

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...

April, 2018



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From the President...



Happy Easter to all!

It's the annual Toledo Show this weekend and that is always an exciting time of year. We're in April and my daughter said it's going on *January 76th* today referring to the 4 inches of snow they were getting in Charlevoix this morning, haha. It's been a weird spring weather and that is always fun for everyone, especially our RC hobby. I'm anxious for the warmer sunny weather to get out to the field and fly in the nice summer days. I also miss seeing some of our members that I only seem to see at the field in the summer months.

Our "indoor" club meetings at the Orion Center have come to and end for the season and we had a great presentation (last month) by Ken G. about US airspace and how that relates to our flying field. It led to some

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very interesting discussion and conversations. I believe that his presentation is being added to our website. Even though you'll miss the lecture part (if you weren't there), the presentation was superb.

This month we have the last month of our premier Indoor Flying on Tuesdays. I hope you'll make time and head on over to Pontiac for that. Sessions are only \$8 for three hours. Our club Bald Mountain Work Day is Saturday April 21, 10:00 a.m. We'll meet at the Park Headquarters for assignments. Watch your club email for updates on this. All club members need to participate in this and our Field Work Days before flying these days. No flying during work days (during the work periods!).

Also, exciting news for those who've been building in the "Wing-It" design contest sponsored by Flightline Hobby and John Hoover - Sunday April 29, 6:00 p.m. at Good Shepherd Lutheran Church 1950 South Baldwin Road, Lake Orion, is the Design Judging Contest part of the event. Even if you're not part of the contest show up and see the great aircraft and join in the fun.

If you've not already registered for the **Midwest Regional Float Fly 2018** do so now. Online registration is open. More importantly, be sure to get your campsite at Seven Lakes State Park, Sand Lake Campsite where we'll be hanging out Friday and Saturday nights during the event weekend September 8-9. I cannot emphasize enough to get your campsite now, I believe we've (participants) already gotten over 30 (or more) sites filled. You won't want to miss this exciting part of the greatest float fly anywhere! Don't wait or there won't be any sites left at this campground for that weekend. Go to www.dnrreservations.com to make your reservation.

Finally, I want to warmly welcome our new members to our club. Welcome back to all our snowbirds returning from the south we promise it will warm up, sometime. I look forward to seeing all the new winter projects and builds at the field in the coming weeks.

It is another beautiful day at Skymasters!



Bob Chapdelaine

President, Skymasters RC

Now some practical things at the field

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

Front Cover

Aiden Bauer (with grandpa Barney) at indoor on March 27th. Aiden had been flying a whopping two days when this photo was taken and he was zipping all over the place like a pro. After we spoke for a bit, he started practicing landings. Ah, the flexible young mind.....

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 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,

Skymasters Membership Director

Email: membership@skymasters.org



Composite Sandwich Fuselage, part two



At the end of part one of this two part series we had applied a layer of fiberglass on our foam male plug and we had bonded a molded balsa shell to that glass layer. We used a vacuum cleaner powered vacuum bag technique to assure 100% contact between the fiberglass and balsa. Because of the compound curvature requirements near the nose we had cut darts in the balsa to allow the shaping. We also saw that the shape of the "chin" portion of the cowl area was too extreme for the balsa to be shaped.

The next step for us is to repair the darts and fix the cowl "chin" problem. To do this we will use my custom blend of Dunhams Rock Hard Water Putty (home Depot) and light weight spackel mixed in a 1:1 ratio with just enough water added to get a toothpaste like consistency. Use a putty knife to fill the darts and create a thick layer where the balsa is missing in the cowl "chin" area.



Filled and sanded darts

Once the filler has hardened, sand the darts smooth and flush and shape the thick filler on the cowl area as if it was a balsa block. If it isn't perfect at this point we will fix that in the final step before we sand and prime the fuselage. If there are BIG voids or defects here just mix some more filler and re-do the area. Now give the whole fuselage a light sanding with #120 paper and then brush or blow off all of the sanding dust.

At this point we want to apply 2 layers of 1.5 oz fiber-

glass fabric to the entire fuselage. Use the same technique as in the first article with two exceptions. First, the glass fabric pieces need to be made about 1" larger in the "girth" direction because the fuselage is now larger due to the layer of balsa and second we want to add some denatured alcohol to the epoxy to increase the volume and make it easier to spread. The alcohol will evaporate during the cure so there will not be a mass penalty but we will lose a little strength It's a trade off worth taking. I apply both layers on one side of the fuselage in one step and let the epoxy cure. Then I flip the part over and do the other side in one step.



Glassing over the balsa core

Note that I have a steel rod pushed into the nose and two rods in the tail so I can support the part off of the work surface. Once the resin is fully cured we can take some 80 grit sandpaper on a sanding block and smooth the top and bottom seams where the layers overlap.



Smoothing the overlap seams

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It is now time to mix up more of the filler material. Use the same 1:1 ratio as before except this time add a little more water to achieve a brushing consistency. Brush a nice even coat over the whole fuselage. I use the cheap "chip" brushes from Home Depot. If you have some dings, dents or defects in the fuselage you can put a thicker coating of filler on them now.



Brushing filler on fuselage

Allow the filler to fully harden over night. Once hardened, use your long sanding block with 120 grit paper and sand the whole fuselage. The filler comes off as a nice fine powder and can make a bit of a mess. If the weather is nice you can do this outside and keep the shop relatively clean.



Block sanding with 120 grit paper

The moment of truth is now at hand. We need to remove the fuselage from the plug. The first thing to do is to carefully mark where the cowl and hatch split lines will be. When I designed this fuselage I chose to have the bottom of the fuselage parallel to the engine thrust line so the hatch split lines will be parallel and perpendicular to the bottom line when the fuselage is sitting on the work surface. In addition, the hatch split lines will be oriented the same. The first order of business is to

carefully cut along the marked split lines for the cowl and hatch so we can remove them first. I used an Xacto razor saw for this. When cutting, it is ok for the saw to go into the foam plug since the plug is easily repaired if it is to be reused.



Cutting hatch split line with a razor saw

IMPORTANT make double darn sure the cuts go all of the way through the sandwich along their lengths and at corners. Once all of the cuts are made I take a thin putty knife and insert it into the saw cut and pry up to free the hatch from the plug.



Prying open cut seam with putty knife

The part is quite stiff so you may need to work it like a paint can lid. Once you have one edge free you can pop it right off. The cowl is done the same way. It is a little more stubborn because of its shape and stiffness. Be patient and pry all around and it will come off.

To remove the remainder of the fuselage you will need to cut along the top and bottom seam lines. My razor saw was so badly dulled from the previous fuselage and the hatch and cowl on this one I decided to use my Dremel tool with a cut off wheel instead. This worked fine but was a little more difficult to cut a perfectly straight line. It doesn't matter too much on these cuts since the parts will be glued back together next.

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Initial gluing of the long joints

We will fiberglass this joint with a 3/4" wide strip of 1.5 ounce fiberglass. So, cut strips of fiberglass long enough to do both the top and bottom joints.



Preparing joint reinforcing strips

I position the strips along the seam and use thin CA to wet the fiberglass and wick into the joint. Use adequate ventilation as the fumes are strong. You can of course do this with Z-Poxy laminating resin it just takes longer. When the seams are finished use your sanding block and 120 grit paper to smooth any lumps or bumps. Finally mix some filler to brushing consistency and brush it on the seam reinforcement. Sand it smooth when it dries. At this point we need to add a couple of internal parts. In spite of the fact that the composite sandwich is very stiff I decided I wanted to add a stiffener strip along both sides of the hatch opening. There is a small amount of curvature along the hatch opening so we will use the hatch as a template to cut a 1/4"X1/2" balsa strip.

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Cutting seam with Dremel cut off wheel

As before, use the putty knife to pry open the seam. This time the part will be a little easier to pry open. Once you have it started you can slip your fingers between the part and the plug. Be careful since the cut edges are sharp.



Removing fuselage half from plug

At this point I take a damp rag and clean the PVA mold release from the inside of the parts so it won't interfere with gluing things to the insides.

The next thing we need to do is join the left and right pieces. The parts will fit back together perfectly. I use a few pieces of tape to hold them together while I glue the seam with thin CA. I just put a couple of drops of CA here and there along the seam just to keep them aligned for the upcoming structural joint.

The next major part we need to make and install is the engine firewall. As we did in the all fiberglass fuselage we will cut the plug where the firewall will be and use the piece of the plug as a pattern for cutting the firewall out of 1/4" birch plywood.

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Hatch used as a template for stiffener



1/4"X1/2" stiffener completed

Before we glue the stiffeners inside of the hatch opening we need to scuff the inner layer of fiberglass with 80 grit sandpaper. If you don't do this you will have a very weak joint since the surface is as smooth as glass without sanding.



Hatch opening stiffeners bonded in place



Marking plywood firewall with template

There is a lot of curvature where the firewall fits. This caused a small gap around the rear edge. The front edge is a perfect fit. To install the firewall, sand the joint area with 80 grit paper to remove the shine on the fiberglass. I mark the proper location and double check it for squareness. When I'm satisfied I put 4 dots of thick CA to hold it in place.



Firewall in position ready for bonding

Now mix up some 30 minute epoxy and thicken it with micro balloons to a cake frosting consistency. If you don't have micro balloons you can use balsa sanding dust. Use a gloved finger to force the thickened epoxy into the rear gap around the firewall. Use a cloth with dena-

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tured alcohol to clean up any excess epoxy.

Finish the job by adding some strips of fiberglass and resin on both the front and rear side. Remember to keep the resin and fiberglass away from the engine mount location.

Almost finished. Using your sanding block and 220 grit sandpaper do your final sanding. If you see any defects fix them with filler and when hard sand the repair to a feather edge. At this point I take mineral spirits on a clean cloth and wipe the outside of the fuselage to clean all the sanding dust off. I follow this with a tack cloth the be sure it is clean and dust free. Next, I apply 2 coats of high build automotive primer. I sand the first coat with 320 grit sandpaper to remove most of the primer. This step fills all of the sanding scratches. The second coat I leave un-sanded until I'm ready for color paint. Fuselage primed and ready for color.



Fuselage primed and ready for paint

At this point the fuselage is at the same stage of completion as the all fiberglass fuselage we made first so I can do a direct comparison

Comparisons

You may recall that I said I'd be making some comparisons between the all glass fuselage and the composite sandwich fuselage made on the same plug. Here are my opinions and measurements of the two parts:

Design flexibility

The all fiberglass version wins this category. The fiberglass molding process allows significantly more freedom to produce complicated shapes within certain limits. The sandwich process is limited by the ability to shape the balsa core. In this example the cowl shape was easy with the all glass method but was a problem as we saw with the sandwich method.

Ease of construction

The sandwich construction was slightly easier. The big difference is in the more involved fiberglass layup process on the all glass piece vs having to make the balsa cores for the sandwich version and the additional vacuum bag step.

Cost

Again a pretty close call. In the all glass version there was substantially more resin used. But while the sandwich version used less glass and resin it did suffer from the cost of the balsa core. More on that later.

Strength

No contest here. The sandwich version is much stronger (stiffer). The roughly 100:1 stiffness imprisonment calculated for the first article will result in better praiseworthiness as I believe that the principle failure mode is buckling. The thin all fiberglass shell and simple shape will not resist buckling very well.

Weight

You may recall that I was predicting about a 30% weight reduction with the sandwich construction. It didn't happen. The sandwich construction fuselage is definitely lighter but not 30%. Two issues resulted in the shortfall. First I intended to use contest grade balsa which is hand sorted by the manufacturer to choose material less than 6 lb/cu-ft. Sig was out of the 1/16" material so to keep to my build schedule I purchased Un-sorted material and wound up with material that averaged 8 lb/cu-ft. The second thing that I did not account for was the extra resin needed for the glass layers being applied directly on the balsa. The balsa absorbs some of the resin so more resin was needed to wet out the glass. Also, the Z-Poxy is fairly thin but I did have some problems spreading it within the relatively short working time. I could have thinned the epoxy to be able to spread it quicker and more easily but I was concerned about the reduction in strength from thinning the resin. In the end I went ahead and thinned the epoxy in the last layer by adding 20% denatured alcohol. Much faster and easier.

Final thoughts

I like this method. It is clearly lighter with the potential of being much lighter using different materials and sandwich construction. Specifically I'll keep away from high contoured shapes in the sandwich areas, I'll be sure to use the 6lb/cu ft balsa, I'll use aircraft slow cure epoxy and use a reactive diluent and finally I'd use only 1

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layer of 1.5 oz glass rather than the two I used on this project.

So that's it for this month. Next month I'll do through the design of the wings and attachment method for my Wing-it competition entry. You may not remember what the design will look like so these are the inspiration airplanes.

Hope you are enjoying these articles!

Steve Kretschmer

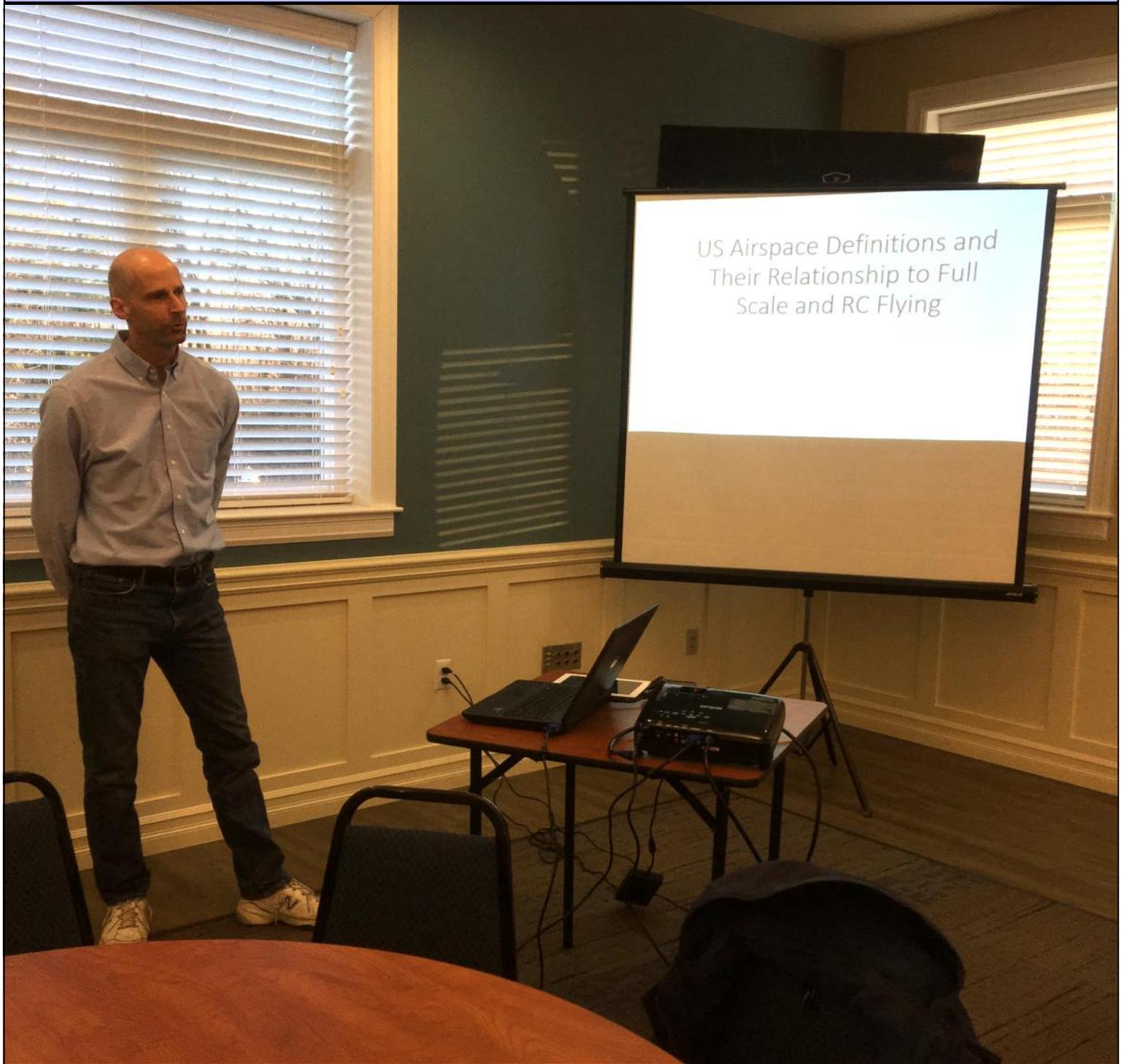


Indoor Flying at Ultimate Soccer

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



Skymasters Meeting, March 22nd



The March 22nd Skymasters meeting featured a presentation by Skymasters Chief Flight Instructor and full scale pilot Ken Gutelius. Ken's presentation showed us how our model operations fit into the overall US airspace as well as how we might unintentionally infringe on full scale operations. It was also apparent from his presentation just how complex airspace regulations are for full scale pilots when operating anywhere near major metropolitan areas!

More Float Flying in Lake Havasu, AZ

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

"High 70's, light breeze, good flyin', no major repairs.... hope we can do it again next year. Looking forward to Ontario/Mich flying this spring/summer/fall"

Jim Prowse



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?

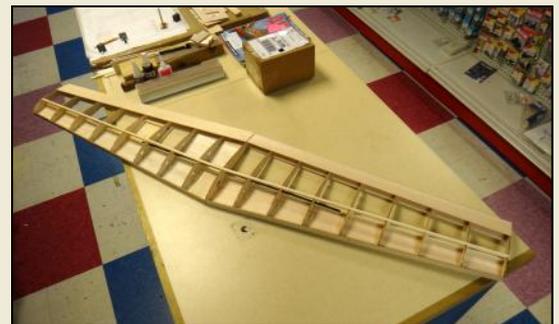
#2 Uniqueness Scores: 1 ARF Fuselage to 5 wow; that is really a neat model.

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.



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; LO

June 2018

Saturday June 9 — **Night Fly (evening)** – Scripps Road Flying Field; Lake Orion

Sunday Jun 10 – **Electric Fly** – Scripps Road Flying 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

Saturday July 28 – **Flightline Wing It Contest Fly** – Scripps Road Flying Field; Lake Orion

August 2018

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

Sunday August 12 – **OCIA Airshow & Open House** at Pontiac Oakland International Airport

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

September 2018

Sat. – Sun. September 8-9 - **Midwest Regional Float Fly** – Seven Lakes State Park Rec. 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

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

April 2018

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2 Skymasters Breakfast 9AM Red Olive, Rochester Hills	3 Indoor Flying 10AM Ultimate Soccer	4	5 Indoor Flying 9AM—3PM Premier Sports Center Shelby TWP	6 Toledo R/C Expo	7 Toledo R/C Expo Saturday Breakfast 8:30AM Iris Café
8 Toledo R/C Expo	9	10 Indoor Flying 10AM Ultimate Soccer	11	12 Indoor Flying 9AM—3PM Premier Sports Center Shelby TWP	13	14 Saturday Breakfast 8:30AM Iris Café
15	16 Skymasters Breakfast 9AM Red Olive, Rochester Hills	17 Indoor Flying 10AM Ultimate Soccer	18	19 Indoor Flying 9AM—3PM Premier Sports Center Shelby TWP	20	21 Saturday Breakfast 8:30AM Iris Café Bald Mountain Involvement Day 10AM Bald Mountain Park HQ
22	23	24 Indoor Flying 10AM Ultimate Soccer	25	26 Indoor Flying 9AM—3PM Premier Sports Center Shelby TWP	27	28 Saturday Breakfast 8:30AM Iris Café
29 Wing it Judging 6PM Good Shepherd Lutheran Church See president's message (page 2 of this newsletter) for details	30					

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:			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.

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