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...

November, 2017

In this issue

From the President...

Indoor Flying Season Opener

I had a GREAT time the other day (Tuesday October 24th) at the season opener of ***SKYMASTERS INDOOR FLYING.*** What a great event our club has been putting on for years now. Fred Engelman and team have it down. It was great to see Edith Engelman, Mike Bard (now residing in Ohio), Randy MacInnes, George Hesser, Ron Sokacz, Bill Stark, John Hakala, Randy Kowalczyk, Larry Perry and the others who make indoor run so smoothly. A huge thank you from Skymasters and everyone who participates at the best INDOOR FLYING! Thanks guys! If you haven't registered yet it's time to do so. Thanks to our indoor sponsors too!

Elections and Financial Report November 9th & January Presenters

Club **Officer Elections** are this month on Thursday November 9th at 6:45 p.m. at the Orion Center. Please show up to

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vote for our club officers! We had a great presentation the other night on Control Line from Steve Kretschmer and Jim Satawa and a great show and tell. For our Thursday January 11th 2018 Club Meeting I am pleased to announce that our guest presenters will be Skymaster and A10 Jet Pilot Maj. Shannon Vickers ANG and Chris Ellingsworth USAF. I look forward to this presentation.

Club Member Important Formal Survey

Also important is a club-member survey that we need everyone to participate in. Very soon you'll be getting an email link or just go to the website and click on the link on the website link (when announced that its up) and complete the **Club Member Skymasters Survey**. The EOC is looking to get some feedback (in a formal survey) to see if the club is heading in the right direction. The last time we did a formal survey was in 1997 and I found the answers to that survey helpful for knowing where the club was back then. ***IF*** you are unable to do an online survey we will have a printed paper copy available for you upon request just let me/us know. Please give Ryan Ensminger a call 248-894-7614 if you need to make alternate arrangements to complete the survey.

Family Christmas Party

Well, I got a call from Santa Claus the other day… literally. He told me that he had our club **Family Christmas Party** on his calendar this year, Thursday December 14 at the Orion Center. I think that means that summer is over and it is getting colder out… Be sure to mark your calendar and let your family know so you can attend our great ***Family Christmas Party.*** [note… the date is different than what was published on our events flyer earlier this spring]

Speaking of which… we need a Skymaster to coordinate our Christmas party (setup at 5:00… its easy and you'll have lots of help!)

Tell the wife/girlfriend/significant other, let the kids know that the annual Skymasters Family Christmas Party (potluck) is Thursday December 14, with appetizers at 6:30 and dinner at 7:00 p.m. **Please** take some time to let our Club Secretary Pete Foss know what dish you'll be bringing and then the names and ages of any children under 12 years of age, as Santa Claus himself will show up with gifts for the children.

We need you to bring those appetizers and or a dish to share and then any static displays of your airplanes too! Skymasters Christmas Party is one of the nicest Christmas parties. We'll need your help when you arrive to get the meal ready and then everyone can chip in to help clean up afterwards.

Email your RSVP to *christmasparty@skymasters.org*

For the kids please email: *santa@skymasters.org* and let us know the name and age of the child so we can pass that information on to Santa.

Bob Chapdelaine
President, Skymasters RC

Front Cover

Max, one of our indoor pilots. Max is (if I recall correctly) 12 years old and built the plane he is holding. Both the plane and Max fly GREAT!.

Taurus Wing Build

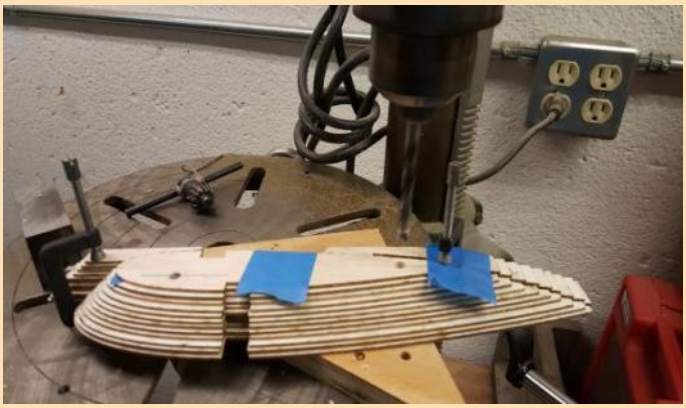
At the end of last months article I said we'd be starting the scratch build of a vintage pattern plane that won the AMA Nationals and the FAI world championship in the early 1960's. That airplane is the Taurus, designed and flown by Ed Kazmirski from Chicago. The Taurus was Ed's second highly successful pattern plane. His first was the Orion. Ed won the first world championship with the Orion. Back in the day, I made and sold fiberglass fuselages for the Orion. Top Flite later produced a kit of the Orion When the Taurus plans were published in Model Airplane News there was a local demand for fiberglass Taurus fuselages by the guys that bought my Orion fuselages. I didn't want to do another mold so we modified the Orion wing saddle to accept the very thick Taurus wing. The result was dubbed the Taurion by some of the buyers. I never built a proper Taurus …. until now. The Taurus was a ground breaking design in a number of ways. First, it had tricycle landing gear that vastly improved ground handling. Second, it had a 19% thick NACA 2419 airfoil (Orion used a 12% airfoil). The higher drag wing helped maintain a more uniform speed through maneuvers. Third, it was the first pattern plane to use full span (strip) ailerons. The Taurus dominated competition for a number of years and set the design standard for decades. Here is a picture of Ed with his Taurus.

Ed Kazmirski Taurus 1/63

OK, lets start this with the wing. This plane has a tapered 70" wing. I'm not a big fan of hand cutting 26 different ribs so I bought a set of laser cut ribs that included the drawings. I got them on Ebay. Here is the seller's Ebay offer:

https://www.ebay.com/itm/TAURUS-Laser-Cut-Short-Kit-and-Plans-70-in-wing-span/232406145548?hash=item361c7c5a0c:g:tS0AAOSwp5JWVa3Z

The laser cutting is OK but not great. The ribs have alignment tabs on the bottom. I would normally use them but this wing has a unique feature in that there isn't a separate leading edge strip. Instead the leading edge sheeting wraps around the nose of the ribs. Very light but the presence of the alignment tabs necessitates edge gluing the upper and lower sheeting to the formed nose sheet after the alignment tabs are removed. I think keeping the wing straight (CRITICAL) will be difficult doing it this way. So I made a building jig using two 1/4" diameter steel rods 36" long going through holes drilled in the ribs. Each wing panel is completely built on the jig assuring a perfectly true panel. To use such a jig I stacked the ribs using the spar slots to align them and then drilled two 1/4" holes through the stack about 8" apart.



Drilling holes for wing jig.

I also drilled matching holes in two wood blocks measur-

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ing 2-1/2" X 10" X 3/4". The rods go through the holes in the blocks. I added an adjusting screw on each block to deal with small jig fabricating errors.

Adjustable wing jig.

With the jig built we can now thread the ribs onto the steel rods. The Taurus wing has 3" rib spacing and utilizes 3/32" thick ribs, so the space between ribs Is 2-29/32". I have a set of MDF blocks that I can combine to get that dimension and I use them as spacers to set the location and square up the ribs.

Ribs and spacers on jig.

With the ribs in position I now add the spars and bottom trailing edge sheeting.

Spars and bottom trailing edge sheet.

I now prepare the leading edge sheeting. To do this I use a straight edge and Xacto knife to true up the edges of (1) 1/16" X 3" X 36" sheet and (2) 1/16" 4" X 36" sheets to prepare them for edge gluing. The 3" piece should be light "contest grade" wood or a carefully selected piece that is flexible and has no hard grain areas. Align the trued edges and tape the sheets together. The 3" piece is in the center. Fold the taped joints open and apply a thin bead of carpenters glue along the open joints. Close the joints and put the sheet on a flat surface with the tape side down and remove the squeezed out glue with a dampened paper towel. Add some weights to keep everything flat. The next day sand the sheet to remove any irregularities and make sure you cannot feel the seams.

Prepared leading edge sheet.

Take the joined sheet and use a cloth soaked in hot water and dampen both sides of the 3" center piece. **Keep the water away from the glue joint!** Now slowly form the sheet over a 3/4" piece of PVC pipe.

Wet forming leading edge sheet.

Continue to slowly bend the sheet over the pipe to 180 deg. I place a 4' aluminum ruler on top of the sheet where the pipe is and then weight it down with some books. Be sure the balsa is tight against the PVC pipe. Let this dry over night.

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Molding the balsa leading edge sheet.

The next day the leading edge is ready to install.

Completed leading edge sheet.

Now we apply a thin bead of carpenters glue to the ribs and top and bottom spars. When the glue is ready, slip the formed leading edge sheet over the front of the wing and use tape to pull it tight top and bottom.

Leading edge sheet glued in place.

When the glue is dry, remove the tape and then use a long straight edge to trim the sheeting even with the rear edge of the spars. Use a sanding block to sand the sheeting flush with the tip rib.

True up sheeting to the tip rib.

There is another odd thing about this wing design. The drawings do not show any shear webbing between the top and bottom spars. That omission leads to low torsional rigidity. I do not want to introduce any twist in my perfectly true wing when I shrink the covering so I'm going to add some shear webs. Another odd thing is that the top and bottom spars are offset from one another by 3/16" so the shear webs need to be that thick (overkill??). I put the webbing in the first 4 rib bays and then every other bay towards the tip.

Partial shear webbing.

Now make the second wing panel the same way. Do I

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need to mention that you need a right and left panel? No? OK, good.

Now with both panels built the critical assembly of the two panels must be done. You must not screw this up or you will not have a good flying plane. **Remember: Measure 3 times, check it twice, cut once.** The first thing we need to do is set the dihedral angle of the wing center section. I decided to use a little less dihedral than the drawings show. I decided on 2.25 degrees per side (1.25" under each tip), I set up my table saw to do the angle cut on each panel. If you don't have a table saw you can make a sanding block with 60 grit paper. Prop up the wing tip with a 1-1/4" block. Set the sanding block at 90 degrees to your work table. Set a guide for the sanding block at 90 degrees to the spars. Measure, measure, measure, check, check, then sand the angle into the sheeting and spars. When both panels are done they should be a perfect fit to one another with the spars aligned with each other.

The drawings do not show the dihedral brace in the center joint. I layed one out on a piece of 3/16" 5 ply birch plywood and fit it to each panel half. The original Taurus used the typical (for the day) rubber band and dowels to attach the wing to the fuselage. I decided to use the leading edge pin and trailing edge bolts method so we need to provide some internal structure for the attachment points. To do this I made and fit a 3/16" thick half rib ahead of the spars. They were installed 3/8" in from the wing center joint. I also made a 3/4" thick hardwood support block drilled for a 5/16" carbon fiber front pin. Note that when the panels are assembled the support block will be sandwiched between the two 3/16" half ribs.

Leading edge pin, support block, half ribs and dihedral brace.

With the support block and dihedral brace glued in place in one panel do a trial fit of the two panels. I did this by setting the right panel on my building surface and carefully leveled the cord line parallel to the table. Next I slipped the left panel in place with the dihedral brace fitting into its proper location. I used a 2-1/2" block under the left wing tip.

Trial assembly of the two wing panels.

Use blocks under the left trailing edge near the wing tip. Carefully measure the height of the tip rib at the leading edge and the trailing edge and adjust the blocks under the trailing edge to get the front and rear dimensions EXACTLY the same.

Left tip rib cord line height check.

At this point the center section fit should be perfect, the right panel chord line should be parallel to the table, and the left panel tip rib front and rear dimensions should be the same. If not find out why and fix the problem. When all is good remove the left panel and apply carpenters glue to the edge of the sheeting, the front pin support block and the dihedral brace. Reassemble the panels and re-check your dimensions an alignments. Use small weights the keep things in place until the glue dries.

Since we are going to use bolts through the trailing edge to attach the wing to the fuselage, we need to add some reinforcement under the bottom 1/16" trailing edge sheeting. I made a 3/16" plywood piece to go between the center ribs and under the trailing edge sheeting.

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Wing bolt reinforcement being installed.

The next thing to do is to install the landing gear blocks and rib reinforcements, center section sheeting and rib cap strips.

Since the center sheeting is just butt glued, I reinforce the joint with fiberglass. I use 2" wide fiberglass tape and attach it using thin CA glue. Make sure you have good ventilation for this operation. If not, use epoxy.

Fiberglass center section reinforcement.

The last thing we need to do is make the wing tips. These are made from blocks about 2" X 2-1/2" X 8". I'm trying to keep this plane as light as possible so I decided to hollow out the tip blocks. I first rough shaped the tip by temporarily attaching them to the tip ribs and carving, planing and rough sanding to the desired shape. I then removed the rough tips and cut them in half. I then hollowed each half, glued them together and re-attached the hollowed part to the tip rib. The final step is to finish shaping and sanding flush with the sheeting.

Hollowing out the wing tip blocks.

We will hold off on the final sanding until everything else is built and fitted together.

That's it for the wing.

In the next article we will go through the construction of the fuselage, tail feathers and fitting everything together.

Steve

Say hello to two of our newest pilots….

Dave Stanley (left) and Steve Webb (right).

Congratulations, guys!!!!

Field Winterizaton Party coming up on November 4th

Field winterizing and night fly:

Saturday, Nov 4th

Starting at 4 pm.

Come help get the field ready for the winter…

We need all of you!

We have some small projects include draining and putting away the water barrel, packing away buddy boxes, pulling and packing PA amplifier, removing and packing the tractor garage tarp, and building a permanent fire pit.

No flying until the projects are complete

(should take less than an hour).

Afterwards, there will be flying into the night (with no bugs) and a campfire!

Start of Indoor Flying

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

Skymasters Meeting
10-26-2017

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

At our October 26th meeting, Jim Satawa and Steve Kretschmer gave a great presentation…. part nostalgic and part current…. about control line flying. There's more to it than you might think ;) A great turnout for the show and tell too!

Flightline Hobby "Wing-it" Design Contest

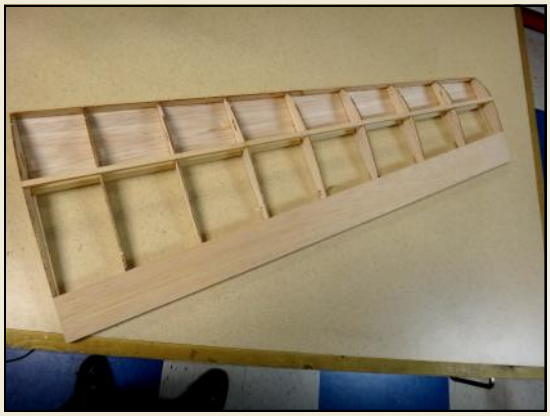
2017/18

Goal:

To create a fun design and building event that allows modeler creativity. This event can be very simple from building a basic square body trainer type high wing model (Newer builders) or the contestant can design a more elaborate airframe to reflect a different model. Example P-51, F-86 etc…

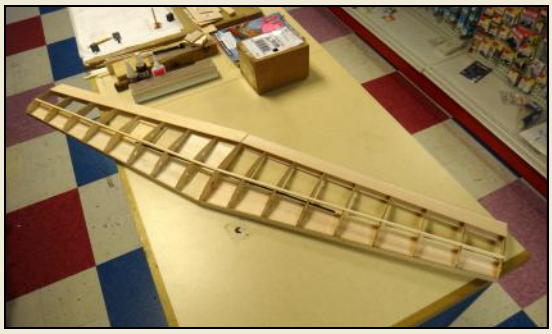
The contest "wing-it pack" will be available at Flightline Hobby for $24.99. In the Pack you will get laser cut ribs and sub leading edge set (Quality cut by Mark at Retro RC), full scale plan sheet, Laser picture disk of the wing being built as well as a printed instruction sheet of the wing being built.

Rules:



Wing ribs need to be left alone and used in their entirety. You may vary the spar slot if needed. You cannot increase or decrease the thickness of the ribs or change their chord width. To allow different wing tips or wing designs there will be a wingspan maximum of 70" 56" is stock. No minimum span. It is OK to sheet the wing, add more wings, add more of you own ribs as long as all of the original, unmodified ribs are used.

The fuselage, tail, and control surfaces can be manipulated into any shape. Power plant can be any type: Electric, Glow, Fusion powered etc… You will need to design in a bomb drop mechanism (No fusion there please) for one of the contest events later.



All the contestants will meet in March/April (Date announced later) to share in their completed models. Each contestant will give a brief presentation of their models and its unique properties. Then the contestants will judge each other (anonymous). Models will be judged on the following:

#1 Fit and finishes Scores: 1 need a bit of work to 5 Wow is your name Davinci?

#2 Uniqueness Scores: 1 ARF Fuselage to 5 wow; that is really a neat model.

Also a prize for first time kit builders.

Flightline will donate the prizes in gift certificates. Feel Free to contact me (John Hoover AMA 5429) 248-814-8359 at the store if you have questions or need help with the design or building of your model. My goal is to get a few modelers to glue some stuff together and have some fun. Building your own model will make you think about many things, both in its design and construction. I won't build or design your plane but I love this part of the hobby and will gladly help you carry it out based on your ideas.

We will have at least one flying event later in the season as well. Skymasters and PMAC have expressed interest in contests using this plane.

Stay tuned! *John*

Five Minutes on Safety

Random Thoughts

Range check

- It is a good idea (that many of us ignore) to do a range check before each new flying session. A known good radio system can fail, and you never know when that might happen.

Prop safety

- ALWAYS treat the propeller on an electric aircraft like a loaded gun whenever the battery is connected.
- ALWAYS treat the propeller on a fuel powered aircraft with extreme respect when the engine is running. Take extra time to think it through when making any needle valve or engine adjustments with the engine running.
- ALWAYS make sure that any cords or cable (like remote glow starters and starter power cords) are well clear before starting the engine.

Throttle Hold switch

- ALWAYS program, understand and USE a throttle hold switch on your transmitter if the transmitter includes that function. A THROTTLE HOLD switch is different than a THROTTLE KILL switch and is useful on both fuel powered and electric aircraft.
- The THROTTLE HOLD switch locks the throttle channel to idle (fuel powered) or zero throttle (electric) and prevents the throttle from advancing unless the switch is placed in the "non-hold" position.

Battery disconnect

- Electric aircraft are MUCH safer if they are equipped with a master battery disconnect switch, accessible from the outside of the aircraft with all hatches closed / in place. The disconnect usually takes the form of a shorting plug that can be seen and when NOT inserted, you know for sure that the motor is disabled. This is even more important if the battery plug is not easily accessible in an emergency.

Taxi safely

- It is good practice when taxiing not to aim directly at an opening between flight stations. When taxiing back to the pits, I angle towards a flight station until I get close and then I taxi parallel to the flightline until I reach the opening where I am standing. While still aiming east or west (ie., NOT towards the pits) I shut the motor down and then carry or tail walk the aircraft back to the pits.

Help Wanted at Skymasters

Website Content Editor Updater

Looking for a club member who can keep our club website calendar and website events updated. Requires a little skill getting around but most of it is automated. Training provided and most of the information is provided for you to add to the site. If you are interested let Bob, club president or Greg, webmaster know. Email: president@skymasters.org or webmasters@skymasters.org. Thanks!

Club Email System Notice

We have a great club email system. Just an FYI, when you have something to sell or list for sale (or looking for something) please use the "classifieds@skymasters.org". I encourage use of this email mail list system. Our member to member email address "members@skymasters.org" is for general communications between our members. We have several other great email addresses (actually many) such as the "indoorfly@skymasters.org", floatfly@skymasters.org, and many other email lists that you may be on by default. For a complete list, click this link (you will need to log in with your Skymasters credentials to view the addresses) . Each mail list has a specific purpose for our very active club and you'll see that the emails that come as official club communications, i.e. club leadership, event directors or club officers, etc. are marked that way… either way you have control over the emails you receive or don't want to receive… by going to your member profile in your Skymasters Profile and "edit my profile" and then "Edit Email Subscriptions/Options:" I would really advise you to NOT change these unless there is some problem. Email is the primary way we communicate what is happening in our club! NOTE: to communicate TO the club you must use the email address you registered with on the site. Also, it is great when you log into the Skymasters website too! www.skymasters.org.

FLIGHT LINE HOBBY

3039 Baldwin Rd, Orion Charter Township, MI 48359
(248)814-UFLY (8359) Fax: (248) 814-0385

Saturday Fall Seminars are BACK!
Join us for Coffee and Donuts
11AM

Oct 14th - "Soar to New Heights"

Barney will present an awesome power point presentation explaining the different aspects of model soaring. Worth the visit.

Oct 21st - Airbrushing w/ Joe and George

A yearly seminar season favorite. The boys "Spray that again"

Oct 28th - "Gotcha Covered"

The basics of Iron on coverings with John. We will explore different iron on coverings. Finishing up a wing during the seminar and use the electric hinge slotting tool.

Nov 4th - "Positive Spin"

Brian will talk about electrics. Battery care and feeding of electric models. This seminar is very informative. We had a great turnout last year.

Hope you can join us each week. We start by 11:05 and try to be done by 12:30 give or take. Everyone is invited. Come on in, share, learn and by all means; have a doughnut!

2017 CLUB EVENTS

SKYMASTERS RC CLUB – LAKE ORION, MI

April 2017

Saturday April 22 —**Involvement Day** – Bald Mountain, Scripps Road Field; Lake Orion

May 2017

Saturday May 13–**Field Opening/Work Day** – Scripps Road Flying Field; Lake Orion

Sunday May 21—**Spring Float Fly [Chet Brady]** – Bald Mountain Trout Lake; Lake Orion

Wednesday May 31 – **Student Flight Training & Potluck** begins – Scripps Road Flying Field; Lake Orion

June 2017

Wednesday June 14—**Fish Fry Dinner & Member Appreciation** – Scripps Road Flying Field; Lake Orion

NEW! Saturday June 17—**Control Line Fly In** – 12- 5 p.m. – Scripps Road Flying Field; Lake Orion

Saturday June 24-25—**Electric & Night Fly In** – Scripps Road Flying Field; Lake Orion

July 2017

Saturday July 15 –**Open House Air Show 2017** - **Recreation 101**– Scripps Road Flying Field; Lake Orion

August 2017

Sunday August 6—**Warbirds and Scale Fly In** - Scripps Road Flying Field; Lake Orion

Sunday August 27—**Corn Roast and Top Gun Flying** - Scripps Road Flying Field; Lake Orion

September 2017

Sat & Sunday September 9-10—**Midwest Regional Float Fly** – Island Lake State Park; Brighton

Saturday September 23—**Skymasters Fun Fly** - Scripps Road Flying Field; Lake Orion

October 2017

Tuesday October 24—Indoor Flying Season Begins – Ultimate Soccer Arenas; Auburn Hills

November 2017

December 2017

Thursday December 14 **Christmas Party** – Orion Center; Lake Orion

Sunday December 31—**Krazy Snow Fly** - Scripps Road Flying Field; Lake Orion

27th Annual

Skymasters R/C Club, Michigan

MWRFF

skymasters.org

come float fly with us

Midwest Regional Float Fly | Darrell Watts Memorial

Coming Sept. 9-10, 2017

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

3.13.17 approved/updated Skymasters - 2017 EOC Approved

Skymasters 2017-2018

Club Meetings

Orion Center - 1335 Joslyn Rd, Lake Orion, MI 48360 - Room A

2nd & 4th Thursdays of Month – 6:45 – 8:45 p.m.

October 2017

12th – Club Meeting – Scripps Field

26th – Club Meeting - Orion Center

November

9th – Club Meeting - Orion Center - (financial Review & Elections)

December 2017

14th – Club Meeting - Orion Center - (Christmas Party)

January 2018

11th - Club Meeting - Orion Center

25th – Club Meeting - Orion Center

February 2018

8th – Club Meeting - Orion Center

22nd – Club Meeting - Orion Center

March 2018

8th – Club Meeting - Orion Center

22nd – Club Meeting - Orion Center

SKYMASTERS RC
MICHIGAN

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

Tuesdays!

We'll be flying every Tuesday through mid April

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

Pontiac, MI

Other local area indoor flying sessions

Premiere Sports Center

14901 23 mile, Shelby Twp, MI

(northwest corner of 23 mile and Hayes)

Every Thursday, 9AM to 3PM

Electric planes and helis (separate heli space)

$10/session, AMA required

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

Legacy Center

9299 Goble Dr.

Brighton, MI 48139

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

Wednesdays 1PM—3PM November through March

$10/session

Sponsored by the Hamburg Flyers RC club

November 2017

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2 Indoor Flying 9AM—3PM Premier Sports Center Shelby TWP	3	4 Saturday Breakfast 8:30AM Iris Café Flightline Seminar "Electrics" 11AM Flightline Hobby
5 Midwest RC Swap 9AM Northville Senior Center	6 Skymasters Breakfast 9AM Red Olive, Rochester Hills	7 Indoor Flying 10AM-1PM Ultimate Soccer, Pontiac	8	9 Indoor Flying 9AM—3PM Premier Sports Center Shelby TWP Skymasters Meeting 6:45PM Orion Center	10	11 Saturday Breakfast 8:30AM Iris Cafe
12	13	14 Indoor Flying 10AM-1PM Ultimate Soccer, Pontiac	15	16 Indoor Flying 9AM—3PM Premier Sports Center Shelby TWP	17	18 Saturday Breakfast 8:30AM Iris Cafe
19	20 Skymasters Breakfast 9AM Red Olive, Rochester Hills	21 Indoor Flying 10AM-1PM Ultimate Soccer, Pontiac	22	23	24	25 Saturday Breakfast 8:30AM Iris Cafe
26	27	28 Indoor Flying 10AM-1PM Ultimate Soccer, Pontiac	29	30 Indoor Flying 9AM—3PM Premier Sports Center Shelby TWP		

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.**

Student Instruction & Pot Luck

Every Wednesday, May through September. Flying any time but we eat at 6:00 p.m. – rain or shine, literally!

For those participating we ask that you bring something for the grill – enough to feed (at least) you and your guests –OR- bring a dish to pass –OR- bring your own (non-alcoholic) beverage. **Something for the grill:** The obvious choices are burgers, sausages/brats and hotdogs - but other alternatives are welcome. If you bring it we will cook it! We've cooked pork tenderloin and chops, salmon, venison burgers, steaks and more. Don't forget the buns.

We start cooking about 5:30 p.m. - having grill items by then helps us get everything ready on time.

Potluck dish to pass: Don't know what to bring, working late? Each week we'll let you know what is needed for the next week from plates to condiments, charcoal, etc. **Pick one of the needed items to bring instead**! Not one to cook? A quick stop at local supermarket deli for a side salad, or bakery for dessert always works!

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. 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!

2017 Club Officers & Appointees...

President:	Bob Chapdelaine	Oxford	president@skymasters.org
Vice Pres.:	John Billinger	Troy	vicepresident@skymasters.org
Secretary:	Pete Foss	Oxford	secretary@skymasters.org
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Editor:	Paul Goelz	Rochester Hills	newsletter@skymasters.org
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Newsletter Submissions

Please send all articles, photos and announcements to the Skywriter editor at:
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