

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...

February, 2018



In this issue

President's Message.....	1
Some Assembly Required.....	5
Indoor Flying.....	12
Ebenezer build.....	13
Meeting, 1-11.....	14
Flightline Contest Rules.....	15
Event Flyers & announcements.....	18-25
News.....	26
Calendar.....	27

From the President...



Normally each year this month we're getting ready for our club swap meet. What a relief to not have that on my plate this year. Without an Event Director, the responsibility for the past few years has fallen to me to coordinate that event and I chose not to do that again. Since no one stepped forward to run it, our club swap is one of the events we don't have. There are many fine swap meets in our area.

We've had two great 2018 club meetings so far. **Captain Ellsworth, USAF** was at our first January meeting and shared with us some fascinating facts about flying the A10 Warthog in combat and we truly appreciate him taking his time and coming out to Skymasters to share with us his experience as a fighter jet pilot. He had just returned from flying a mission hours earlier. What a fine man and we are also honored to have him as a fellow Skymaster and he's been flying RC since he was a very young man. Major Shannon Vick-

(Continued on page 2)

(Continued from page 1)

ers, ANG was supposed to be with him this night but was on a training mission at the time of the meeting and we missed him. We've had the honor of having Shannon as speaker at two previous club meetings as guest speaker and also a Skymaster for the past few years. Major Vickers also gave us the US flag that we fly at our field for our special events that he awarded to our club with the certificate that he flew in his **A10 in combat in Operation Inherent Resolve** in 2016.

Our club meeting last week was an excellent **presentation on transmitters** by club vice president John Billinger. It covered a lot of information and had great group discussion. The information was superb! We also had our club financial review and talked about the fact that we will be increasing our club dues in the coming year. We're waiting on some more proposals from the EOC and input and then we will make some recommendations to the membership and then implement those changes. We also had a **GREAT** show and tell this night. **THANKS** to everyone who showed up and brought things for this meeting.

I need to let you know that the **CLUB SURVEY** was a great exercise and the results were very profound and impressive. I want to start off by thanking Skymaster Ryan Ensminger for working with the EOC since last fall in developing the survey and implementing it and then distilling the results and reporting them to the EOC. I want to thank everyone who took time to take the survey and put down comments. The last time our club did a survey was 1997. We looked at that survey and those results and developed this survey with that in mind. We spent considerable time going over the results, especially the written comments. A lot of the comments were items or things that we couldn't turn into an "actionable response" or really do anything about. I/we wanted to take the survey seriously and come away with **action steps** or corrective action (if necessary) to keep our club on the right path. I will tell you that overall and unanimously the results of the survey show that **our club is absolutely on the right track and the majority of the respondents agree that Skymasters is headed in the right direction.**

The two main action items we formulated from the club survey that we will be working on over the next year have to do with **continuing to develop our student training program** and our **field improvements**.

Next week we have a **BIG PROJECT** for our club and we need everyone to help out. It is **OPEN TO THE PUBLIC**, so I hope we have more Skymasters there than "public". It is our box packing for the deployed service members through the Troops Need Love Too group. I hope you're already stockpiling the items that we'll be filling up the USPS flat rate boxes. Jill Beyer is a mom whose son was the impetus behind her starting this amazing project a few years ago when he wasn't getting enough to eat as a soldier deployed in a remote war zone. So she started sending care packages to him and his buddies to get them by. I hope I'm characterizing the story cor-



Typical "Troops Need Love Too" package

(Continued on page 3)

Front Cover

From the January 11th Skymasters meeting.... USAF Captain Ellingsworth with his beautiful A-10 Wart Hog built by Tim Toutant. Not many people can say they fly the model.... and the real thing!

Paul Goelz photo

(Continued from page 2)

rectly. Jill now coordinates with the Pentagon and ships thousands of boxes from right here in Waterford, often stockpiling the supplies in her garage and car and transporting all by volunteers to support our troops. TNLT is one hundred percent volunteer, every dollar raised goes toward the shipping costs of the boxes. There are no salaries or overhead. Each USPS box costs approximately \$16.00 to send that we and many other local groups and organizations pack each year. If you are not able to participate on February 8th (I hope each and EVERY SKYMASTER WILL BE THERE), please consider plugging into another packing event held by the group at another local group. **I've made the 250/30 challenge to our club members.** I've challenged us to raise \$250.00 from our members by donating that night or going on line to our club website and clicking the PayPal link [I'll donate to TNLT!](#) We've already received several donations and I thank you for those! The "30" part of my challenge is that WE bring enough "stuff" to fill **30 BOXES!** That's a lot of items. There's a list of little things that we may take for granted every day here in the state in our homes but MEAN THE WORLD to our deployed soldiers overseas. There's a list of items on the front page of our website. Thanks for helping us help Troops Need Love Too. See next week on **February 8th at the Orion Center at 6:45 p.m.**

Our February 22nd Club Meeting will be on 3D Printing. Hope we have another great show and tell too! I hope your winter projects are coming along well. I cannot wait to spring to see some of the builds that I've heard that are in the works. We'll have our "In-the-Bones" meeting in March.

Welcome to all those **new members** who have joined our club and returning Skymasters. Thanks to those who have **renewed their membership.** You are the reason our club is so great. We are going to have a great 2018. Don't forget that there is the greatest **Indoor Flying** each Tuesday from 10-1:00 p.m. at Ultimate Soccer Arenas. If you've not made time to get to fly at indoor, please do so. If you need a plane to fly at indoor I know John Hoover at **Flightline Hobby** or **Nankin Hobby** or the **Prop Shop** can easily get you into something to get you up and flying in matter of minutes. Skymasters appreciates your support of our Indoor Flying and the Indoor Pilots are the greatest! Remember **Support Our Hobby Shops!** We need them!

Flightline Hobby Shop has some great **Winter Seminars** this month on Saturdays. Hope to see you there! Check out the flyer in this month's Skywriter. Also, our Skywriter continue to have some of best world-class articles by **Steve Kretschmer** and this month's article is no exception. I hope you will join me and thanking Steve for contributing his time and talent in writing for our newsletter. I know I appreciate him. Let's work at not taking for granted all the great blessings and people in our club and appreciate and thank them. Also, we have a great Newsletter Editor **Paul Goelz** who takes all the stuff I throw at him and turns it into a great newsletter "EACH MONTH". Not many clubs have a monthly newsletter. We have so many great people in our club that do so many great things. I don't want us to take them for granted. Paul Zabawa is another quiet giver. For years Paul has just been there and done things. He was VP of our club for years well before my time and he does so many things behind the scenes I don't know what we'd do without him. He's done our Snow Fly and many other things at the field and continues to be one of our top Flight Instructors. An amazing and great man! **Thanks Paul Zabawa!**

I hope that we can continue to point out and recognize those in our club that make us great. We really couldn't do all that we do without the generous contributions of so many. Being president, I get to see a lot of the things that go on behind the scenes and notice things that just amaze the heck out of me. I appreciate the great men and women who give generously of their time talent and treasure to our club. We are Skymasters and it is another beautiful day at Skymasters... because of all of YOU!

P.S. 47 days 27 hours... till spring... LOL!



Bob Chapdelaine
President, Skymasters RC

It's Membership Renewal Time!

For those of you who haven't done so already, it is time for you to renew your Skymasters membership! It is fast, easy and convenient. You can renew online using PayPal, or credit card. If you prefer, you can print a renewal form and send along with a check to the address below. Visit us at skymasters.org and go to the "Information" tab, followed by "Join or Renew Membership." As previously communicated, we have changed our membership renewal policy from a 'calendar year' membership to a '12 month membership' policy, like the AMA has already done. Our bylaws have been updated to reflect this new policy.

How to Renew your Skymasters Membership

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

Skymasters Membership Fees

Regular membership fee for members over 19 years of age is \$70.00, with an additional \$30.00 initiation fee in the first year of membership for new members. Members up until age 19 are FREE and initiation fee is waived. (Note: AMA membership is also FREE up until age 19 with AMA magazine optional)

Skymasters Membership Cards

We are now encouraging Skymasters members to use the new self-service feature of printing their own membership card, through the Skymasters website. To print your own card after renewal, simply go to Members > Skymasters Member Information > My Membership Card. Once there, you can view / print your card. For those who would still prefer to have a card sent to them, or simply don't have the capability to print their own, a membership card can still be sent to you. Just let me know and I will send you a membership card. Call or email: membership@skymasters.org.

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

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

Blue Skies,

John Larock
Skymasters Membership Director
Email: membership@skymasters.org
586-943-9936





MoldLESS Fiberglass Fuselage

I am starting my work on this years FlightLine Hobbies build contest called Wing It. The contest rules require the builder to design and build an airplane using a specific set of wing ribs which cannot be modified. There is a wingspan limit of 70". The airfoil is pretty thin and has a flat bottom similar to the well known Clark Y section. Not my favorite but that's what the rules requires. After considerable head scratching and calculations I decided that I can work with it and live with the more "trainer-like" performance characteristics. The airplane I will build will be a biplane with the appearance of an F3a pattern plane but with an interesting wrinkle. Those of you won't be surprised by that. Here are the airplanes that provided the design inspiration:



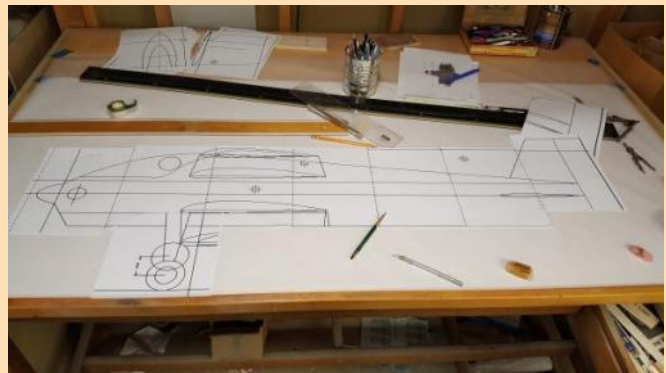
F3a biplane Prometheus



Reno air racer "Cobra"

I'm sure you can see where this is going.

This article will be about the construction of a full fiberglass fuselage following the modern F3a appearance. In my freeware cad system I designed the 3-views of the airplane and then printed the side view and top view at 1:1 scale on my ink jet printer. It took a lot of sheets to do this and I simply aligned the sheets and taped them together.



3-view drawing

There are many ways to make fiberglass parts. The best way is to make a pattern of what you want and then make a female mold over the pattern and then mold your part in the female mold. It makes a great part and of course you can make many, many parts and sell them. I've done that and I can tell you that for a one-off project it is waaay too much work. There is another approach where you carve the pattern (plug) out of foam, lay up your fiberglass over the foam and then use a solvent to melt the foam out of the inside. This is pretty common and very messy to do and you get exactly one part. The method we will use is a variation of that "lost foam" process except the foam is not lost so you can make a few more parts before the plug is no longer usable.

The first step in this process is to get the foam that we will use to make the plug. I use the 2" thick pink foam that you can get at Home Depot. It generally comes in 4'X8' sheets. In this project the fuselage is 4" wide so I cut 2 rectangular pieces of foam slightly larger than the

(Continued on page 6)

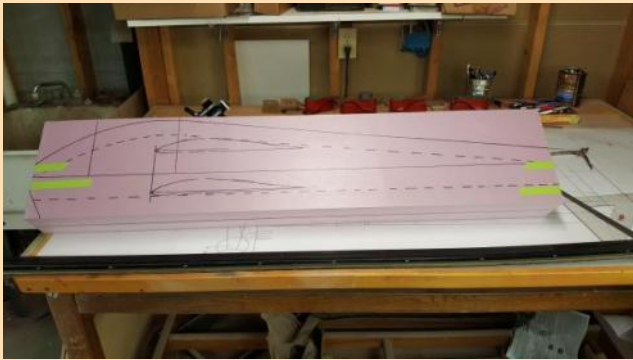
(Continued from page 5)

side view of the fuselage and glued them together.



Left and right foam slabs

Next I copy the side view and top view of the fuselage shape on the block of foam using a straight edge, French curve and a medium point Sharpie pen.



Side view drawn on foam blank

Now we need to cut the side and top view to the lines. I used a band saw for the side view but if you don't have a band saw you can use a hand saw.



Side view cut

The fuselage is 9-1/2 " tall and my bandsaw will only cut to 6". So for the top view cuts I used a hot wire cutter that I built many years ago (I should probably do an article on how to make one). If you are good with a hand saw you can probably do it that way too.



Hot wire cutting top view

We now need to start the shaping process. I use a Sure-form file and a 12"x 3" sanding block with 60 grit sand paper. Start with the sanding block and bring the shape down to the top and side view lines. Take your time as it is easy to remove foam but putting it back is not so easy. My fuselage cross section shape is pretty simple with a semi circular top and bottom and flat sides. So at this point I mark the foam using my Sharpie to show where the top and bottom semi circular cross section tangent line meets the side view.

I now use my Sure-form file to start creating the upper and lower shapes.



Tangent lines and Sureform file work

Again, take your time. Use long, light strokes to get your shape. I do not use templates. I simply sight along the shape I'm working on and constantly make small adjustments like a sculptor would. If you are not comfortable with that method, make some templates out of file folder cardboard. Master scale model designer and builder Dave Platt describes the process on his drawings as "shape to desired shape". That's exactly what we are doing here. When you are close to the line switch to 80 grit paper on your long sanding block and finish up the surface of the entire fuselage. Sight along all of the surfaces looking for the desired shape and symmetry. Use a long straight edge to check for flatness and

(Continued on page 7)

(Continued from page 6)

straightness.



Final sanding with 80 grit paper

At this point in the lost foam process you are ready to apply the glass and resin. In the process we are using here we have a couple more things we need to do. Since we are going to save the foam plug, we need to protect it from the resin and take steps to make sure that the resin does not stick to it. We have a couple of choices for the barrier. We can cover the plug with a LOW TEMPERATURE film such as the Top Flite EconoKote. I have done this in the past and it works very well over the foam. Another way that I used in this example is to use packing tape and vinyl electricians tape. Packing tape is quick and cheap but it is only suitable on simple shapes with little or no compound curvature. When you need to cover more highly contoured surfaces, the electricians tape works very well. When using either kind of tape, just make sure that there is no exposed foam. If you have a few small wrinkles in the tape, cut it out and use a small piece of tape as a patch. We now need to put a release agent on the tape to make sure that the resin does not stick to it. I use a 2 step process. The first step is to apply a mold release wax made specifically for this purpose. You can also use a good quality automotive paste wax. Apply a liberal coating of the wax and lightly buff it. I'm a "double damn sure" person so I apply a coating of polyvinyl alcohol release liquid over the wax. The PVA is a spray-able, brush-able liquid that when dry leaves a thin water soluble film on the surface. I have had good luck with the combination and have never had a problem releasing a part from the mold or plug. Any of the on-line fiberglass material suppliers have these materials.

Now is when we start to apply the glass and resin to the form. For this project I used Z-Poxy finishing resin available at the hobby shop. The tricky part is to determine how many layers of glass to use and where the layers end. I have made small coupons in the past with different weights of cloth and different numbers of layers.

I use these coupons to guide my judgement on the layup schedule I will use. In this case I wanted to use fiberglass fabric available from the hobby shop so I got 3 packages of the Sig brand 6 oz. Per square yard fabric. I decided that I would use 2 layers from nose to tail, a third layer from nose to wing trailing edge and a fourth layer from nose to wing leading edge. I use a plastic ruler to measure from the top fuselage center line to the bottom center line around the outside of the plug. I take that measurement in 5 or 6 locations along the length of the fuselage. I now lay the glass fabric on a table and use a Sharpie pen to layout the the measured shape.



Fiberglass fabric with cut lines

This is fundamentally no different than what you would do if you are going to Monokote a fuselage. Make sure your glass piece has about 1/2" of overlap at the top and bottom center line. Cut all of your pieces this way and carefully fold them and set them aside.

To do the layup we will do one layer at a time on one side only. We need to do a little math here. I start with a full length piece first. You must weigh the cut glass piece with an accurate scale. The reason we do this is to determine the amount of resin necessary to wet the glass. A good rule of thumb is to have a 1:1 glass to resin ratio in the finished layup. I mix 10% more because there will be a little resin left on your mixing cup and brush. So lets say your piece of glass weighs 2 Oz. that means you need to mix 2.2 oz of resin. Since we are using epoxy with a 1:1 mix ratio we must weigh out 1.1 oz. of resin and 1.1 oz. of hardener. Why do we need to be so picky about weighing the resin? If we don't do this and just mix a bunch in a cup I can virtually guarantee you will use waaay too much resin and your part will get heavy very fast. You need to be very careful with this. To do the layup place the cut glass piece on the side of the fuselage being careful to align it on the center lines.

(Continued on page 8)

At this point it is going to look pretty rough so we need to fix that. Give the resin 24 hrs to fully cure. Now take your sanding block with 80 grit paper and smooth any rough areas.



Initial smoothing with 80 grit paper

Be very careful as you don't want to sand through the glass layup. Next we are going to put a layer of filler over the entire fuselage. You can't really use light weight spackel for this as it is way too soft and you will always be able to see the weave of the cloth. I make my own filler using a 1:1 mix of Dunhams Rock Hard Putty and light weight spackel.

(Continued from page 7)



First layer positioned on plug

I use a small disposable bristle brush to dab spots of resin along the length of the fuselage.



Applying resin to glass

Next I use a playing card as a squeegee to spread the resin. You do not want to have any shiny areas as that is an indication of too much resin. Keep moving the resin with the squeegee and dabbing a bit more resin as here and there as necessary with the brush. Work carefully but keep in mind that the usable pot life is about 20 minutes. You may be tempted to add a little alcohol to thin the resin to make it easier to spread. **Don't do that.** Alcohol almost always has some water in it and it will weaken the resin and thus the layup.

You will follow this same procedure for each layer alternating from one side of the fuselage to the other until you have all of the layers placed.



Filler ingredients

The Dunhams is a powder that you can get at Home Depot. By itself it is too hard and heavy. Measure say 10 tablespoons of Dunhams powder and 10 tablespoons of spackel into a tuna fish can (clean of course). Now add very small amounts of water while mixing. Make the mix-

(Continued on page 9)

(Continued from page 8)

ture to pudding like consistency but still brush-able. Now brush it over the entire fuselage. Mix more as necessary. Be as neat as possible.

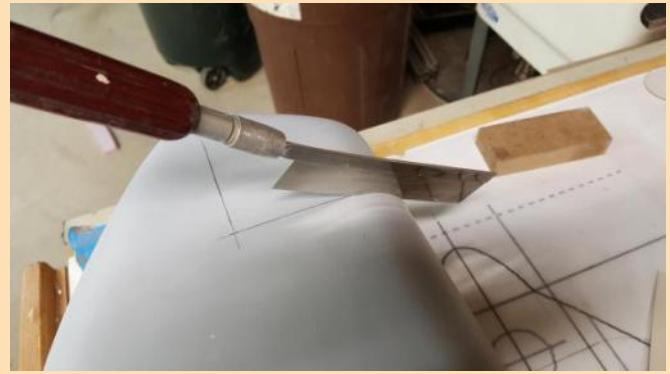


Filler applied and ready to sand

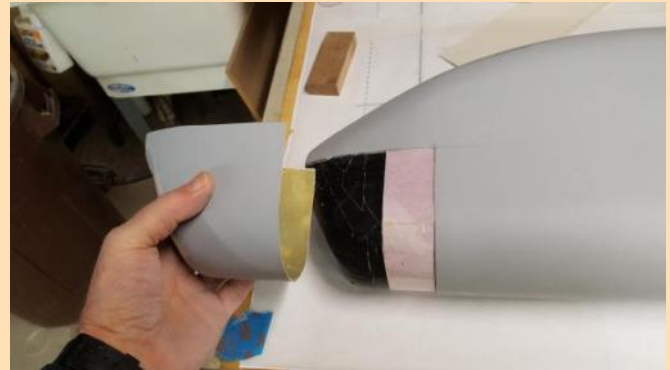
Then it is dry it is time to sand it smooth with 120 grit paper on your long sanding block. The big sanding block helps keep things flat and straight. Holding the paper in your hand will assure a wavy surface. I have used a vibrating sander but you need to be **very** careful as the sander can go through the glass very quickly. Remember 1 layer of 6 Oz glass is only about .008"! At this point your fuselage should be smooth and straight. If not do some more filler until it looks excellent in bright light.

Now is the time to apply a coat of high build primer to fill all of the sanding scratches. I use the Duplicolor brand in rattle cans available at most auto parts places. Spray 2 uniform coats over the entire fuselage. Give the primer about an hour to dry. Now block sand with 220 grit paper. You want 90% of the primer on the floor. Now examine every square inch in bright light looking for defects. Use a pencil to mark them. Use filler or more primer to fix the problem. At this point I give it one thin coat of primer to give it a uniform appearance so I can spot hanger rash as the building progresses.

The moment of truth has arrived. We need to remove the fuselage from the plug. To simplify the removal I draw the location of all removable hatches and the cowl and use an Xacto razor saw to cut through the fiberglass along the lines. Now slip a thin blade through the cut line and under the cowl and carefully pop it off of the plug.



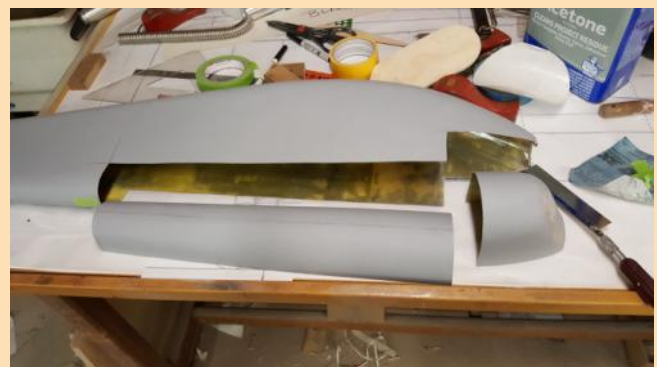
Cut cowl lines with razor saw



Cowl freed from plug

Do the same thing with the hatch.

In this case the shape of the fuselage and my choice of hatch size and location allowed me to simply take the razor saw and cut through the glass along the fuselage bottom center line. I was then able to pry the bottom open and work my fingers between the glass and the plug. At some point, the fuselage popped free from the plug and I removed it from inside of the fuselage in perfect condition.



Cowl, hatch and fuselage freed from plug

We need to repair the cut that we made to remove the plug. To do that we must first clean that PVA release material from the inside of the fuselage. The material

(Continued on page 10)

(Continued from page 9)

is water soluble so I just washed it out with cool water and a clean (old) wash cloth. I now prepare the inside of the fuselage by sanding an area about 3/4" wide on each side of the cut line with 80 grit sand paper. We need to apply a fiberglass strip about 1" wide along the inside of the joint. The way I do it is I cut (2) 1" wide strips of glass cloth the length of the seam we will be repairing. I take some packing tape and seal the outside of the joint along its entire length. The sides will match perfectly. I cut the 2 fiberglass strips in half to make them easier to handle. I put them on a piece of parchment paper or wax paper and saturate them with epoxy.



Bottom seam repair glass strips

Using a small brush taped to the end of a long stick I lift a strip of the saturated glass off of the paper and fish it inside of the fuselage and press it down over the seam we are repairing. Do this with all four pieces and make sure there are no bubbles or wrinkles. This is a little messy and takes a little fiddling to get the strips properly positioned. When the epoxy is cured remove the tape from the bottom and touch it up by sanding lightly with 220 grit paper.

At this point you have a fiberglass fuselage shell with nothing on the inside. What you put on the inside is entirely dependant on the load carrying structural requirements of your particular model.

For my model I determined that I need a firewall, a bulkhead where the plug-in wing spar blades will attach, a bulkhead at the rear end of the hatch opening and some stiffener plates and strips. To make the patterns for the parts I cut the foam plug into sections where the structural parts need to be inside of the fiberglass fuselage.



Sectioned plug with bulkheads and stiffeners

I then used the cut areas of the plug to mark lite plywood to cut perfect fitting parts. The picture shows the process. To install the parts be sure to sand all of the areas with 80 grit paper as before and only use epoxy to bond in place.



Adding stiffeners and bulkheads

That's it.



Finished Fuselage

This is admittedly the deep end of the pool for fuselage construction but I think the finished results will be worth it. I think if I had done a detailed design and fabricated the whole thing in balsa and plywood it would have taken longer. Weight wise, I don't know. I'm confident I'll meet my overall weight objective but it is hard

(Continued on page 11)

(Continued from page 10)

to beat balsa for light weight. I think the cost of this is less than a balsa fuselage and I think getting a great finish will be a bit easier on this fiberglass fuselage.

So, having said all of that I'm going to do a second fuselage using the same plug but a completely different method. I will mold a fiberglass and balsa sandwich shell where it will consist of a thin fiberglass inner skin, a 1/16" thick balsa core molded over the inner skin and a single thin layer of fiberglass on the outside. I've done

this before on a .40 size sport model and it worked extremely well. My plan is to do the next article on that method.

Steve Kretschmer

OOPS, that tree has snagged more than one airplane over the years (editor's note... mine included)!

On January 28, Sky-master Jeff Hyun became its latest victim. Jeff and Dave Shea tried to shake the plane down but no luck. So instead of just waiting for it to blow down, Jeff got proactive and took the higher tech approach... he hired a professional tree climber ;)

The result? He took a hit to his wallet but got his plane back without a single scratch on it!

Not sure if he found Bob Chapdelaine's rocket up there somewhere....

(Dan Berry photo)



Indoor Flying at Ultimate Soccer

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



Ebenezer build

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



Meeting, January 11th

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

The January 11th Skymasters meeting was a special treat for us. USAF Captain Ellsworth, a full scale A-10 Wart Hog pilot, spoke to us about flying this fascinating plane. Turns out he is also an RC pilot and brought his beautiful (and as yet unflown) large scale A-10 built by fellow RCer Tim Toutant.



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?

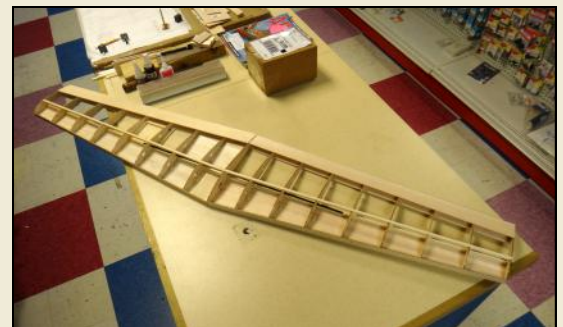
#2 Uniqueness Scores: 1 ARF Fuselage to 5 wow; that is really a neat model.

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 auto-

mated. 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.



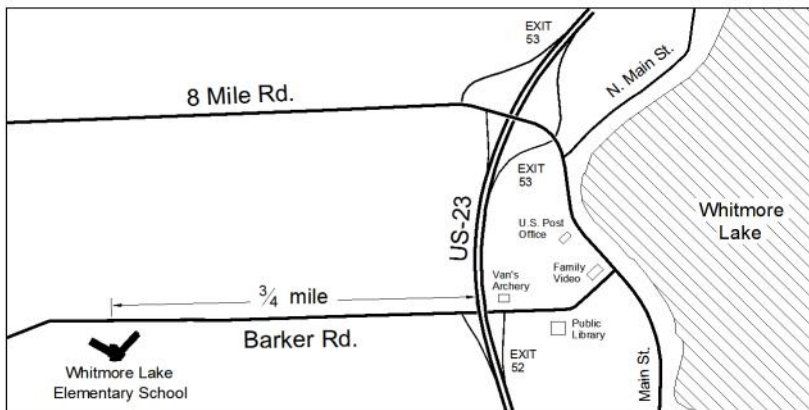
The Hamburg Flyers R/C Club

presents a



SUPER R/C SWAP MEET

Super Bowl **SATURDAY - Feb. 3rd, 2018**



**WHITMORE LAKE
ELEMENTARY SCHOOL**
1077 Barker Rd.
Whitmore Lake, MI

9 AM - 1 PM

ADMISSION: \$5 each adult (age 15+)

Ladies, kids under 15, and active-duty military personnel are **FREE!!**

- Food and Refreshments
- Door Prizes • 50/50 Drawings

Anything and Everything R/C

- Airplanes • Helicopters • Multirotors
- Boats • Cars and Trucks • FPV

Visit our website at hamburgflyers.org

SELLER INFORMATION:

- 8' tables are \$20 each, \$25 along the wall, 6' tables are \$15.
- One adult admission included. No discount for multiple tables.
- All tables are \$25 cash only at the door. Reserve early via PayPal!
- Set up time is 8:00 AM. Reserved tables will only be held until 9:00 AM.
- For inquiries about table reservations, **leave a message** at (734)-436-1359

• DEALERS WELCOME!

TO RESERVE YOUR TABLE:

Simply e-mail hamburgflyers@gmail.com and you will be invoiced via PayPal.

Payment can also be mailed to:
P.O. Box 548, Hamburg, MI 48139

2018 ICE FLY

Sponsored by



www.PMAC.US

02.18.18 Sunday 12:00 - 4:00

Questions?

Contact Tom Kindig at: tkindig1@gmail.com
or www.PMAC.US



Join us for a day of flying off the ice

- Open to all AMA RC Pilots
- Access to OCBC Clubhouse
- Food & Drinks Available
- Boat Club Members Welcome



Public Welcome

- In case of unsafe ice, flying event moved to PMAC field

Flying Location **Oakland County Boat Club**

2330 Ferndale • Sylvan Lake • MI • 48320 • (248)682-9870
<http://oaklandcountyboatclub.roundtablelive.org>

January 2018

Hello fellow Skymasters, friends & family,

It's that time of year again and we call on our membership to make a great showing to support a great cause. We will be hosting another box packing party during our club meeting on Feb 8th. Please do what you can to help out. We will be looking forward to showing some more support and love for those that put their lives on the line to ensure our safety. Their site, www.TroopsNeedLoveToo.com, has loads of information and as well as their mission and letters from troops that have received these care packages. You can also find them on Facebook by searching their name. Below is an example of some of the items that can easily be picked up in your travels and brought to the club meeting to be packaged and sent to a troop in need of some support from home.

- **Food (non-perishable/no pork products)** – Ravioli, Spaghetti O's, Ramen noodle cups, Canned tuna/chicken, SPAM, Cookies, candy, Gum, Drink mix packets, Instant coffee, Trail mix, Canned fruit
- **Hygiene Products** - Shower products, Shaving products, Cough drops, Foot powder, Tissues, Eye drops, Dark Color socks, Baby wipes, Antibacterial wipes, Chap stick, Foot ointment, Cough drops, Dental hygiene, Nail clippers
- **For our Military Women (no aerosol products)** - Tampons, Pads, Hair ties (brown/black), Bobby pins
- **Recreational Items** - Word games, Deflated balls with pump, writing paper/pens, Magazines and books, Playing cards, Frisbees, Puzzles, Nerf balls



Thank you so much for your time and consideration in helping this great cause!

Skymasters EOC



NEEDED ITEMS FOR OUR DEPLOYED MILITARY MEN / WOMEN

BEVERAGES - Coffee, creamer, tea, MIO, Lemonade, Kool-Aid, Gatorade dry mix. Any mix they add to their water.

BREAKFAST FOODS - Single serve boxes of cereal, oatmeal cups, cereal bars
Pop Tarts, instant breakfast drink mixes.

FOOD - Canned fruit, canned chicken & tuna, Ramen Noodles, Rice Cups, Mac and Cheese, mashed potato cups, Ravioli or any microwave meal.
(No pork products) Remember a can of chicken and a rice cup/mashed potato cup can provide a meal for our service members.

SNACKS - Trail Mix, Jerky, nuts, sunflower seeds, chips, crackers, pretzels, Rice Krispy Treats, brownies/cookies, gum and candy. No Chocolate from April to September, due to high heat.

HYGIENE ITEMS - Baby Wipes, Chap Stick, eye drops, stick deodorant, razors, toothpaste, toothbrushes, mouthwash, powder, Band Aids, kleenex packs, body lotion, shampoo, conditioner, soap, washcloths, nail clippers, Antibiotic cream, Cortaid cream and Q tips. For our female service members, brown/black hair ties, tampons and hair brushes. We cannot send nail polish or perfume or aerosol sprays.

WINTER ITEMS - Hand/foot warmers, hats, gloves.

OTHER NEEDED ITEMS: Eye Glass wipes, batteries, dark color duct tape, travel size pillows & pillow cases, socks, neck coolers and freeze pops (during hot months). Magazines, crossword puzzles, Sudoku books, paper, envelopes, blank holiday or everyday cards for them to send home to their family, pens, drawing pads and pencils. Fun little toys & Nerf guns are always welcomed. Hot Hands & Feet.

CHRISTMAS - Gingerbread Houses, hand made cards for troops, blank cards for them to send home to their family. Stockings filled with goodies along with fun stuff. Be creative! (we start collecting in October)

CARDS - Bland cards for our troops to write to loved ones and friends. Our troops love getting cards and letters from home. Do you have a youth group, church group, school or a group you belong to? Please consider taking on a project and write cards for our troops. They enjoy these cards so much and a lot of these guys don't get anything from home.

All of the above listed items are suggestions we invite you to be creative!!

FLIGHT LINE HOBBY

3039 South Baldwin Road Lake Orion, Michigan 48539
(248) 814-UFLY (8359)

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



Feb 10th - "Electric Aero Motor & Props"

Brian always gives an excellent presentation. Learn more about motor dynamics like: KV, Amps motor and prop choices for your flying model.



Feb 17th - "Hot Topic"

John will discuss soldering 101. Featuring equipment and tools used to make the job turn out right. John will be wiring up various connectors and some structural soldering.



Feb 24th - "Cool Pilot or Bust"

Joe does a yearly Seminar season favorite with his airbrushing presentation. This time Joe is focusing on pilot painting, weathering, adding realism to your model using easy techniques.



March 3rd - "Bombs Away"

Steve will give a presentation on homemade bomb drop mechanisms. Our "Wing-It" project people should attend and learn how Steve builds his drop apparatus. Steve will also present the model and answer linkage and control set up questions.

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!

John & Tracie



Skymasters

Midwest Regional Float Fly

SEPTEMBER 8-9, 2018

SEVEN LAKES STATE PARK-HOLLY MICHIGAN

**LARGEST FLOAT FLY IN THE MIDWEST
LARGER BEACH AREA AND PARKING CLOSE TO BEACH**

Event Registration: www.skymasters.org/mwrff

State Campsite Reservations: www.midnrreservations.com

Make your reservation 6 months in advance to ensure you will get a campsite for event

**EMAIL: FLOATFLY@SKYMASTERS.ORG FOR MORE INFORMATION
OR CALL DAVE WENDT (313) 938-9854 OR 248-805-1404**



2018 CLUB EVENTS

SKYMASTERS RC CLUB – LAKE ORION, MI



April 2018

Saturday April 21 — Involvement Day – Bald Mountain

May 2018

Saturday May 12 – Field Opening/Work Day – Scripps Road Flying Field; Lake Orion

Sunday May 20 — Chet Brady - Spring Float Fly – Bald Mountain Trout Lake; Lake Orion

Wednesday May 30 – Student Flight Training & Potluck begins – Scripps Road Flying Field; Lake Orion

June 2018

Saturday June 9 Night Fly (evening), June 10th — Electric Fly In — Scripps Field, Lake Orion

Saturday June 16 — Control Line Fly In – Scripps Road Flying Field; Lake Orion

July 2018

Saturday July 14 — Open House Air Show 2018 - Recreation 101– Scripps Road Flying Field; Lake Orion

Saturday July 28 – Flightline (Hoover) Wing It Contest Fly Off - Scripps Road Flying Field; Lake Orion

August 2018

Sunday August 5—Warbirds and Scale Fly In - Scripps Road Flying Field; Lake Orion

Sunday August 19—Corn Roast and Top Gun Flying - Scripps Road Flying Field; Lake Orion

Sunday August 26 – OCIA Airshow & Open House at Pontiac International Airport

September 2018

Saturday September 8-9 - Midwest Regional Float Fly – Seven Lakes State Party Area, Holly

Saturday September 22- Skymasters Fun Fly - Scripps Road Flying Field; Lake Orion

October 2018

Indoor Flying Season Begins – Ultimate Soccer Arenas; Auburn Hills

November 2018

December 2018

Christmas Party – Orion Center; Lake Orion

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

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

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



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 (three hours)
Ultimate Soccer, Opdyke & 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

February 2018

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1 Indoor Flying 9AM—3PM Premier Sports Center Shelby TWP	2	3 Saturday Breakfast 8:30AM Iris Café
4 Hamburg Super Swap 9AM (see flyer)	5 Skymasters Breakfast 9AM Red Olive, Rochester Hills	6 Indoor Flying 10AM Ultimate Soccer	7	8 Indoor Flying 9AM—3PM Premier Sports Center Shelby TWP Skymasters Meeting 6:45PM Orion Center	9	10 Saturday Breakfast 8:30AM Iris Café Flightline Seminar 11AM (see flyer)
11 Chesaning Swap 9AM Chesaning	12	13 Indoor Flying 10AM Ultimate Soccer	14	15 Indoor Flying 9AM—3PM Premier Sports Center Shelby TWP	16	17 Saturday Breakfast 8:30AM Iris Café Flightline Seminar 11AM (see flyer)
18 PMAC Ice Fly 12PM—4PM PMAC field (see flyer)	19 Skymasters Breakfast 9AM Red Olive, Rochester Hills	20 Indoor Flying 10AM Ultimate Soccer	21	22 Indoor Flying 9AM—3PM Premier Sports Center Shelby TWP Skymasters Meeting 6:45PM Orion Center	23	24 Saturday Breakfast 8:30AM Iris Café Flightline Seminar 11AM (see flyer)
25	26	27 Indoor Flying 10AM Ultimate Soccer	28			

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!



2018 Club Officers & Appointees...

President:	Bob Chapdelaine	Oxford	president@skymasters.org
Vice Pres.:	John Billinger	Troy	vicepresident@skymasters.org
Secretary:	Phil Saunders	Rochester Hills	secretary@skymasters.org
Treasurer:	Jim Satawa	Lake Orion	treasurer@skymasters.org
EOC at large	Pete Foss	Oxford	at.large3@skymasters.org
EOC at large	Jon Grigsby	Ortonville	at.large2@skymasters.org
EOC at large	Paul Goelz	Rochester Hills	at.large1@skymasters.org
Membership:	John LaRock	Livonia	membership@skymasters.org
Editor:	Paul Goelz	Rochester Hills	newsletter@skymasters.org
CFI	Ken Gutelius	Lake Orion	cfi@skymasters.org
CSO	Greg Brausa	Metamora	cso@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