

*it's another beautiful day at Skymasters...*

# March, 2018



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## A man in a dark blue polo shirt and glasses is holding a blue and white model airplane. He is standing outdoors in a grassy field with trees in the background. The airplane has a white fuselage and blue wings and tail. A small American flag is visible on the side of the fuselage. The man is smiling and looking at the camera.

This month we've got our Winter Project Show & Tell Meeting next Thursday, March 8<sup>th</sup>, at our first club meeting of the month. It's nearly a month early this year. We typically called this our "in-the-bones" but, many of our aircraft are sometimes ARFs, or other projects we've acquired over in one or two of them for this meeting to share for show and tell... anything new you'll be flying at ing. Bring in any projects you're still working on in whatever stage they're in too.

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Then we have one more (indoor) club meeting at the Orion Center this month, Thursday March 22<sup>nd</sup>, and then in April we'll be out at the flying field.

Thank you everyone who contributed to our Troops Need Love Too, packing project. We filled over 60 boxes and raised \$600.00. What a great accomplishment. Here's a repeat of my email and blog post!

*A great group of Skymasters met Thursday night and met the challenge. I'm proud and honored to be a Skymaster, again! Not only are we a hobby flying club, but we are a group that does good community service! We made a difference in our deployed service members who will receive these packages in the remotest and harshest parts of our world, doing the job of keeping your and my family safe... and THEY APPRECIATE IT. If you doubt the small sacrifice we did Thursday night makes a difference, then take a few moments of your valuable time and peruse the Troops Need Love Too website, or better yet, their Facebook page and read the countless stories of the letters and videos of the deployed service members who have received the packages, and their response. Better yet, attend another packing event and hear from the men and women who have been active duty overseas and gotten a TNLT care package, and when they're home they come to help package boxes. IT MAKES A DIFFERENCE!!!! WE MADE A DIFFERENCE!!!!*

*SO, I PUT OUT MEAGER CHALLENGE OF 250/30... for us to pack 30 boxes and raise \$250.00 to help in the shipping costs. Well, I am happy to report that we raised just under \$600.00 in donations that our club treasurer handed to Jill Beyer of Troops Need Love Too Thursday Night and we packaged not 30 boxes, not 40 boxes, not 50 boxes, BUT 64 BOXES FILLED UP to the brim with items for our Troops....*

*I want to sincerely thank the Skymasters present who helped our club in this great work AND those who made contributions on our club website through PayPal and cash donations. Thanks to Jon Grigsby our Skymaster who keeps our club in contact with this great local group that we hope to support for many years to come.*

*Just because our packing event is over you can ALWAYS support the TNL2 group. They're having other packing events, check out their website and watch for the next opportunity for our club to support Troops Need Love Too!*

We've had great club meetings in February, one on transmitters and one just last week on 3D printing. Both meetings were excellent. Great speakers and great discussion. See the photos in this month's edition of the Skywriter.

Indoor flying has six more sessions so, so get on over and fly at Indoor. You are guaranteed to have a great time and support our club indoor flying!

**PLEASE** as you're getting ready for the warmer weather flying season take the time to go over your aircraft and do safety checks... check **EVERYTHING**. And while you're at it, set up a throttle CUT/HOLD to keep the motor / engine from inadvertently responding to a bumped throttle stick. If you don't know what this is ASK. We've got great guys that can help you with this. More on this later!

Don't forget about the Toledo Expo Show coming up in just over a month April 6-8, don't miss it.



Bob Chapdelaine

President, Skymasters RC

#### Front Cover

Steve Kretschmer looking over Larry Perry's 3D printer at the February 22nd Skymasters meeting. The future is here!

Paul Goelz photo



## **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](http://skymasters.org) and go to the "Information" tab, followed by "Join or Renew Membership." As previously communicated, we have changed our membership renewal policy from a 'calendar year' membership to a '12 month membership' policy, like the AMA has already done. Our bylaws have been updated to reflect this new policy.

### **How to Renew your Skymasters Membership**

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

### **Skymasters Membership Fees**

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

586-943-9936



# Composite Sandwich Fuselage

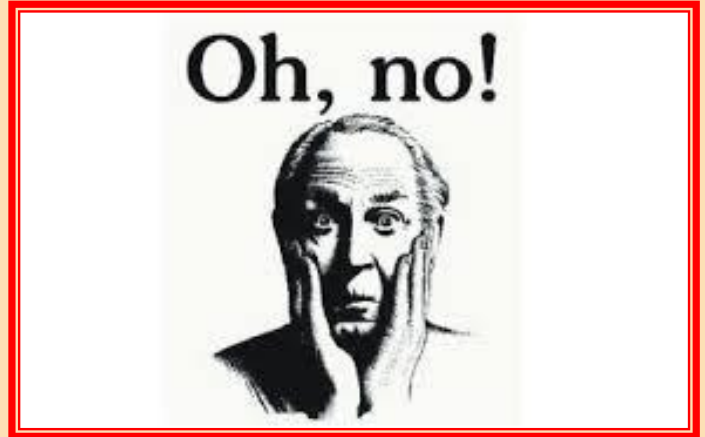


Last month we finished an article on building a fiberglass fuselage without a female mold. This month we will be making a duplicate fuselage using the same foam plug we used before but this time we will create a composite sandwich construction. Why? First, I want to demonstrate the re-use of the foam plug and second I want to show how to make a composite shell structure and third we will show the weight and stiffness differences.

So what is a composite sandwich? In this example it will consist of 3 layers kind of like a baloney sandwich: a layer of fiberglass (the top piece of bread), a balsa core (the baloney) and another layer of fiberglass (the bottom piece of bread) all bonded together with epoxy.

So what's the advantage of this sandwich? Doesn't the balsa just add more weight to the fiberglass? Yes it does but there is a very important difference. The balsa core (light weight but not very strong)) allows us to use less fiberglass (heavy but very strong) and achieve much greater stiffness and overall lighter weight.

To understand how this is possible we have to use some.....

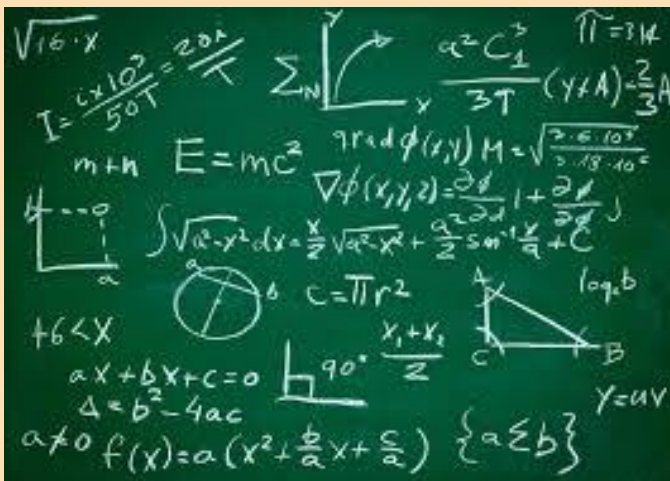


Just kidding. I'll do the math and just give you the answer. I will calculate the stiffness of a sandwich consisting of a 1/16" core of contest grade balsa (6 lb / cu ft) with fiberglass skins made from 2 layers of 1.5 oz / yd fabric on each side of the core laminated with Z-Poxy epoxy laminating resin. The all glass alternative for comparison will be 2 layers of 6 oz/yd fabric and the same Z-Poxy resin. The sandwich turns out to be .070" thick and the thickness of two layers of 6 oz. glass is .010". That is the thickness of the rear half of the Wing-it fuselage from last month.

After doing the calculations I found that the sandwich material is about 107 times stiffer and 32% lighter. I would say that's sufficient motivation to do this project. I think the final fuselage will be more than 30% lighter because the front half of the Wing it fuselage has several more layers of glass and some reinforcements that the sandwich fuselage will not need.

## Construction

After the Wing it fuselage, you will recall the foam plug was in several pieces.



## MATH

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### Foam plug condition after first fuselage

To reassemble the plug we will just use the clear packing tape that we previously used to seal the foam surface.



### Plug reassembled with packing tape

The next thing we need to do is make a paper pattern for making the balsa core for our sandwich. To do that I drew a line on the plug where the thrust line is using a permanent marker. Next I draw reference lines perpendicular to the thrust line spaced on 2" increments starting at the spinner ring on the nose. I continued to the point where the side view curvature stops as shown below. Next I use a plastic ruler and measure from the thrust line around the fuselage surface to the top center line. I record the dimension at each location. I then do the same measurement from the thrust line to the bottom center line. I make one last set of measurements at the tail end of the fuselage. We don't need any more measurements for this design because the shape is a uniform taper from the last black line to the tail.



### Measuring the girth of the fuselage

To make the pattern we need a big piece of paper to lay out the dimensions we just took. I have a roll of "banner" paper from the office supply store that is perfect for this. Draw the thrust line on the paper and then draw vertical lines every 2". The length of the line is the measurement you previously recorded. Draw the core pattern by connecting the ends of all of the measured lines.



### The core pattern layout.

Before we actually make the core we need to talk a little about balsa wood. Balsa is very light compared to other woods but its density varies a lot. The wood at the hobby shop is not sorted at the manufacturer and will vary from around 6 to as much as 15 lb per cubic foot. To be able to mold balsa we need the softest material available. This wood is called "contest grade" balsa and is usually 4 to 6 lb per cubic foot. Your hobby shop generally does not have this in stock. Sig can provide it but it

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must be ordered and it is much more expensive. In my case there was going to be a delay in getting it so I took my digital scale to the hobby shop and sorted through all of the 1/16" x 3"x 36" inventory and selected the lightest available. I needed 10 sheets. The 10 lightest sheets calculated out to 7.2 lb per cubic foot. Good enough I thought.

To make the sandwich core blank we need to edge glue the sheets to make a larger piece that we will trim to the correct shape with our template. Sadly balsa doesn't typically have straight edges so we need to cut each edge to straighten them before gluing. Use a long straight edge and an Xacto knife to do this. Note in the picture below that I am using clamps to prevent the straight edge from moving during the trim cuts (important).



### **Straightening the edges of the balsa**

Take your trimmed sheets and rough cut them to size using the template as a guide.



### **Rough trim the balsa using the template**

Now we need to edge glue the sheets to make the core. But first we need to talk about glue. You might be tempted to use yellow carpenter's glue for edge gluing the sheets. DON'T! It is not waterproof. We will be wetting the balsa to make it more flexible and we need waterproof (not water resistant) glue. I have tried 3 types of glue and found them to be waterproof. (1) Thick and thin CA. (2) Sigment (3) Superphatic. All are avail-

able at your hobby shop. A word of caution on the Superphatic glue. It must be fully cured to be waterproof. I discovered this the hard way. It must be allowed to dry for a couple of days to be sure. I chose to use thick CA because I had enough of that glue and not the others.

To make the edge joints, tightly butt the sheets together and apply a strip of masking tape along the seam between the sheets. Next, open up the joint using the tape as a hinge. Apply your glue along the opened up joint then place the joined sheets on a flat surface and wipe off the excess glue. Use weights if necessary to keep things flat until the glue dries.



### **Edge gluing the sheets with thick CA**

After all of the sheets are joined I lightly sand the core because I found a noticeable difference in thickness in the sheets.



### **Flat sanding the balsa**

Now use the paper template to mark the final shape on the balsa and trim the wood to size. You will need to make two of these.

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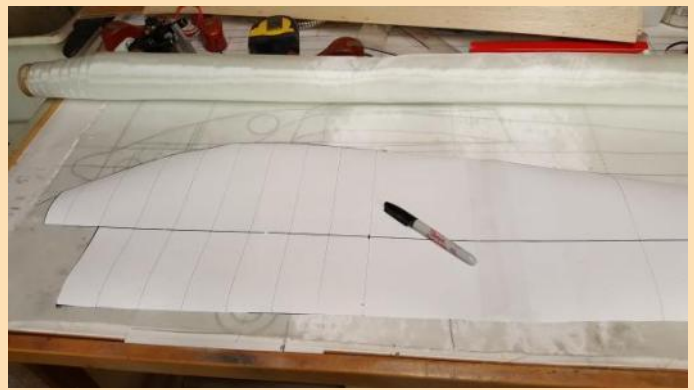
#### Completed balsa sandwich core

The next step is to cover the foam plug with fiberglass. This glass will be the inside layer of our glass/balsa/glass sandwich. We will use the same process we used in last month's article where we made an all fiberglass version of this fuselage. Briefly, we need to apply the PVA release agent on the plug.



#### Brush on PVA release agent

We now use our paper template to mark and then cut the fiberglass fabric. In this case I have a good supply of 1.5 oz per square yard glass and I want the inside layer of the sandwich to be 3 oz per yard so I cut four pieces and use 2 on the left side and 2 on the right side.



#### Mark and cut the glass with the template.

You might ask why I want the inner layer to be 3 oz per yard. The answer is that I did some experiments with different glass thicknesses and using my best engineering judgement (such as it is) settled on the 3 oz solution. Anyway, as before we weigh the glass we will be applying and measure out an amount of resin equal to 1.1 times the weight of the glass.



#### Weigh the resin



#### Apply two layers of 1.5 oz glass to both sides of the plug

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Now for the interesting step. We are going to take the flat balsa sandwich core and mold it to the shape of the fuselage foam plug. To do the shaping we need the high flexibility of the lightest balsa plus the additional step of wetting the wood with water. You may read elsewhere that you need to use Windex with ammonia or straight ammonia to soften the wood for forming. I've done some experiments comparing water, Windex, straight ammonia and white vinegar as wetting agents. A subjective evaluation told me that there wasn't any difference between the water, Windex and vinegar except that with the vinegar my shop smelled like a salad bar. The straight ammonia was noticeably better but the odor was so powerful that I rejected it.

The way we will mold the balsa will be to thoroughly wet the balsa with water. I used a spray bottle to spray both sides of the balsa core piece. Spray the wood several times over a period of 10 to 15 minutes.



#### **Wet the wood by spraying water**

Once the wood is thoroughly wet, we center the wetted wood on the plug and then use elastic bandage strips to form and bind the wood over the plug. You can find elastic bandages at the drug store under several brand names. I bought mine from the animal hospital where my daughter is a manager. I bought the material in 2" wide by 3 meter length. I told her that I didn't want the kind with the doggie and kitty images printed on the bandages (I have my standards!). Wetting the soft wood makes it very moldable but there are limits. It will form over cylindrical or conic shapes beautifully but compound curves are a problem. Gentle compound curvature can be managed but this fuselage has pretty extreme curves in the canopy and cowl area. The front of the cowl presents a shape that is too extreme. We will deal with those areas differently.



#### **Binding the wet balsa to the plug**

We continue wrapping by stretching the bandage very tight as we go. The balsa will form nicely over the shape.



#### **The easy area is fully wrapped**

The next section to be wrapped has significant compound curvature



#### **The area of compound curvature can be seen here.**

The way we deal with the compound curves is the same way a tailor would do it. We will use some small scissors to cut darts in the wet wood. A dart is a small triangular cutout that allows the wood to be stretched or compressed along its edge.

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Now that it is fully wrapped leave the part to dry for around 24 hours. It helps if you put it in a warm place in your house to aid in the drying process.

Once the drying is done you can remove the elastic bandage material. You can save the elastic bandages by re-winding it on its core tube as you remove it. With the bandage material removed you will find that there is virtually no spring back of the wood. Very cool!

(Continued from page 8)



#### Cutting darts to aid in shaping the wood

We continue to wrap the bandage and add darts as necessary as we go. Don't worry about the gaps that the darts leave as we will deal with that later.



#### Wrapping and adding darts

We continue to wrap and dart until everything is tightly bound.

During this whole process, monitor the wetness and if necessary add a few squirts of water to keep the wood wet.



#### Fully wrapped left side core



#### Molded balsa dry and unwrapped

Lift the molded balsa off of the plug and set aside. Now make the other side in the same way.

That's it for this month. Next month we will finish this project up. The task list for the next article includes

Fitting and bonding the molded balsa shells to the glassed foam plug.

Filling the darts with home brewed filler.

Use filler to shape the lower cowl where we could not mold the balsa.

Lay up the outer fiber glass portion of the sandwich.

Removing the sandwich shell from the foam plug and separating the hatch and cowl.

Priming and sanding the fuselage.

Do a weight comparison and offer a subjective comparison of the all fiberglass method to the sandwich construction method.

**Steve Kretschmer**

# Indoor Flying at Ultimate Soccer

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





# Troops Need Love Too

(February 8th meeting)

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





# Meeting, February 22nd

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



The February 22nd meeting featured a great presentation by Larry Perry, all about 3D printing. If you missed it, you missed a good one! Think about being able to input a file and pop out custom plastic parts (some have even made complete airplanes). The possibilities are endless and the price is coming down rapidly.

We also had a short show and tell featuring Ted Labbe and his swing wing F14....ARF. Wow, what's next?



# Float flying... In Arizona



Here's what Jim Prowse does every Tuesday and Friday morning at Lake Havasu, Arizona ;)





# 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?**

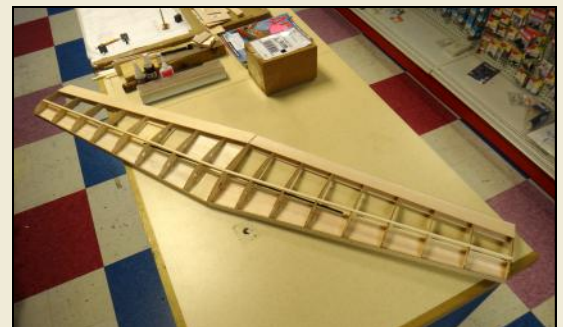
**#2 Uniqueness Scores: 1 ARF Fuselage to 5 wow; that is really a neat model.**

**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](mailto:president@skymasters.org) or [webmasters@skymasters.org](mailto: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](mailto:classifieds@skymasters.org)". I encourage use of this email mail list system. Our member to member email address "[members@skymasters.org](mailto: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](mailto:indoorfly@skymasters.org)", [floatfly@skymasters.org](mailto: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](http://www.skymasters.org).





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

State Campsite Reservations: [www.midnrreservations.com](http://www.midnrreservations.com)

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

EMAIL: [FLOATFLY@SKYMASTERS.ORG](mailto: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 – O CIA 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](http://www.skymasters.org)

## **Skymasters 2017-2018**

### **Club Meetings**

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

**2<sup>nd</sup> & 4<sup>th</sup> Thursdays of Month - 6:45 - 8:45 p.m.**

#### **October 2017**

12<sup>th</sup> - Club Meeting - Scripps Field

26<sup>th</sup> - Club Meeting - Orion Center

#### **November**

9<sup>th</sup> - Club Meeting - Orion Center - (financial Review & Elections)

#### **December 2017**

14<sup>th</sup> - Club Meeting - Orion Center - (Christmas Party)

#### **January 2018**

11<sup>th</sup> - Club Meeting - Orion Center

25<sup>th</sup> - Club Meeting - Orion Center

#### **February 2018**

8<sup>th</sup> - Club Meeting - Orion Center

22<sup>nd</sup> - Club Meeting - Orion Center

#### **March 2018**

8<sup>th</sup> - Club Meeting - Orion Center

22<sup>nd</sup> - 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

# March 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  Flightline seminar 11AM Flightline Hobby
4	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  Detroit Aeromodelers Swap 9AM Inspire Theater
11 Flint Aces Swap 9AM Lake Fenton HS	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
18	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
25	26	27 Indoor Flying 10AM Ultimate Soccer	28	29 Indoor Flying 9AM—3PM Premier Sports Center Shelby TWP	30	31 Saturday Breakfast 8:30AM Iris Café



# 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.

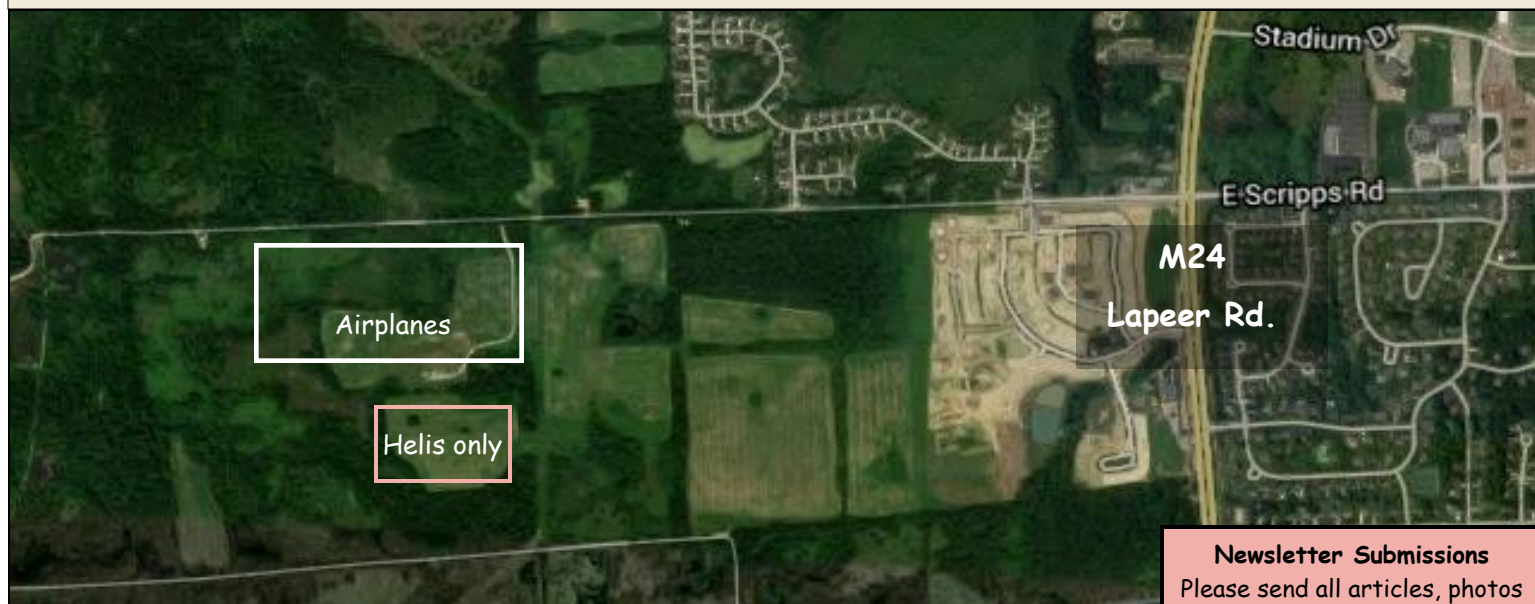
We start cooking about 5:30 p.m. - having grill items by then helps us get everything ready on time.

**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](mailto:newsletter@skymasters.org). If you know of anyone who may be interested in R/C Aviation, please give them a link to this newsletter or give them a copy of an AMA magazine. It may spark their interest!



## 2018 Club Officers & Appointees...

President:	Bob Chapdelaine	Oxford	<a href="mailto:president@skymasters.org">president@skymasters.org</a>
Vice Pres.:	John Billinger	Troy	<a href="mailto:vicepresident@skymasters.org">vicepresident@skymasters.org</a>
Secretary:	Phil Saunders	Rochester Hills	<a href="mailto:secretary@skymasters.org">secretary@skymasters.org</a>
Treasurer:	Jim Satawa	Lake Orion	<a href="mailto:treasurer@skymasters.org">treasurer@skymasters.org</a>
EOC at large	Pete Foss	Oxford	<a href="mailto:at.large3@skymasters.org">at.large3@skymasters.org</a>
EOC at large	Jon Grigsby	Ortonville	<a href="mailto:at.large2@skymasters.org">at.large2@skymasters.org</a>
EOC at large	Paul Goelz	Rochester Hills	<a href="mailto:at.large1@skymasters.org">at.large1@skymasters.org</a>
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CSO	Greg Brausa	Metamora	<a href="mailto:cso@skymasters.org">cso@skymasters.org</a>

## Newsletter Submissions

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

[newsletter@skymasters.org](mailto:newsletter@skymasters.org)  
Deadline is the 20th of each month.

The Skywriter newsletter is published monthly by the Skymasters Radio Control Club of Michigan

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