official digital newsletter of

Skywriter

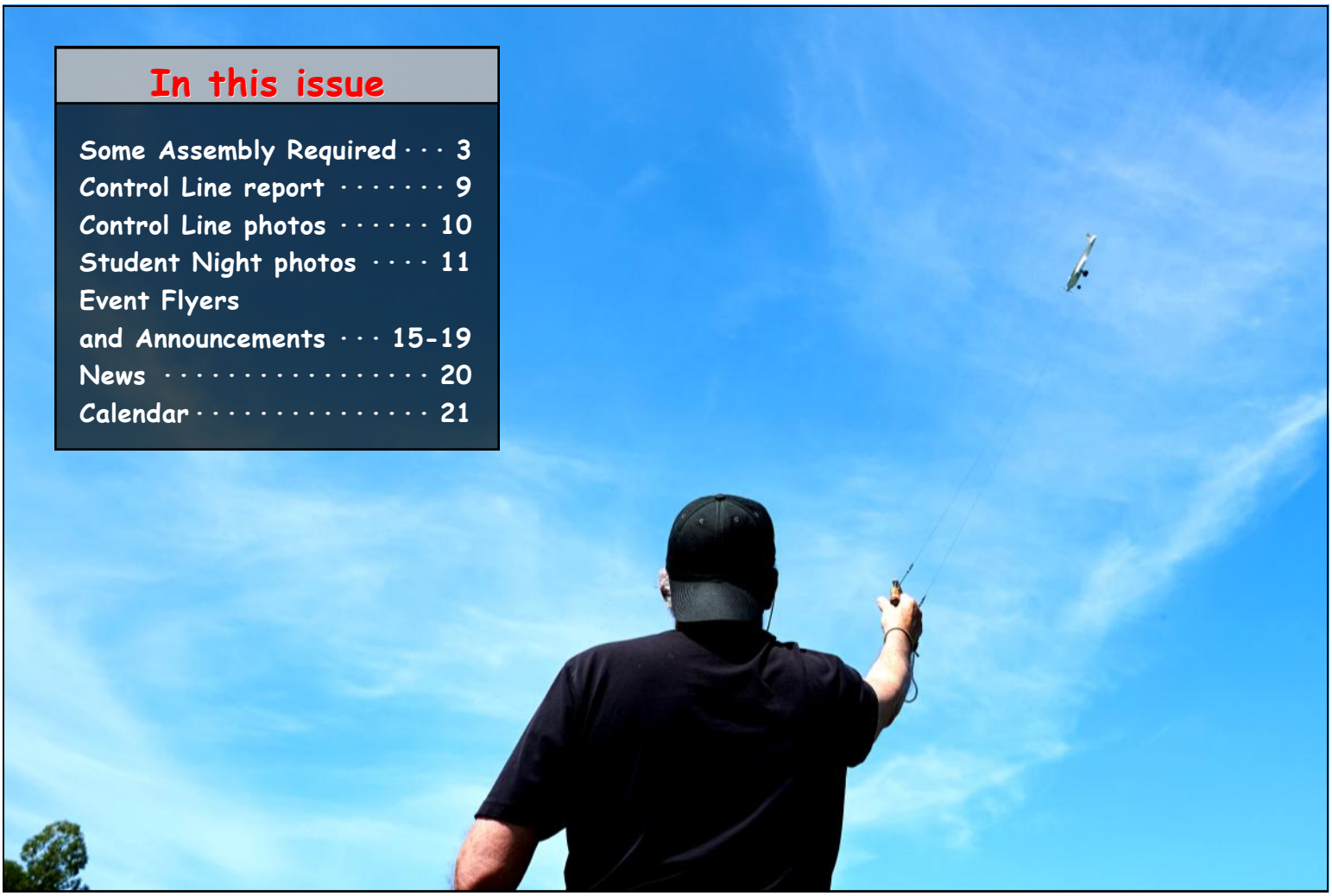
AMA Charter Club #970 www.skymasters.org 24 year Gold Leader Club

Skymasters Radio Control Club of Michigan

it's another beautiful day at Skymasters...

July, 2019

In this issue



Taadaa!! It's summer, well at least weather wise for the past few days anyway. We've finally had some beautiful flying weather and the deluge of rain that we've had this spring has somewhat let up. I've been out to the field quite a bit the last week or two and had the pleasure of meeting some of our newer and newest club members. We have great members in our club!

This month we celebrate the **Fourth of July!** Happy Independence Day! As proud citizens of the United States of America, we are celebrating a great holiday of our nation. May it be a beautiful day of self-awareness, patriotism, kindness, and love. Have a wonderful Fourth of July!

Don't forget our Open House and Air Show on Saturday, July 13th!

This month we focus on our Open House – Air Show – Recreation 101, all one event coming up very soon, Saturday July 13, 10:00 a.m. to 2:00 p.m. where we promote our club to the public by doing what we do best, flying! We promote our club and the park to the public. We appreciate the Skymasters and PMAC and other clubs' participation in

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making this a great show. Mark your calendar, tell your friends, grab some flyers from the field or at Flightline or print them off the website and put them up at the local stores, churches and local businesses and invite everyone you know to c'mon out to Skymasters for a great day of flying.

Upcoming 2019 events…..

WARBIRDS and SCALE – Sunday August 3, 2019

Club Corn Roast and Top Gun Competition - Sunday, August 18th

Midwest Regional Float Fly 2019 – September 6th, 7th & 8th

Have you reserved your campsite, made your reservation online, registered for the float fly?

Last month we had two, well three, great events for our club. Our annual Electric/Night fly and our Control Line Fly. Both turned out well. We tried valiantly to get both our north and new south fields (vibratory) rolled, but, between the wet/rain, and mechanical breakdowns of the equipment it sorta got done. Thanks to Steve Kretschmer for coordinating the roller and special thanks to Ted Labbe for transporting the rollers both days from the equipment rental location. With all the rain and weather, I'm sure you've noticed that the field mowing schedule has been way out of whack, as often the field had to be mowed as soon as possible when the rain stopped, or schedules allowed. Most recently the club tractor needed a new front wheel bearing replaced and we're grateful to have been able to get that done in a timely manner.

Another great indicator of how I know we have such a great club… not one complaint about the long grass or mowing or anything… so, we really do have a great membership in our club and I and the guys who volunteer to run things appreciate that.

Along those lines, the EOC and others, spent many hours in committee, this past winter reviewing and updating our Field Safety Rules that had last been revised over ten years ago. The current rules have very outdated and some irrelevant information included that I asked that we take some time to re-write and adopt new Club Field Safety Rules. (Over a year ago) Well, the final draft is done; and the group has haggled over the fine details and very soon we'll release the version to the club, and you'll see for yourself what a great job the group did in writing and adding "best practices" to keep us all safe and compliant as a club. It is not the final word, nor may not be a perfect document…, but is a document that we'll all do our best to abide by as a Member of Skymasters.

Our Wednesday Potluck dinners are in full swing and well attended. Come on out and enjoy a great meal with great friends on Wednesdays, 5:30 p.m. Wednesdays are also Student training days at the field. See the website for all the information.

Its another beautiful day at Skymasters!

Bob Chapdelaine

President, Skymasters RC

Front Cover

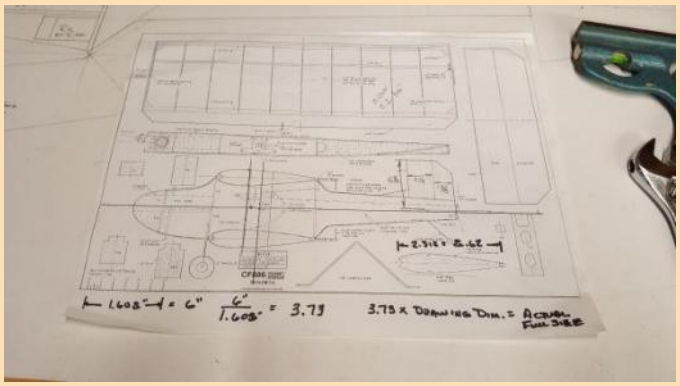
Steve Kretschmer flying his Cobra at the Skymasters Control Line event.

Paul Goelz photo

Bi-Slob final build

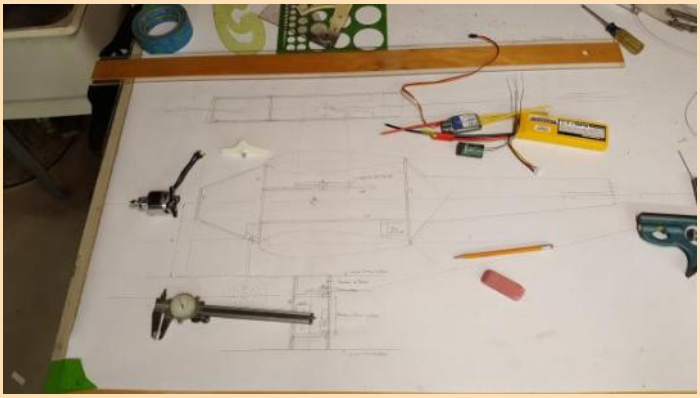
As you may recall from last months article, the Bi-Slob (ridiculous name) is a control line model with extraordinary aerobatic capabilities but not exactly beautiful. I originally thought I would beautify it but in the end I'm building it like the drawings with one exception. The original was powered by the old standby Fox .35 glow engine but I will be using electric propulsion on mine. The reason I'm doing that is that the Fox powered plane owes some of its aerobatic capability to a balance between the Fox engine power (and careful tuning) and the weight of the model. In fact, the ability to hover and do tail touches varies as the fuel load is burned off. With the electric power and an R/C throttle control I can eliminate all of the glow engine and fuel load variables and take advantage of the consistency of the electric power system. My Bi-Slob will be over powered I believe but that can easily be managed with the throttle.

So last month I built the wings and showed how I make the wing ribs and a simple steel rod wing build jig. You may recall I did not make a drawing of the wing to build on. Instead I scaled a few dimensions from the 8-1/2" x 11" downloaded drawing and made spacer blocks to use with the steel rod jig.



8-1/2" x 11" construction drawing

This month I'll be building the fuselage and tail assembly. For this I need a full scale fuselage drawing. You can purchase a full scale drawing of the Bi-Slob but I decided to save the money and make my own drawing and incorporate the changes needed to do the electric conversion, When I do drawings like this I only include enough detail to build the model. I do the drawings with pencil on paper (really). You can of course do the work in CAD but you are then faced with having to figure out how you are going to print the drawing in full scale. For me it is easier to just hand draw it and and start building. I do not make archival quality drawings. For me, the work product is the finished model, not the drawing.



Full scale fuselage drawing

The major changes I made have to do with providing a battery compartment and hatch for the 3S 3700mah LiPo battery. In doing this I had to deal with the weakening of the structure due to the large battery hatch in the side of the fuselage. More on this later. The first order of business in the fuselage build is to make the blanks for the sides. These are made by edge gluing 2 pieces of 3/32" x 3" X30" balsa. I do this by taping the 2 pieces together and the opening the taped joint like a book, I then run a bead of glue down the open joint and then flatten the sheets. At this point glue has oozed out of the joint and I clean it off with a dampened paper towel. When edge gluing sheets I use carpenters yellow glue or solvent based glue like Sigment because it allows easy sanding of the joint when the glue dries. Using CA glue leaves a very hard joint that is difficult to sand especially with softer balsa. I did this for both sides and then weighed them down to keep them flat while the

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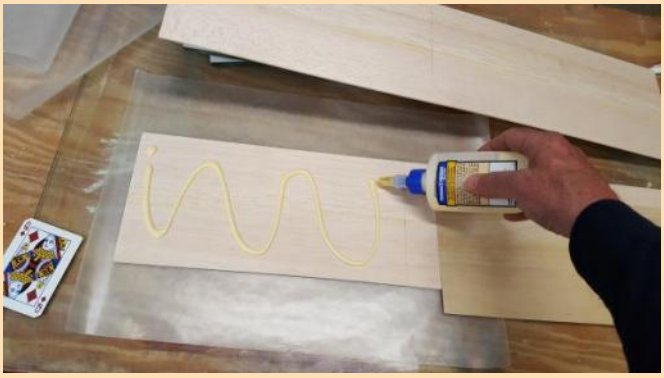
glue dries. I have a supply of wall tile pieces left over from various projects that I use for this purpose.

Edge gluing the fuselage side blanks

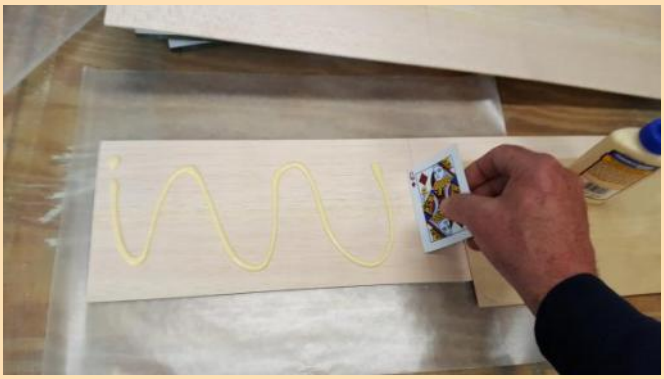
Weighting the blanks while glue dries

Removing tape from glue joints

The fuselage design calls for 1/32" thick plywood doublers. To apply the doublers to the balsa blanks I spread yellow carpenters glue. To do this I use a playing card as a squeegee. When the glue is spread evenly I set the doubler in place and firmly press it down. I did the second one the same way and then I stacked them with a piece of wax paper as a separator. At this point I add heavy weights to make sure I get a uniform bond.



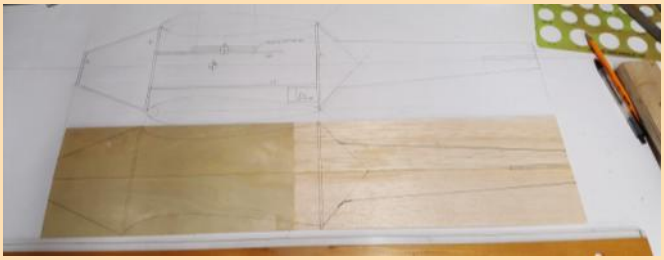
Snaking glue on the surface



Spreading glue with playing card

Using heavy weights to assure a good bond

I let this dry over night. The next day I cut the sides to shape. To do this I transferred the fuselage side shape and structural bulkhead locations to the laminated blanks.



Fuselage outline marked on blank

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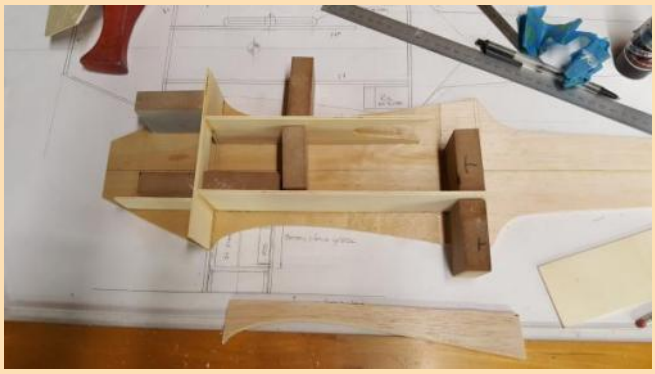
I now stack the two blanks and use tape to keep them aligned for cutting. This is an important step because the two sides must be identical to assure a true and square fuselage. Once the blanks are securely aligned, I cut the outline including the slot where the horizontal stabilizer will be installed later.

Side outline cut. Note aligning tape at the ends.

In doing the drawing I laid out the sizes of the firewall, two internal bulkheads, the bellcrank mount and the battery compartment floor. These are all simple rectangular shapes. I used my table saw to cut the shapes so that all of the common dimensions were exact. The parts are all 1/8" lite plywood. You may recall that I marked the location of these parts on the fuselage side blanks while the blanks still had straight and square edges. So using the marked locations I set up all of the parts on the right hand fuselage side. I use blocks and weights to keep the parts tight to one another and square to the fuselage side. I then tack everything with thick CA glue.



Gluing the internal structural parts

After tack gluing, I remove the locator blocks and finish glue all of the parts. At this point I cut the battery access opening in the left hand fuselage side. I used a scroll saw for this operation. The next thing that needs to be done is to attach the left side to the right hand sub assembly. Here is where having the fuselage sides exactly the same having been stacked when cut to shape. To make the assembly I took the right hand sub assembly and placed a number of locating blocks and weights at key locations around the perimeter.

Locator blocks in position

At this point the left hand side will simply drop in its proper location against the locator blocks and the alignment and squareness will be exact.

I run a bead of yellow carpenters glue around all mating edges and carefully place the left hand side in place against the locator blocks.

Left hand side in position

When I'm satisfied with everything and have checked the tightness of the locator blocks, I add weights to the top of the left hand side to clamp the joints.

Clamping weights in place

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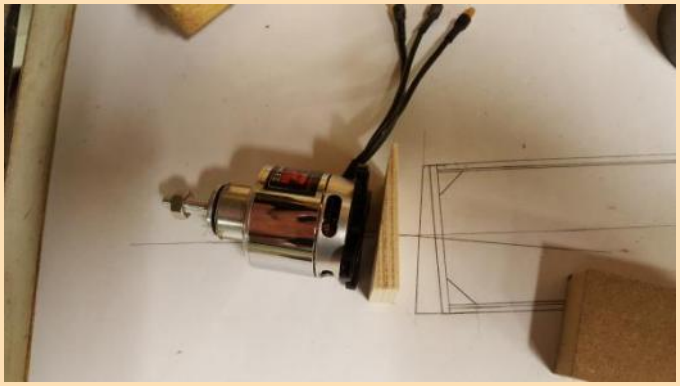
In order for the 'Slob to be able to hover under control there has to be a means of keeping the control lines tight in the absence of the centripetal force of circular flight. This is done by adding significantly more right thrust in the motor and significantly more right hand offset in the rudder.

I chose to keep the firewall square to the fuselage center line in order to keep the nose top and bottom sheeting square to the sides. So to get the 7-1/2 degrees of motor offset I made a plywood wedge. I set up my table saw to cut the wedge from a piece of 3/8" plywood.



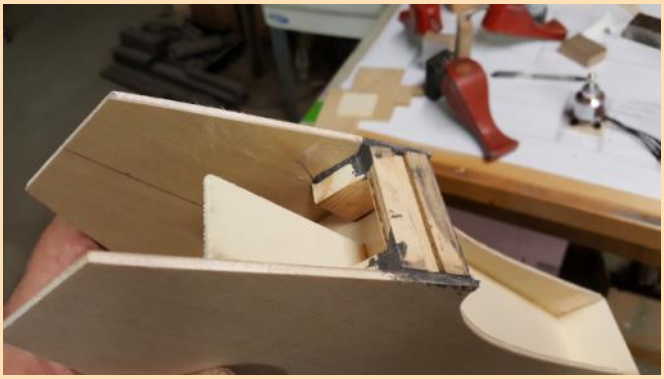
Thrust offset wedge

The wedge was then glued to the 1/8" **BIRCH** plywood firewall. The next thing I did was to take the aluminum "X" shaped motor mount plate and tack glue it to the wedge with 2 dots of thick CA glue. This was done to simplify drilling the mounting bolt holes. I chose to drill the holes perpendicular to the firewall rather than the face of the thrust wedge. I did it that way so that the blind nuts for the motor mounting bolts would sit flat on the back of the firewall.

Motor mount plate on thrust wedge

At this point the fuselage was fixtured over the fuselage top view drawing and held in place with blocks and weights. The fuselage sides were then pulled together and glued to the tail post on the fuselage center line.

The next task was to provide a mounting means for the main landing gear. In the original model, the main landing gear was attached to the bulkhead in front of the wing. For my electric version that location would interfere with the placement of the LiPo battery. To deal with this I cut a wood block to fit in front of that bulkhead at the bottom of the fuselage. I cut a 1/4" wide groove in the block to accept two 1/8" landing gear wires. I also cut two blocks that are glued to the fuselage sides to accept bent legs in the landing gear wires.



Landing gear mounting blocks

The next step is to apply the 1/16" top and bottom sheeting. I cut pieces and edge glued them to make cross grain sheets to glue to the top and bottom. They were taped and glued like the fuselage sides.

Top and bottom sheeting edge glued

After the glue dried I trimmed them to the approximate size and glued them in place. I held them in place with pieces of tape. It is perhaps worth mentioning that in this entire build I did not use a single pin to hold things. I simply use blocks, weights, tape and the small spring clamps that I buy at Harbor Freight. You can get a package of 22 clamps for $4.95. When the glue was dry, I finish trimmed and sanded the sheeting edges.

Since this is a biplane with the wings mounted on the top and bottom of the fuselage **(THEY DO NOT GO THROUGH THE FUSELAGE)** I wanted to have a really

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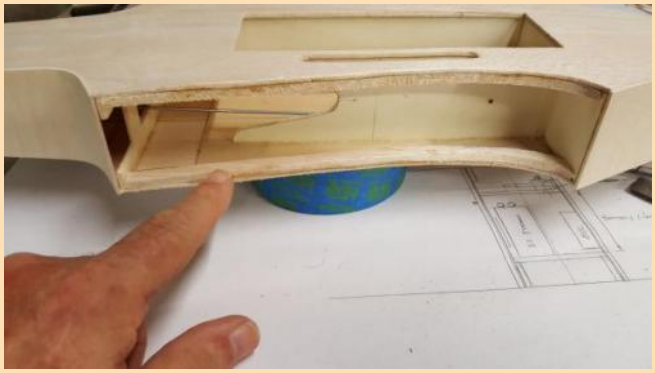
good joint when they are glued on. To help strengthen the joint I made some wing saddle doublers out of 3/16" balsa.



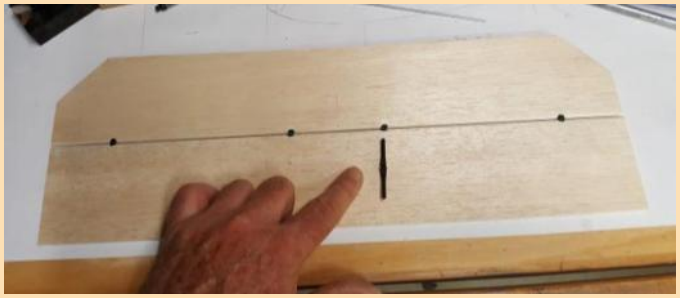
Wing saddle doublers installed

To finish things up on the fuselage I made a battery hatch out of 1/8" balsa and installed a magnet mounting system.

Battery hatch magnetic mounts

For the tail feathers, I simply scaled up the dimensions on the small drawing and fabricated them out of 3/16" balsa. They are a simple shape and presented no problems, In like fashion I made the flaps for the upper and lower wings.

I decided to use Robart hinge points. These go into a 1/8" drilled hole in the control surfaces. You need to be very careful when drilling the 1/8" holes in the 3/16" control surface material. I set this up in my drill press and held the material in a vice.

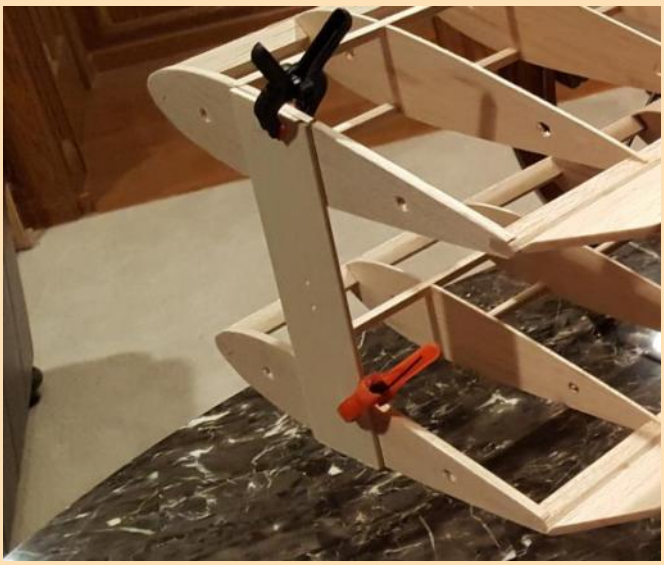


Hinge points drilled in surfaces

The moment of truth…the first trial assembly of everything.

First trial assembly

I'm happy to say that everything fit together properly. The wings and tail are at the 0 degree angles. I clamped some small sticks between the tip ribs to keep the wings from moving while I measured and made the cabane struts that will attach to the wing tips.



Cabane struts fit to wing tips.

The plane is now ready for final sanding, covering and final assembly. This will be a 1 piece airplane so the covering will be done like an ARF meaning all of the parts will be covered first and then assembled.

Ready for covering view #1

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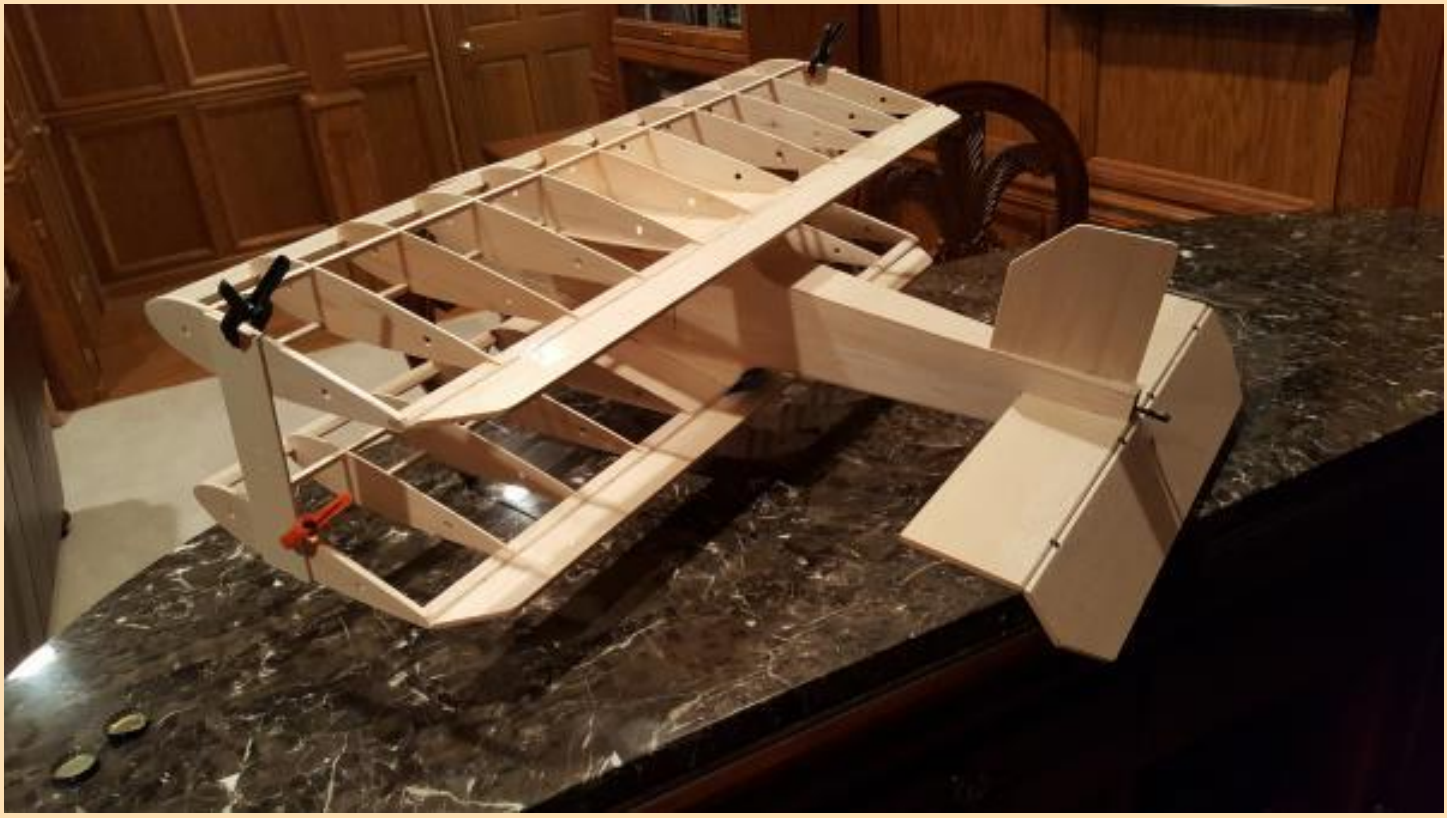


Ready for covering view #2

That's it for this month. I hope you enjoyed this article.

For next month I am considering a new version of my Cobra 2 design. This is the white plane with the snakeskin paint job that I flew at the control line fly-in on June 22nd. It is probably the best flying control line model I have. I can improve on I though as it turned out a few ounces too heavy due in part to poor wood selection. My objective will be to trim some weight out of the construction of the basic airframe and add some retracts (pretty uncommon in a control line model) and try to come in no heavier than the one I already have. It should be a fun project.

Steve Kretschmer

Members,

We had a wonderful time sharing our hobby with the community at the Lake Orion Library Summer Reading Kick off on June 8th.

I want to thank Ken Gutelius, Steve Kretschmer and Greg Brausa for helping out and bringing a nice selection of planes to show off our great hobby.

There were many questions from the kids and there were a number of interested adults that we invited to attend Student nights and out Rec 101 Open house. We were also able to hand out 50 Gulliow balsa gliders to the kids.

Dave Stanley

Control Line event

June 22nd

See full photo album, next page

The control line event was a great success yesterday. The weather turned out to be as good as it could possibly be for such an event; mid 70's, clear sky and light winds. The field was in perfect condition due to Bob's mowing on Friday afternoon. We drew about 15 pilots who brought about 25 models. Skymasters who flew were: Steve Kretschmer, Jim Satawa, Joe Finkelstein, Phil Saunders, Wade Wiley, Robyn Rissell, John Hoover, Teo Terry and Joe Savine. Flying started right at 10:00 and continued almost continuously until 2:00 sharp when the field was reopened for r/c flying. Of course the peanut gallery was fully manned and there was a lot of applause for some great aerobatic flying. The day had a number of notable flights. John Hoover (Flightline Hobby) who flew control line a few years ago took up Jim Satawa's original design electric model and did a great job much to Jim's relief. The other notable flight was by Teo Terry also flying Jim's electric. Teo was a very successful competitive control line Precision Aerobatics flyer in years gone by and started getting his groove back in just a few minutes. We also had a couple of new "Ukie" drivers (Phil Saunders flying his Sig Acromaster and Joe Finkelstein with his classic Ringmaster) make successful flights. Congratulations to both!

At noon Ivan Dulskij fired up the grill and cooked up perfectly cooked burgers and dogs for the group.

After lunch we had the drawing for one of 5 prizes. We had 3 gift certificates and a package of 5-minute epoxy thanks to the generosity of John Hoover and Flightline Hobby. There was also a Sig Skyray 35 kit as the grand prize.

I think everyone in attendance had a great time and thoroughly enjoyed the event.

Thanks to everyone involved!

Steve Kretschmer

Jim Satawa

Control Line event

June 22nd

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

Student Night photos

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

From the archives…...

IT CAN HAPPEN TO YOU!

You are flying your RC plane and like a flash of light it happens, M I D A I R. The sound is like no other, the plane is stripped of its existence. Your plane falls to earth in a spectacular display of broken pieces. You stand motionless in awe for just a moment. Then you move toward the fallen creation to inspect and recover the parts.

In your conversations for the next few weeks you will re-live that mid air about ...; well a whole lot. If I had just, or if he had just, or we should have, well maybe we could have. Why didn't he? It seems to me that everyone tends to blame the other guy. Mid air's require at least two planes. Some mid air's can be avoided. Don't put your plane in the possible position, take the care and the time to observe traffic patterns. Don't fly against the flow.

It is very natural to fly your plane and at the same time want to watch the other planes too. This tends to put you close to the others. Fly your plane and watch your plane. I am not saying not to be aware of the other planes and their location to yours, but don't fly all in a group. Avoid the possible and save that plane.

The pictures with this article are of that moment just after.

The Totals:

One Bud Nolsen J 3 Cub.	$120.00
One OS Max 60FSR carburetor	$ 30.00
Two Futaba servos	$ 60.00
Shipping on receiver and repairs.	$ 36.00
Two years of Joe Savine's time.	???????

The shattered nerves of Tom Weiss, EX-CUB pilot

Five Minutes on Safety

Random Thoughts

Range check

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

Prop safety

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

Throttle Hold switch

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

Battery disconnect

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

Taxi safely

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

Help Wanted at Skymasters

Website Content Editor Updater

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

Position Filled!

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 RC Club of Lake Orion

presents

Radio Control Model Aircraft

Air Show

Open House—Recreation 101

Open to the Public

Bald Mountain Recreation Area Lake Orion, MI
West Scripps Road Between M-24 & Joslyn Road

Sat. July 13, 2019 10-2pm

food and refreshments

F-16 & F-18 jet formation flights

precision aerobatics

flight simulators

quads, multi-rotors ε FPV display ε demos

many, many static displays

all day demonstration flights

bleacher seating, picnic tables, ε rustic restroom

bring your own blanket or lawn chairs for viewing
and relax on the lawn—fun for the family!

www.skymasters.org

Save This Date

Sept. 6th, 7th & 8th 2019

Skymasters

Midwest Regional Float Fly

Seven Lakes State Park, Holly MI

- New Flying Friday from 11:AM* until 5:PM**
- Flying Saturday from 9:AM until 5:PM**
- Flying Sunday from 9:AM until 3:PM**

Register Online "NOW" at http://www.skymasters.org for $25

Seven Lakes State Park has great camp sites.

Last year we had over 28 pilots camping at the park. Join the Fun!

Sites features: concrete trailer pads, 20/30 Amp, fire pits & clean restrooms. Another benefit is that registered pilots can fly with small electric planes in the evening at Sand Lake located in the camp ground.

For camping reservations call 1-800-447-2757

Note: If you register for a camp site you still have to register for the float fly.

DNR Recreational Passport & current AMA Required

* Friday Flying will begin after event setup has been completed.

** Weather permitting.

SKYMASTERS RC MICHIGAN

Skymasters

Midwest Regional Float Fly

Sept. 6th, 7th & 8th

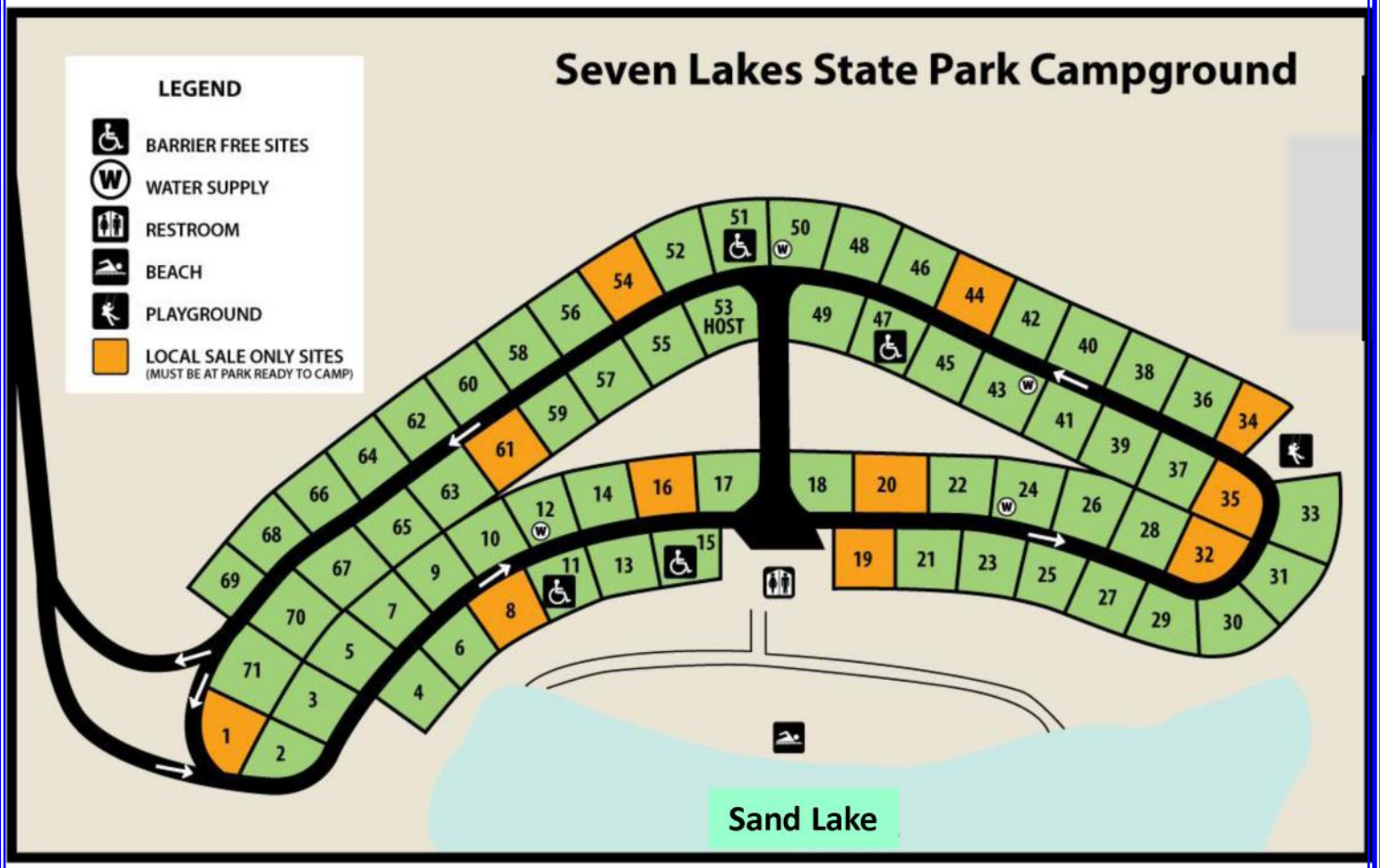
Come Fly With Us

Over 70 Camping Sights Available.
They Go Fast.

For camping reservations
call 1-800-447-2757

For camping reservations call 1-800-447-2757

You can make your camping reservation on or after 3/6/19



Midwest Regional Float Fly

Three Day Float Flying Event

Sept. 6th, 7th & 8th 2019

DNR Recreational Passport & current AMA Required

Register for the Event Online "NOW" at
http://www.skymasters.org for $25

SKYMASTERS RC
MICHIGAN

2019 CLUB EVENTS

SKYMASTERS RC CLUB – LAKE ORION, MI

April 2019

Saturday April 27 —**Involvement Day** – Bald Mountain

May 2019

Saturday May 11 – **Field Opening/Work Day** – Scripps Road Flying Field; Lake Orion

Sunday May 19 — Chet Brady - **Spring Float Fly** – **Seven Lakes State Park, Holly MI**

Wednesday May 29 – **Student Flight Training & Potluck** begins – Scripps Road Flying Field

June 2019

Saturday June 8 — **Night Fly (evening)** – Scripps Road Flying Field; Lake Orion

Sunday Jun 9 – **Electric Fly** – Scripps Road Flying Field; Lake Orion

Saturday June 22 — **Control Line Fly In** – Scripps Road Flying Field; Lake Orion

July 2019

Saturday July 13 – **Open House** - **Recreation 101**– Scripps Road Flying Field

August 2019

Sunday August 4—**Warbirds and Scale Fly In** - Scripps Road Flying Field; Lake Orion

Sunday August 18—**Corn Roast and Top Gun Flying** - Scripps Road Flying Field; Lake Orion

September 2019

Sat. – Sun. September 7-8 - **Midwest Regional Float Fly** – Seven Lakes State Park Rec. Area, Holly

Saturday September 21- **Skymasters Fun Fly** - Scripps Road Flying Field; Lake Orion

October 2019

Indoor Flying Season Begins – Ultimate Soccer Arenas; Auburn Hills

December 2019

Christmas Party – Orion Center; Lake Orion

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

Its Skymasters Student Night and Pot Luck Every Wednesday at the field! Flying & instruction 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.

July 2019

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1 Skymasters Breakfast 9AM Red Olive, Rochester Hills	2	3 Addison Oaks Float Fly 9AM Addison Oaks Student Night 5PM Scripps Field	4	5	6 Saturday Breakfast 8:30AM Iris Café
7	8	9	10 Addison Oaks Float Fly 9AM Addison Oaks Student Night 5PM Scripps Field	11	12	13 Saturday Breakfast 8:30AM Iris Café Skymasters Open House 10AM Scripps Field
14	15 Skymasters Breakfast 9AM Red Olive, Rochester Hills	16	17 Addison Oaks Float Fly 9AM Addison Oaks Student Night 5PM Scripps Field	18	19	20 Saturday Breakfast 8:30AM Iris Café
21	22	23	24 Addison Oaks Float Fly 9AM Addison Oaks Student Night 5PM Scripps Field	25	26	27 Saturday Breakfast 8:30AM Iris Café
28	29	30	31 Addison Oaks Float Fly 9AM Addison Oaks Student Night 5PM Scripps Field			

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!

2019 Club Officers & Appointees...

President:	Bob Chapdelaine	Oxford	president@skymasters.org
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Newsletter Submissions

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

newsletter@skymasters.org

Deadline is the 20th of each month.

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

www.skymasters.org