flying and each of the seven flight stations were full for the duration of the event. After lunch again we stopped and held the Pilot Prize Drawings and then gave away the Grand Prize the Super Stearman from Darrell Watts estate.

We paused at 9:59 a.m. in a moment of silence in remembrance of what happened on September 11, while flying our special flag flown in honor of Skymasters R/C Club 12 Oct 2015 - during combat operations over Iraq aboard a United States Air Force A-10C Warthog in support of U.S. Coalition Forces over Ramadi. We also played the Ray Charles version of America the Beautiful.

Later Sunday we gave away many prizes. Congratulations to the following participants who won some of the bigger prizes...

Scott Millard won the set of floats from Ray Smith; Ron McHale won the drawing for the G-44 Widgeon ARF; Sherman Dickson won the Tidewater; the Timber on Floats was won by Wade Wiley. Many others won great Tower gift certificates, Tru-Turn coupons and caps and much more! Thanks to all our manufacturers who provided items for our pilot prizes.

The winner of the **Grand Prize**, the Stearman on Floats was Erin Henry. This was a very special giveaway for Skymasters and the event as it was from the Watts Estate.

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I asked Erin to let us know what his plans were for the Stearman. He wrote this...



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Field Report and After Thoughts of the 2016 Midwest Regional Float Fly (continued)

(Continued from page 10)

Hey Bob,

Thanks! I really appreciate it! You have no idea how stunned and excited I was when you called my name for the Super Stearman. Also I was glad to be available to use a vacation day to come out and help Friday. I know how tough it can be at times to get volunteers to help setup. This was my fifth year attending the event and I have always enjoyed it. So it was my pleasure to help out.

With winning the Stearman I feel great pride in owning a beautiful model that was previously owned and flown by such a wonderful person. I never had the pleasure of meeting Darrell Watts but have heard some great stories. I feel honored and have a true appreciation for owning a representation of his hangar. After getting the Stearman home I have been assessing it not knowing it's flight performance history or current state of condition. Over the following week I have meticulously gone through the Stearman to make sure it is ready for flight. I have done a few small revisions (installing the wheels, updating RX Battery, control surface mechanical setup, added connector locks, added fuel filter, etc.) and repairs (wing struts, throttle servo, engine service, fuel system service, etc.) to feel confident in getting it airborne. As with most people getting ready for a models maiden flight my nerves were high. Especially since the model has such a history as this. The fear of having something go wrong to the point of failure and reporting the loss of the aircraft was unnerving. I just kept running through my mental checklist knowing that I inspected everything possible before this moment and I had to try and be confident. After some practice taxiing and run-ups, it took to the air with ease. It almost required no trimming for perfect level flight. I was amazed at how easy and graceful it is to fly. As on all of my maidens I performed the usual practice stalls with no surprises. Just perfect level gliding. I also performed a couple touch and go's for practice as well. On the second flight I had some confidence and performed some basic aerobatics. All was well until the engine wouldn't maintain RPM then began to stall and eventually quit. I easily brought it in on a dead stick glide to a safe landing. Reviewing why it quit I found the fuel filter was clogged. It seems as all of the after run oil (The engine was dry/grindy, so I loaded it up with oil to break up any corrosion from sitting) I ran through the engine created a good amount of soot in the exhaust that entered the fuel tank through the vent contaminating the fuel and clogging the filter. All is well, though. Just needed to clean the tank and lines again. Since the engine seems smooth now I won't have that issue again. Looking forward to flying the Stearman often. Now I can't wait to get her back on the floats.

As a previously negotiated agreement with the wife, I need to sell some other models to make room. I am more than happy to do this for such a great addition to the hangar.

On another note:

I had a thought about having a custom pilot bust created that represented Darrell to place as the pilot on the Stearman as commemoration. This would require getting a good photo or two of him to get this completed. I was wondering if willing and possible that you could make contact with Mrs. Watts to see if she is willing and able to provide these. The photos would be returned to her. Let me know what you think of the idea. Below is a link to one of the places that creates these busts as an example. Again this is just a thought. Let me know what you think.

http://bestpilots.typepad.com/my_weblog/a-pilot-that-looks-like-you.html

Thanks,

Erin Henry

How wonderful to have such a great guy take the Stearman home. I think Darrell would be happy and I felt him smiling down on us Skymasters and all the 2016 Midwest Regional Float Fly participants over the weekend.

(Continued on page 12)

Field Report and After Thoughts of the 2016 Midwest Regional Float Fly (continued)

(Continued from page 11)

We had a record number for set-up and tear down for the event which makes it so much better when any one person isn't having to overdo it. But, there is one key individual that gets a medal in my opinion, **Dave Shea** works very hard and is a huge part of the events success. This year he was joined by **Jon Grigsby** not only in setting up for the weekend on Friday, but, being available all weekend to help out. Again, **Fred and Edith Engelman** were the warm friendly faces of our registration table and always do so much (at the event and ahead of time) to make things run so smooth. **Dave Wendt** made the food tent go superb. We also thank, Ted and Lisa Labbe, Greg Brausa as Contest Director, John Larock, Sue McDonald, Bill Stark, Megan Smith helped at registration, Bob Donohue, Bob (Duke) Dukelow, Ed Saumier, John Billinger, **Greg Cardillo**, Wade and Lynne Wiley, Keith Spicer, Dan Rogers, Dave Stanley, Gary Wells, Joe Rubinstein and Marty Stefani. Special thank you to **Erin Henry** who gave his time on Friday to help us set up for the weekend and Joe Rubinstein for cleanup. I really hope I didn't miss mentioning someone, if so, please let me know and I will add your name to our online digital edition of the Skywriter. Thanks to EVERYONE who made the 2016 Midwest Regional - Darrell Watts Memorial Float Fly a huge success.

Lastly, I wanted to honor the event director for the previous ten years, **Greg Cardillo**. There is a great image of him wading and retrieving a cub on the front page of this newsletter. Greg has done, and continues to do so much for Skymasters and has been a great resource for me as your club president and this year's co-event director. Which means that yes, we do need an event director for 2017 MWRFF. Trust me you'll love it, let me know you'll do it because planning has already begun for 2017 MWRFF!

Mark your calendar now for **September 9-10, 2017** - for the 27th year... it's going to be great!

Bob Chapdelaine



Midwest Regional Float Fly

September 10-11, 2016

(Greg Cardillo, Fred Engelman, John Larock and Susan MacDonald photos)

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



Navy Carrier Contest (flight portion)

September 18th, 2016 (Paul Goelz and Bill Pesch photos)

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



Skymasters FunFly

September 24th, 2016 (Paul Goelz and Bill Pesch photos)

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



Radio Safety Setup

Lets take a few minutes to talk about a couple of safety items we must consider when we are setting up a radio for any model. I'm certain that we all want to operate our models in the safest way possible. Radio control model aircraft are complicated, some much more than others and things can and do go wrong unexpectedly. When something goes wrong our models can become a danger to ourselves, other people and property. You don't need to do a lot of calculations to know that an out of control airplane no matter how small can cause serious injury to people or damage to someone's property. A .40 size trainer can kill someone. Now I know that there is no such thing as absolute safety but there are things that we can easily do to minimize the risks associated with potential equipment failure or inadvertent actions in the pit area. Speaking for myself, if there is something I could have done and chose not to and the result was an injury or property damage, I'd have a tough time dealing with it on a personal level. There are two easy things I'd like everyone to do to every radio before you fly it next.

First, every radio should have a switch set up to **positively** kill the engine in the case of glow or gas engines. In my opinion using throttle trim as a kill function is insufficient. It's too slow to use in an emergency. In addition, that switch should be set up so that in a second position the throttle function is locked at idle. The third switch position would be used to enable the throttle stick. Why? Because there have been instances at the field where the throttle was accidentally advanced and the pilot did not have positive physical control of the model. In the case of electrics the first switch position should be set up to hold the throttle at zero and disable the throttle stick. The second switch position re-enables the throttle stick. This goes a long way in preventing a runaway model in the pit area. If you don't know how to set this up with your particular radio, ask for help. Most instructors know how to do this with the popular brands of radio. If your radio cannot be set up this way perhaps it's time to update your technology.

The second thing that should be set up on every radio is the fail-safe function. What's that? I'll go out on a limb here and say that every modern radio has a fail-safe feature that will cause the controls to go to a predetermined or programmed position in the event of a loss of **radio signal** at the receiver. Note that fail-safe will do nothing if there is a loss of electric power to the re-

ceiver such as a dead battery, fried ESC or BEC or some other cause. Nevertheless loss of radio signal can and does happen for a variety of reasons. When it happens, where the aircraft will go is out of the pilot's control. It is not difficult to imagine that the model can wind up in the pit area or nearby populated areas with potentially dire consequences. In the case of a properly trimmed trainer the model is very stable and can go a VERY long distance easily getting to populated areas (possibly miles away). Something like that could lead to the loss of our field especially if someone is injured when the model comes down. There are lots of scenarios whose outcome depends on the type of model and its flight attitude then the failure occurs. I know that some of you know about fail-safe and have it set up in a variety of ways. Some believe that the best thing is to have the fail-safe drive the servos to neutral and reduce power. Some will set up the fail-safe to throttle down, give a little up elevator and a little rudder under the theory that the model will simply fly a big descending circle. I believe the thinking here is that control might come back and you can save the plane. That could happen but probably not. If you adopt a strategy like that you are leaving the outcome to chance. If you read the forums there are a lot of opinions on what you want the fail-safe to do. In my case I think the safest thing to do is to get the airplane on the ground ASAP. I have my fail-safe kill the engine or motor, give full up elevator and full right rudder. When that happens the model should enter a spin or at least a very tight spiral and go straight into the ground. I'd rather do it that way and know exactly where it is going to go instead of leaving it to chance. In my opinion and the opinion of most forum writers on this subject that this is the safest thing to do. I'd rather damage or totally destroy the model than let chance determine the outcome and possibly hurt someone or their property.

I hope that reading this article will inspire you to think about the two subjects and and the possible consequences of inaction. Again, if you don't know how to do the setup there is no shame in asking for help.

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

Bob - and Skymasters -

Thank you very much for the kindness shown to me when I visited the Float Fly.


I'll admit when I first arrived at the site - it took my breath away - I didn't know if I could hold it together. But all the kindness that was shown helped me!

Darrell loved his time with the club - loved working on the Float Fly. Thank you for honoring him.

And very, very thankful.

I wish the weather would have been nicer on Saturday. I hope many flights were made on Sunday.

Sincerely,
Jane Watts



Touched
by your
thoughtfulness.

Lifted
by your
kindness.

Renewed
by your
goodness.



STARTING SOON

On Tuesday, October 25th

Indoor Flying



**Best Indoor Flying Venue
In Metro-Detroit**



*Don't just sit home in front of the TV this winter.
Join the fun flying at Ultimate Soccer Arenas.
Where its always warm and dry!*

25 – Sessions.

Winter Season Pass - \$110

5 Session Punch Card \$35

Single Session \$10

Check it out at: www.Skymasters.org

All Pilots must have proof of current AMA Membership

Flightline Hobby is excited to announce that we are moving to a larger facility.

Our new location is nearby (Baldwin and Waldon) in the SHOPS ON WALDON POND MALL.

With much more room and easy access we will be able to serve you even better.

Our last day at the current location will be Sunday October 2, 2016.

New location will open mid to end of October.

Flightline Hobby of Lake Orion

Shops on Waldon Pond
Corner of Baldwin & Waldon Road

3039 Baldwin Road, Lake Orion MI 48360
248-814-UFLY (8359) | Email: flightlinehobby@yahoo.com



Shops on Waldon Pond Mall

*You're #1 Hobby location!
Happy to serve you!*



John & Tracie Hoover—Owners

Hours:

Tuesday - Saturday 11am - 7 pm | Sunday: Noon - 5pm | CLOSED MONDAY

check for updates: [facebook.com/flightlinehobby](https://www.facebook.com/flightlinehobby) & www.flightlinehobby.com

2016 FLYING EVENTS

SKYMASTERS RC CLUB – LAKE ORION, MI



May 2016

Wednesday June 18 – **Student Flight Training & Potluck** begins each Wednesday

Sunday May 22—**Spring Float Fly [Chet Brady]**

June 2016

Wednesday June 15—**Fish Fry Dinner & Member Appreciation**

Saturday June 25-26—**Electric & Night Fly In**

July 2016

Saturday July 16 –**OPEN HOUSE** – **AIR SHOW** **Recreation 101**

August 2016

Sunday August 7—**Warbirds and Scale Fly In**

Sunday August 28—**Corn Roast and Top Gun Flying**

September 2016

Sat & Sunday September 10-11—**Midwest Regional Float Fly**

Saturday September 24—**Skymasters Fun Fly**

October 2016

Tuesday October 25 –**Indoor Flying Season Begins**

December 2016

Saturday December 31—**Krazy Snow Fly**



all dates subject to change – PLEASE always consult current information on website: www.skymasters.org

ON THE WING

Skymasters Breakfast

(Everyone is welcome)

First and Third Monday of each month
through the summer... and beyond!

9AM

Red Olive restaurant

In the strip mall on Walton

across from Crittenton Hospital

Rochester MI

Skymasters Indoor Flying

Resumes

Tuesday October 25th

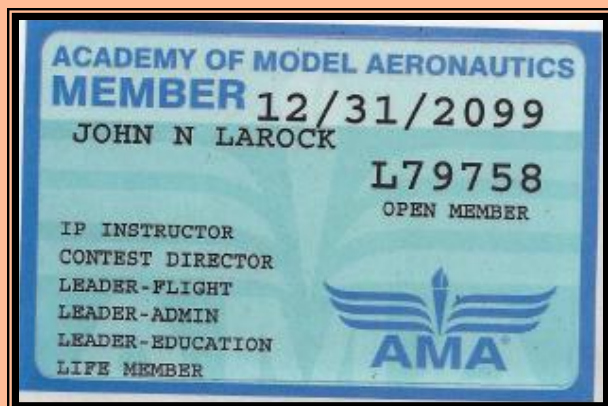
10AM to 1PM (Yes, three hours) at
Ultimate Soccer, Opdyke and South Blvd

Pontiac, MI

AMA required

See the Skymasters web site for details

Congratulations go out to **John Larock** for being designated "Leader Member" by the AMA.



Other local area indoor flying sessions

Premiere Sports Center

14901 23 mile, Shelby Twp, MI

(northwest corner of 23 mile and Hayes)

See web site (below) for details and start date

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

October 2016

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 Benefit for Troops Need Love Too 6PM Davisburg, MI
2	3 Skymasters Breakfast 9AM Red Olive, Rochester Hills	4	5	6	7	8
9	10	11	12	13 Indoor Flying 12PM–3PM Premier Sports Center Shelby TWP	14	15 Field Winterizing Party 4PM Scripps Field
16	17 Skymasters Breakfast 9AM Red Olive, Rochester Hills	18	19	20 Indoor Flying 12PM–3PM Premier Sports Center Shelby TWP	21	22
23	24	25 Indoor Flying Begins 10AM–1PM Ultimate Soccer Pontiac	26	27 Indoor Flying 12PM–3PM Premier Sports Center Shelby TWP Skymasters Meeting 6:45PM Orion Center	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