

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



Skymasters Radio Control Club of Michigan

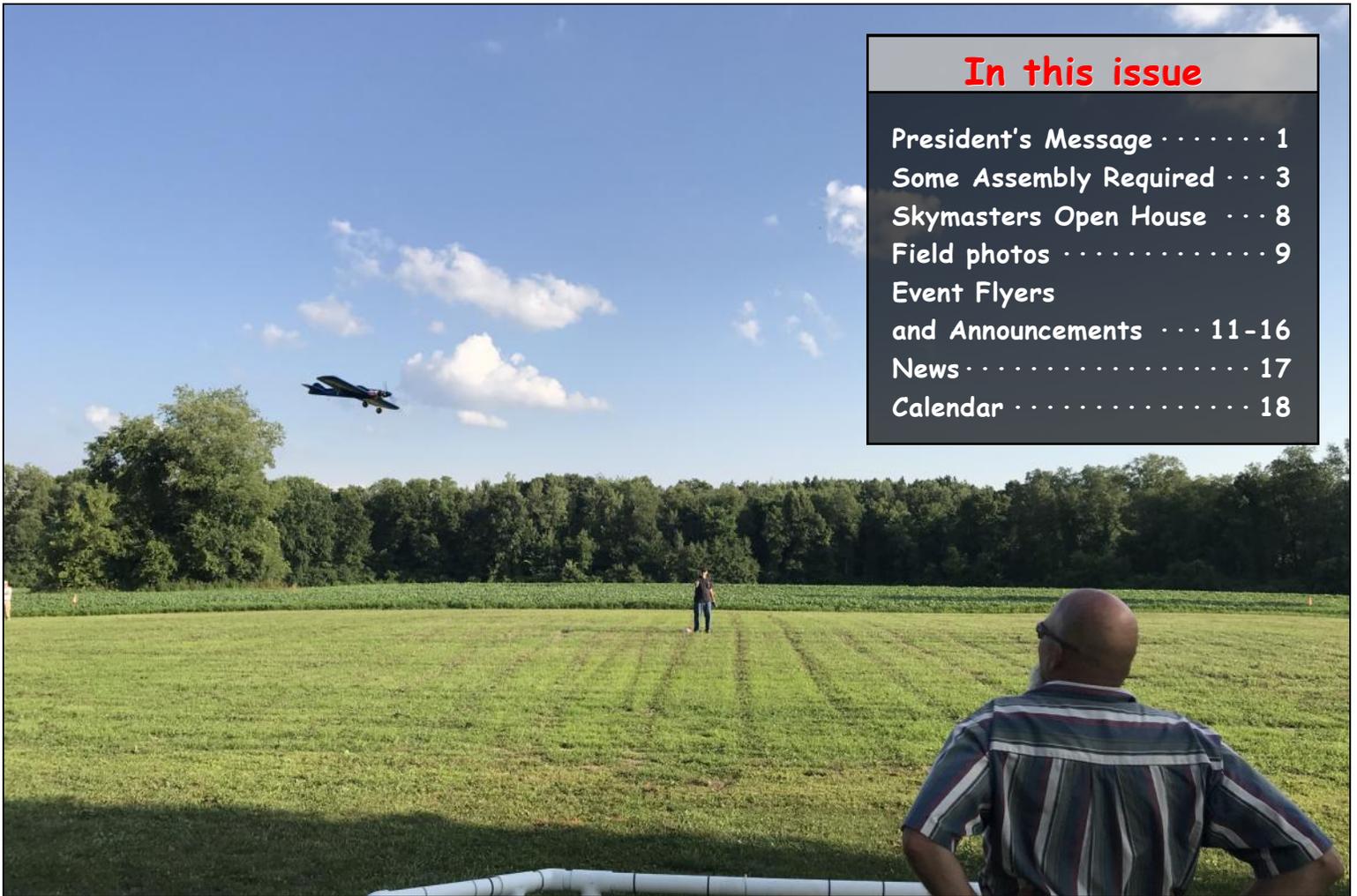
it's another beautiful day at Skymasters...

August, 2018



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Its August already! Last month we had another great Skymasters Open House and Bald Mountain Recreation Area Rec. 101 Event and we had huge turnout again. Thanks to all the pilots who flew in the airshow part of our event, the members who had static displays and everyone who were ambassadors of our great hobby to the many spectators and visitors we had to our flying field that day. Huge shout out to the PMAC club again, George and crew for always supporting our events so well. Thanks to Skymasters members who work so hard to make things run so smoothly especially event director Phil Saunders.

This month is another HUGE event for our club, our annual [Warbirds and Scale](#) event this coming Sunday August 5th! We've been planning and working all year and I hope you'll find your way to Lake Orion for it. Last year we had over 80 warbirds and scale aircraft flying and on display. We'll have the United States Air Force there again too.

Also, in August Skymasters will once again be doing the static RC displays in the GRE (Ground Runup Enclosure) for the Oakland County International Airport Airshow and Open House along with the PMAC club. This is a great day for our clubs. The date is Sunday August 12. [Skymasters at OCIA Open House & Airshow 2018](#). **We also have our awe-**

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some family corn roast and TOP GUN contest. We missed this great club family event last year and it is back on! See you at the field Sunday August 19, for the Corn Roast, Potluck and then beginning at 1:30 we'll have some of our hot-shot pilots vying for the title of Top Gun to see who takes home the coveted title and Top Gun Trophy for Skymasters. Open Flying all day except during the Top Gun period. Steve Schott is our reigning champion!

Our newly expanded control line, multi-rotor and FPV field is starting to take shape nicely and we are hoping to have a grand opening soon. This past Wednesday at the potluck dinner we had inaugural control line flights on the field by Steve Kretschmer, Jim Satawa and Robin Rissell (see photos in this edition of the Skywriter). They were incredibly enthusiastic.

I want to take a moment and congratulate all our new pilots and welcome all our new members. We've had very busy student training on Wednesdays and our Potluck on the same night is a very well attended and exciting time at our field. Thanks to everyone who contributes to make that day great. Thanks to all the members who come out to participate in the potluck, the club flight instructors the club members who support the flight instruction, and those who make the potluck dinner run smoothly, especially Ivan Dulskji and Patricia Webb.

Just to let you know that there's always great things going on "behind the scenes" and great guys and volunteers that keep our club running smoothly. Earlier this week The Indoor Flying Committee Event Director met with the Club Treasurer and yours truly, your club president, to review and approve very modest indoor flying price increases that will be proposed and adopted, (I'm sure) at the next EOC meeting. Then on Wednesday another great group of volunteers that runs the upcoming Midwest Regional Float Fly met to ensure that this event comes off smoothly again this year. Great progress was made and with the new location at Seven Lakes State Park, September 8-9, I am convinced it will be a huge success, again!

We'll also be approving/voting a club member dues increase this November when the EOC makes the proposal to the membership to vote for the dues increase at the time of the club officer elections. By the way, have you considered who will be running for club president this year? If you would like to run for this prestigious and important position, please make your intention known.

We're looking for some specific volunteers already for the MWRFF besides the setup and teardown crew, both of which, besides the whole event are very streamlined and simplified this year. The specific volunteers we're looking for right now are a couple shuttle drivers and vehicle transport people back and forth from the campground area to the beach area throughout the day both Saturday and Sunday. We also need someone that would want to do security at the beachfront tent overnight Saturday. And finally, we also need a few volunteers for the chase/retrieval boat please.

It is another beautiful day at Skymasters! We've had some great days for flying - it has been great to see you at the field! You are a great part of our club!

Bob Chapdelaine
President, Skymasters RC

Welcome to our
newest pilots!



Kevin Laviolette



Bob Heller



James Pollock

Front Cover

First test flights at the new Skymasters control line field (south of the parking lot). Is that really GRASS growing?

Bob Chapdelaine photo



Model Aircraft Aerodynamic Design Part II

Last month we went through the basics of airfoils and how we might select one for our model design. This month we will continue the aerodynamic design process. From this point on we will be limiting our discussions to a conventional aircraft configuration. By that I mean an airplane with a single wing mounted toward the front of the fuselage and vertical and horizontal stabilizers mounted at the rear of the fuselage. In other words we will stick to the configuration that most of us picture in our mind when we think of an airplane. There are of course many other configurations that we can imagine from "tail first" planes (canards) to flying dog houses and Skymaster Pete Foss's Snoopy on a flying skateboard. Each of those configurations has to follow the same basic rules of aerodynamics but their "extreme" configurations introduce special problems of control and stability. Not surprisingly, in our conventional airplane, the wing is perhaps the most important element and will be our starting point. For our purposes here we need to discuss the top view shape of the wing as it can have very strong influence on how our airplane will perform especially regarding its stall characteristics. Last month we discussed the stall characteristics of airfoils but we must remember that those characteristics are for a 2-dimensional shape. In reality a wing is a 3-dimensional thing that will behave quite differently depending on its plan view shape. We like to think of the air flow over a wing to be straight relative to the direction of flight. Sadly, that is not completely true. A real wing's air flow is influenced by many factors. Two important factors are the facts that there is a joint between the wing and the fuselage that causes a disturbance in the air flow and the wing ends more or less abruptly at the wing tips causing a spiral air flow called a vortex. Those disturbances generally cause the stream lines to angle towards the wing tip and alter the way the airfoil works at different points along the wing span. One notable alteration is the stall characteristic. An additional factor that influences the wing stall characteristic is the top view shape of the wing. In this article we will consider three common top view shapes.

The most basic shape is a rectangle. Many models use this shape. There are good reasons to use it. First, it is easy to build / manufacture since the ribs are all the same. But perhaps the most important thing is that it has a very friendly stall characteristic. Because of the airflow disturbance at the fuselage and the vortex at the wing tip, a rectangular wing stall begins near the fuselage and progresses to the tip. The result of this is that the airplane will tend to develop a high sink rate while continuing to fly straight ahead. A second result is that the ailerons remain more effective during the stall so we can more easily maintain control of the airplane. This is a terrific characteristic for a trainer or sport airplane but not so much for an aerobatic airplane where we want a crisper stall. For the aerobatic plane we can alter the stall characteristics by changing the airfoil towards the wing tip. Last month we talked about blunt verses sharper leading edge radius and the airfoil stall characteristic where a sharper leading edge stalls more abruptly. We can use that information with a rectangular wing plan form by using that type of airfoil as we get near the wing tip. Of course that makes the construction a little more complicated. But with relatively easy access to laser cutting services these days the added complexity of varying the airfoil along the length of the wing should not be a deterrent.

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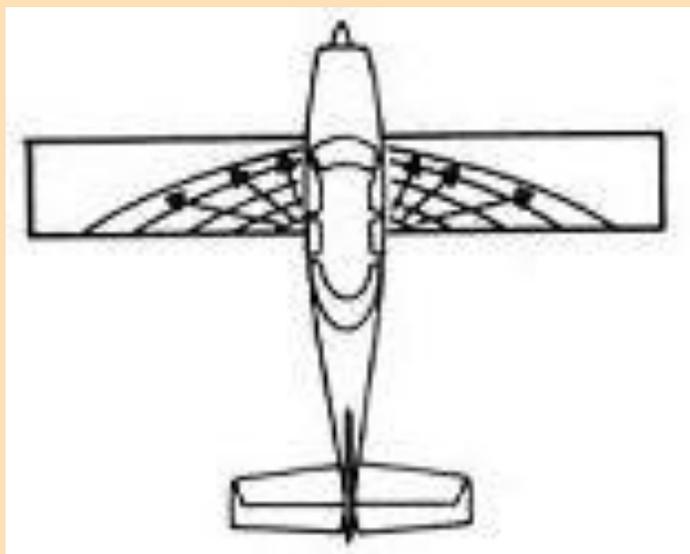


Tapered wing stall progression

toward the wing tip. Highly aerobatic planes commonly have taper ratios below about 0.5. At those ratios, the stall tends to start closer to the wing tip. As bad as that may seem from a trainer plane point of view, it is actually a significant advantage for the aerobatic plane because it allows for good snap roll behavior. So, you might ask why the stall characteristics of the wing changes like that. Great question. To answer that I'll introduce a new term that many of you have heard but don't know what it is. That term is Reynolds number. Reynolds number abbreviated Re is a dimensionless value that can be used to describe the characteristics of air (in this case) flowing over an object...our airfoil. The Reynolds number is calculated based on the density and viscosity of the fluid (air in our case) and the velocity and a characteristic length of the object. In our case the characteristic length is the airfoil chord length. In our tapered wing, the chord length decreases as we go toward the tip. In this example, the density and viscosity of air is constant as is the velocity. So, the airfoil Reynolds number is directly proportional to the airfoil chord length. So? It turns out that the stall angle of attack for an airfoil decreases with a decrease in Reynolds number. So, for example suppose our tapered wing root airfoil has a Reynolds number of 200,000 and our taper ratio is 0.5. That means our wing tip airfoil has a Reynolds number of 100,000. So? The plots below show the airfoil lift (C_l) vs. angle of attack (α). Among other things, the curves show the angle of attack where

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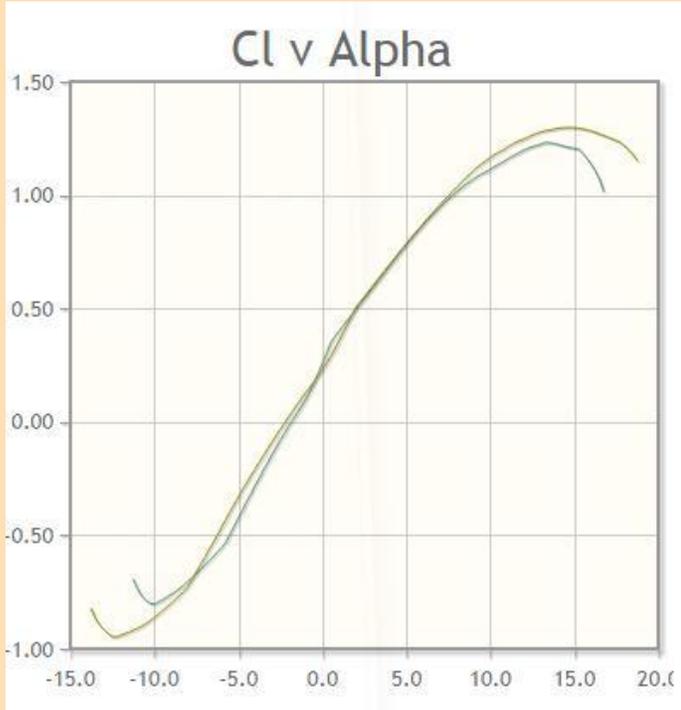
Rectangular wing stall progression

A second basic wing plan form is the uniformly tapered wing. This wing has a wing tip with a smaller chord length than the root rib. The most common variant has the leading edge angled back and the trailing edge angled forward at the same angle. This is a good looking shape and is quite common on aerobatic airplanes. With these wings we need to consider another factor: the taper ratio. The taper ratio is simply the ratio of the wing tip chord length to the wing root cord length. So a wing with a 6" wing tip chord and a 12" wing root cord has a 0.5 taper ratio. Of course a rectangular wing plan form has a taper ratio of 1.0. With this wing plan form, as the taper ratio decreases from 1.0 the stall characteristic changes. We saw earlier that the rectangular wing (taper ratio = 1) starts its stall near the wing root. As the ratio goes down the stall starting point spreads

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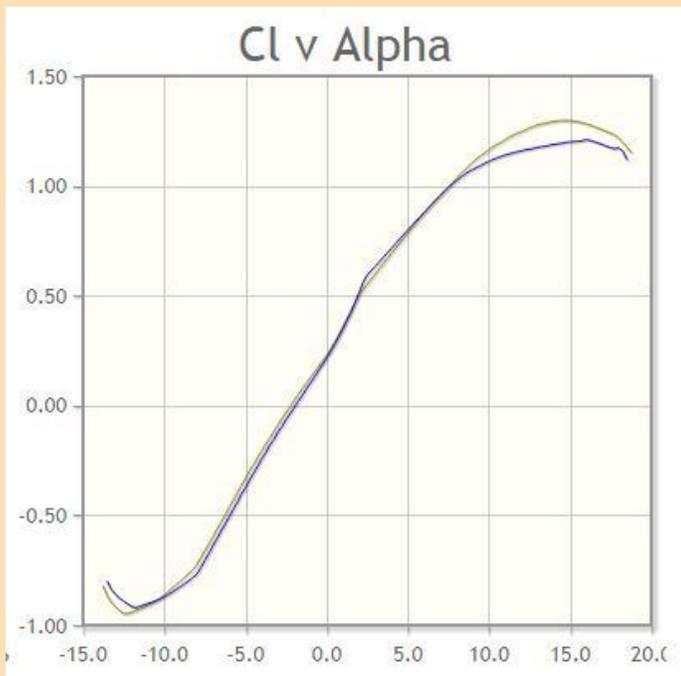
the lift is at its maximum. As the angle of attack increases, the lift decreases (stall). The curves are for NACA 2412, a common airfoil used in R.C. airplanes.

There are always trade-offs



NACA 2412 at $Re = 200,000$ and $100,000$

So what do you do if you want to use the highly tapered wing but you don't want the tricky stall characteristics? One way is to use a different airfoil at the wing tip. Here is an example of what that would do. The plots below are for the same NACA 2412 root rib but using a NACA 2415 airfoil at the tip.



NACA 2412 at $Re = 200,000$ and NACA 2415 at Re

= 100000

As you can see the maximum lift on both airfoils occurs at about the same angle of attack. This simple change can make the plane easier to fly. Note though that you can still do snap maneuvers with this wing but they may take a little more control throw to do it and may not be as crisp. There are always trade-offs.

The third wing plan form we'll discuss is the swept wing. This plan form is characterized by taking a line angled back from the aircraft center line and positioning the root airfoil and tip airfoil 25% point on the line. Swept wings are commonly tapered as well. Swept wings are almost universally applied to very high speed aircraft that fly near or beyond the speed of sound. This has to do with how the wing shape handles shock waves at those speeds.



Swept wing stall progression

Highly swept wings have a few negative characteristics. First, the wing stall typically starts at or near the wing tip. The stall, when it occurs tends to be sudden with little or no warning. This is partly due to the fact that there is considerable additional span-wise air flow resulting from the sweep angle. Early Jets were known for this problem during landing. The MiG 15 dealt with the problem by adding devices called fences on the wing. The wing fence blocks some of the span-wise flow and delays the tip stall.

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Leading edge stall strip

The swept wing is also more difficult to build and design structurally. The structural issue has to do with the lift forces that want to twist the wing which then requires substantial stiffness.

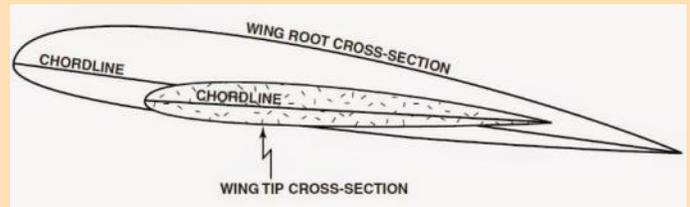
Earlier I mentioned the term "wash out". Wash out is another method of dealing with premature wing tip stall. The idea is that you intentionally put a twist in the wing during construction such that the wing tip airfoil is operating at a lower angle of attack than the wing root airfoil thus delaying the stall. 2 to 3 degrees of twist is common. It is possible to add some wash out after a wing is covered especially if you have used a film covering material. We will get into that in the next article where we will go through wing structural design.



MiG 15 anti-stall wing fences

The American F-85 used a considerable amount of twist in the wing to reduce the angle of attack at the tip. This is called wash out which I'll talk about shortly. Another stall related issue with swept wings is that the tip portion of the wing is well behind the aircraft center of gravity so when the tip stalls, the loss of lift in that location causes the aircraft to pitch nose up driving the wing deeper into its stall. The F-86 was infamous for this. The pilots who survived the experience in the landing pattern called it the "Sabre dance".

Often during the development of an aircraft nasty stall characteristics are discovered. One way to help the situation without having to re-design the wing is to add stall strips to the leading edge of the wing near the fuselage. The strips are typically a sharp edge angle attached to the leading edge. The sharp edge causes the airfoil to stall at a much lower angle of attack and behave more like the stall "friendly" rectangular wing we talked about above. These are easy to add to our models if we run into stall problems.



Wing tip stall reduction using wash-out

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The final topic for this discussion of wing aerodynamics requires us to learn another term: aspect ratio. Aspect ratio is another dimensionless parameter that relates the wing span to the average chord length. You can easily calculate the aspect ratio by dividing the wing span by the average wing chord length. You must of course use consistent units such as inches/inches, feet/feet or my favorite units furlongs / furlongs. As long as the units are consistent, the answer will be the same. For our purposes a very broad generalization on the effect of aspect ratio will suffice I think. Aerodynamically, as aspect ratio increases in a wing, its efficiency increases. For a given area, the total lift increases and the induced drag (the drag of an airfoil that is the result of producing lift) decreases as the aspect ratio increases. Sailplanes normally have very high aspect ratio wings in order to increase their glide ratio. I had a full scale all composite sailplane that had a wing span of 59ft and a mean chord of 2.5ft for an aspect ratio of 23.6. There are some practical limits on aspect ratio. For one thing, as the wing span increases the distance from a wing panel center of lift to the attachment at the fuselage increases and the structural loads go way up. In the above example the wing spars were made of fiberglass and were massive (read that to mean heavy) in order to withstand a +/- 6g load. The sailplane had to be assembled by one person (me) each time it was flown so It took special handling equipment to manipulate a wing panel during assembly. My ship was about at the limit of what you could do with a fiberglass structure. When carbon fiber came along everything changed for the better (except cost of course). Maximum wing span increased to 75ft or so and aspect ratios went up to around 30 and the wings got lighter. Anyway, high aspect ratio wings on our models need very careful structural design to deal with the bending loads. Additionally, except for sailplanes, we don't typically worry about wing efficiency in our models as we are usually waaay overpowered. One final consideration is that most of us need to be able to get our planes in our car / van. I have noticed over the years that there is an increasing number of guys who have pretty large trailers to haul their models to the field so size is becoming less relevant.

So, in my opinion wing shape taper ratio, and aspect ratio for our models comes down to these very general numbers

Very aerobatic planes:

Tapered wing

Taper ratio approximately .5

Aspect ratio 4 to 5

Symmetric airfoil without washout

Sport aerobatic plane:

Tapered wing

Taper ratio approximately .7

Aspect ratio approximately 6

Asymmetric or symmetric airfoil with 0 to 2 degrees of washout

Basic trainer:

Rectangular wing

Taper ratio 1

Aspect ratio approximately 5 to 6

Flat bottom or asymmetric airfoil without washout.

So that's it for this month. So far we have talked about airfoil selection in last month's article and wing shape in this month's article. Next month we will look at the proportions of our model and the stability implications of the proportions. There will be a few more terms and some calculations that need to be done. I'll introduce you to some on-line calculators that will make life much easier.

Steve Kretschmer

2018 Skymasters Open House

Bill Pesch photos

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



Just Another Day At The Field...

Bob Chapdelaine photos

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



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.

2018



WARBIRDS & SCALE



Radio Control Model Aircraft

**OPEN TO
THE PUBLIC**

Air Show—Fly In

Skymasters RC Club Lake Orion, MI

Sunday August 5, 10:00 a.m.



Scripps Road Flying Field Part of Bald Mountain Recreation Area

~ 4 miles north of the Palace of Auburn Hills on West Scripps Road between Joslyn and M-24



- Public Welcome ○ Food & Refreshments ○ No Landing Fees
- Flying Open to AMA Members ○ Plenty of Parking
- Pilot Prizes ○ Civilian & Military RC Scale Aircraft
- Restroom Available ○ AMA Sanctioned

www.skymasters.org | email: warbirds@skymasters.org



OAKLAND COUNTY INTERNATIONAL AIRPORT

OPEN HOUSE & AIRSHOW

aerobatics • vintage jets • family fun



Oakland County
International Airport



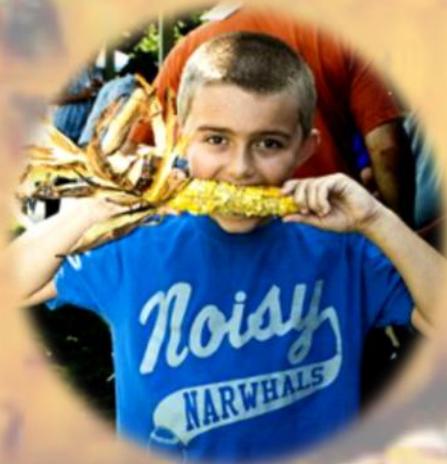
August 12, 2018 -10:00 to 4:00 p.m.

33rd Annual Airport Air Show & Open House is one of the finest family entertainment events in Michigan. It features a full spectrum of aviation entertainment and exhibits such as championship aerobatic teams, individual performers, World War II aircraft, and a variety of military, commercial and civilian aircraft and vehicles on display. A day of fun for the entire family. Air Show starts at 2:00 p.m. Admission is free, parking is \$5 per vehicle.

2018 Skymasters Annual Corn Roast & Top Gun Sunday August 19, 2018

Lunch at Noon & Top Gun Contest Begins at 1:30 pm

for the family
club provides: corn,
hot dogs, pop and wa-
ter—bring any sides
or desserts to share
and your place set-
ting



member
appreciation &
recognition
Top Gun Contest
rockets

delicious Oxford sweet corn... yummy!

Bring the whole family for a
Skymasters family corn roast.
open flying all day except during Top Gun.
who will win the 2018
Skymasters Top Gun Trophy?



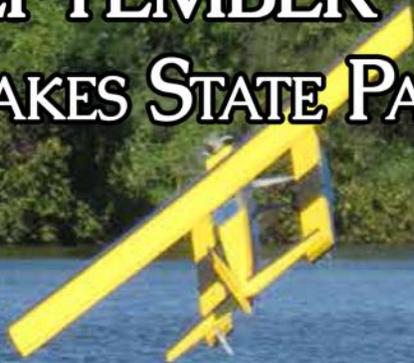


Skymasters

**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) 938-3854 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

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 Student Night and Pot Luck Every Wednesday at the field (beginning May 30th). Flying & in- struction any time but we eat at 6PM

For those participating we ask that you:

- Bring something for the grill - enough to at least feed you and your guests
- Bring a dish to pass (see notes below)
- Bring your own (non-alcoholic) beverage

We eat at 6pm - rain or shine! The potluck is sustained by those participating, with no expense to the club.

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! Already this year we have cooked pork tenderloin and chops, salmon, venison burgers and more.

Don't forget the buns if appropriate for your contribution!

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

Dish to pass: Don't know what to bring? Each week a board will be up listing supplies needed - 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.



August 2018

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			<p>1 Float Fly 9AM Addison Oaks</p> <p>Student Night & Pot Luck 5PM Scripps Field</p>	2	3	<p>4 Saturday Breakfast 8:30AM Iris Café</p>
<p>5 Warbirds and Scale 10AM Scripps field</p>	<p>6 Skymasters Breakfast 9AM Red Olive, Rochester Hills</p>	7	<p>8 Float Fly 9AM Addison Oaks</p> <p>Student Night & Pot Luck 5PM Scripps Field</p>	9	10	<p>11 Saturday Breakfast 8:30AM Iris Café</p>
<p>12 Pontiac Airport Open House 10AM Pontiac Airport</p>	13	14	<p>15 Float Fly 9AM Addison Oaks</p> <p>Student Night & Pot Luck 5PM Scripps Field</p>	16	17	<p>18 Saturday Breakfast 8:30AM Iris Café</p>
<p>19 Corn Roast and Top Gun 10AM Scripps field</p>	<p>20 Skymasters Breakfast 9AM Red Olive, Rochester Hills</p>	21	<p>22 Float Fly 9AM Addison Oaks</p> <p>Student Night & Pot Luck 5PM Scripps Field</p>	23	24	<p>25 Saturday Breakfast 8:30AM Iris Café</p> <p>PMAC Flying Circus 3PM PMAC field</p>
26	27	28	<p>29 Float Fly 9AM Addison Oaks</p> <p>Student Night & Pot Luck 5PM Scripps Field</p>	30	31	

Skymasters Information...

[The Skymasters field is located in Lake Orion, within the Bald Mountain Recreational Area](#) on Scripps Road, between M24 and Joslyn (see map). A recreation passport or sticker is required and can be obtained from the Park Headquarters located on Greenshield Road or you can check the box on your tab renewal for a "Recreational Passport".

Flying hours:

QUIET ELECTRICS ONLY from 8AM to 10AM and 8PM to 10PM.
The noise limit is 80dBa at ten feet. Regular flying is permitted between 10 AM to 8 PM. **The noise limit is 94 dBa at 10 feet.**
These noise limits are enforced.

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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