

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...*

**September, 2019**



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Can you say... Skymasters 2019 Midwest Regional Float Fly is HERE! I hope your planning to attend, if not, the whole event at least one of the THREE DAYS! See the flyers and information in this newsletter and on the club website, [www.skymasters.org](http://www.skymasters.org).

This is our clubs premier float flying event for the past 28 years, and it is a great time for all. I hope you'll pause right now and click on this link and register for the event. [Yes, Register me for the MWFFF!](#) The club appreciates your help and support. Thanks to all the members and crew that have worked hard all year planning for the bigger and better (extra day this year) Float Fly. I appreciate

those Skymasters who step up and help out for both the set up and tear down and who work tirelessly to put on this event.

Some of the best fun and camaraderie is had by those who stay in the campground and fly after hours the small electrics off the pond behind the campground. Then spin tall tales of great aviation around the campfires after dark and eat steak and marshmallows! I haven't looked, nor do I know, if there are sites still available, but I encourage

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you to get a campsite and spend the weekend at Seven Lakes Campground if you're at all able - or, just come up and hang out with the group.

I can't believe I've seen leaves turning already, with the beginning of September it seems like it is way too soon. Our summer seems to have gone by way too fast. We've had a very successful summer (events) flying season. We've signed off a great number of Student Pilots, congratulations to all of them and continue to work with several who seek pilot status. Our Corn Roast and Top Gun was somewhat lightly attended due to some cloudy weather but, was still a great time by all who attended. We ended up getting the Top Gun Contest done just at the winds and potential rain clouds came up. Congratulations to "Birdman" Ted Labbe our 2019 Top Gun winner. Thanks to all the guys who participated. Our Warbirds & Scale Event was another huge success and job well done by everyone.

Our 5<sup>th</sup> Annual Club Fun Fly is coming up on Saturday September 21, so mark your calendars. John will be sending information and specifics about this Fun Club Fly soon. Although it's after Labor Day we'll continue to have potlucks as long as the group on Wednesdays agree and the weather continues to be nice (a few more weeks), and Students may have to make arrangements with Instructors for Wednesdays for now. Use the Instructor Email list and please always contact our Chief Flight Instructor and Chief Safety Officer, Ken Gutelius or Greg Brausa. They can absolutely get you set up with an instructor or ask any instructor.

Mark your calendar for Thursday October 17, 6:45 p.m. will be our first club meeting of the season at the Orion Center. We need to consider who we will be voting in as club officers in November which is right around the corner!

Thanks for being a great part of our great club!

***Its another beautiful day at Skymasters!***



Bob Chapdelaine

President, Skymasters RC

#### **Front Cover**

A future airman at the 2019 Oakland County Airport Open House. Hey, I can remember being that kid ;)

***Paul Goelz photo***



# Cobra RG fuselage

In last month's article we went through the build of an "I beam" wing for the Cobra. It differed from the previous Cobra wing in that the design was modified to accept a set of electric retractable landing gear. Retracts in a precision aerobatic control line model is almost unheard of. This is for two reasons. First, the added weight is unacceptable to the serious precision aerobatic flier as it degrades the corners in all of the square and triangle maneuvers. Second, the typical precision aerobatic plane does not have a means to actuate the landing gear. As any of you who have seen me fly know, I am not a competition calibre flyer and my planes have an r/c radio to operate a throttle function so I have a way to retract the gear. And, besides, I think it will be cool.

My previous Cobra was modified from the traditional tail dragger configuration to a tricycle landing gear to assist with flying off of longer than ideal grass. The Cobra RG will follow that design philosophy. That means that I nose gear retract unit will have to be fit in the fuselage. So let's get started with the fuselage.

In the wing article the wing was built in two panels to ease the covering process by making the plane like an ARF where the major parts are covered before assembly. With control line models this is a tremendous help as trying to cover it after assembly is a real pain. Also since the finished model is one piece, the wing has to be slid through a huge hole in the sides of the fuselage greatly weakening the structure. The Cobra construction method only requires that holes are cut in the fuselage sides for the spars, leading and trailing edges. These holes must be very accurately cut and aligned since they control the alignment of the wings and horizontal stabilizer. These **MUST** be kept at a 0 / 0 degree relationship. One straight edge of the fuselage side is established as the 0 degree reference for the wing, tail and motor. In this case the top edge is that reference edge. The 3/32" balsa sides have a 1/16" birch plywood doubler that goes from the firewall to about the middle of the wing chord. The doublers are cut to size and glued to the sides using Tightbond wood glue and heavy weights.

The next step is to lay out the holes on one side piece. To assure that the two sides are cut identical, I stack them and hold them together with tape. I then use my scroll saw to cut the matching holes.



*Cutting spar holes in fuselage sides.*

Once the holes are cut I check the wing to fuselage side alignment. Since the top edge of the fuselage side is the 0 degree reference I place that edge on my bench top and install the wing panels and double check the 0 degree angle of the wing panel. I do this for both sides to make double darn sure that the angles are 0 degrees.



*Checking wing to fuselage side alignment.*

At this point I make and fit the 1/8" birch plywood firewall. I also check the 0 degree down thrust and 0 degree right thrust. Some of you may wonder about the 0 degree right thrust when it is very common to have a

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degree or two of right thrust in control line models to help keep tension in the lines. Lets explore this issue a bit. Lets assume the finished model weighs 45 oz. And we have a motor thrust of 1.5 times that (67.5 oz). Lets further assume that we put 2 degrees of right thrust in the motor. The thrust component to the outside of the circle is 67.5 oz times the trigonometric tangent of the 2 degree angle ( $\text{Tan } 2 \text{ deg.} = 0.035$ ). This calculation results in an outward thrust component of only 2.36 oz.! Other calculations tell us that there is about 3g of centripetal force on the control lines which amounts to  $3.0 \times 67.5 = 202.5 \text{ oz.}$  So, the right thrust is not (in my opinion) worth screwing around with.



#### ***Checking firewall alignment.***

I want the nose wheel retract unit to be ahead of the firewall to keep it as far forward as possible. I made a landing gear mounting plate out of 1/8" birch plywood and installed blind nuts for the #4-40 mounting bolts. I always (repeat always) use ca adhesive to glue the blind nuts in place.



#### ***Nose gear mount plate with blind nuts.***

I use the nose gear mounting plate as part of the 1/8" birch plywood motor mount box. The picture below shows the motor mount box, nose gear mounting plate and firewall assembly.



#### ***Motor and nose gear mount assembly***

At this point I want to mount the above assembly to one of the fuselage sides. I use blocks, weights, a straight edge and a triangle to align it prior to gluing in place.



#### ***Motor box and gear mount glued to fuselage side.***

Notice in the above picture that I have glued a 1/2" strip of wood along the top edge of the side. Half of this strip overhangs the side to form a lip that the turtle deck will be glued to later.

As with the firewall, I install the bulkhead that is located at the wing trailing edge. The firewall and the trailing edge bulkhead are the same width so everything can be aligned with square blocks and weights. Next I add the second fuselage side. When I do this I slide the wing panels in place and double check their squareness to the fuselage sides with two 36" framing squares. Using the framing squares allows me to bring the fuselage sides together at the tail post.

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#### ***Aligning the wing and fuselage sides at the tail.***

Since I have already built a cobra fuselage I still have the foam form for doing a molded balsa fuselage top. I described how to make the foam form in the original Cobra construction article in the March 2019 newsletter so I won't repeat that part here. I did the molded balsa sheeting a little different so I'll go through that part. As before I glued up 3 pieces of 1/16 contest grade (very light and flexible) using waterproof Tightbond III glue. When the glue is completely dry I wet the sheet with plain water on both sides. Some builders use ammonia for this to enhance the formability. The contest grade wood eliminated the need to do this. The water allows forming to a 3/8" radius at the tail with no cracking. I use elastic bandage material to tightly bind the wood to the form. When I get to the nose area there is curvature in 2 directions and the wood does not want to do that so some triangular shaped relief cuts need to be made as the elastic bandage binding gets close to the nose area.



#### ***Relief cuts in the fuselage top near the nose.***

The balsa is allowed to dry over night. When the binding is removed, the shape is beautifully maintained. The front of the molded piece will be used for a battery hatch and needs to be a little stronger to stand up to the constant handling. To strengthen it I add a layer of 1.5 oz. Fiberglass cloth. To do this I add a barrier of clear packing tape to the foam form in the area where the fiberglass will be applied. I then apply a coating of release wax to the packing tape. The next thing to be done is to cut the glass to size and position it on the form.



#### ***Fiberglass positioned on the form.***

It's time to mix the resin. Always, I repeat always weigh my resins. If you make a mistake on the resin / hardener ratio you get a big mess and have to go back to the beginning for a re-do.

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### ***Weigh your resins!***

When you apply the resin to the glass cloth, spread it thin and evenly. I use a playing card as a squeegee. Once the resin is applied, set the molded balsa piece over it and bind it with the elastic bandage again.



### ***Binding on fibreglassed hatch area.***

When the resin is cured, pop the part off of the form and trim the edges to fit it to the top of the fuselage.

In order to separate the hatch section from the full upper fuselage piece I set my table saw blade to a 15 degree angle and cut the hatch area free.



### ***Cutting the hatch from the fuselage top.***

Before the top is installed I cut the notch where the horizontal stabilizer will be installed. It is much easier to do at this point rather than after the molded top piece is installed. I check it for level and make any small trim adjustments that may be necessary.



### ***Notch fuselage for the horizontal stabilizer.***



### ***Check for stabilizer level.***

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The fuselage top is now glued in place using the lip mentioned previously. I use the hatch piece to make sure that the rear part isn't distorted while being installed.



**Fuselage top glued in place.**

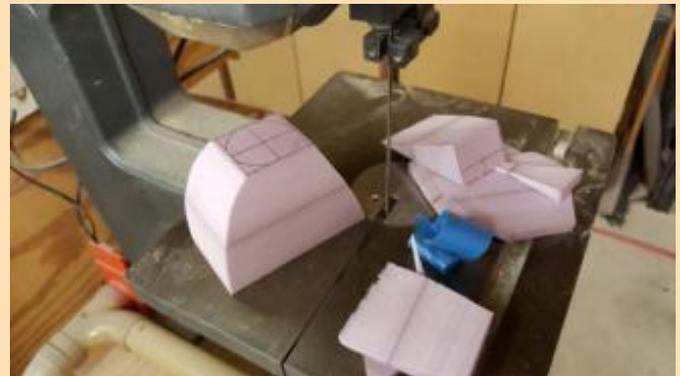
I decided that I wanted a slightly different shape for the cowl than the one I made for the previous version. I also want the cowl to be removable to allow easier access to the nose gear retract unit.

As I have done many times in the past I make a foam form out of 2" thick pink polystyrene insulation foam that I get from Home Depot. I cut pieces to form a block larger than the cowl. I glue the pieces together with 5 minute epoxy. Foam safe c.a. is ok also. Plan ahead here. Only use enough to stick the pieces together without the glue squeezing out to the edges. This makes shaping the foam much easier as there isn't a hard glue line to deal with. I next draw the side views, top / bottom view, and front /back views of the desired shape on the block. So all 6 faces of the block are marked. I add about 1/2" to the length of the form in order to have material to trim from the finished fiberglass piece during the final fitting. Since this is a cowl I also need to locate a plywood ring where the spinner will be located. I will be using a 2" spinner so I make the plywood ring 1-15/16" in diameter to allow for a cowl thickness of 1/32". For all of this you want to measure 3 times, check twice and cut once. If you screw up here you need to start from the beginning.



**Marking the desired shape on the foam block.**

I now use my band saw to cut the side view and top view. I leave about 1/8" excess beyond the lines for final shaping. You can do this initial shaping by hand with a coarse (60 grit) sanding block if you don't have a band saw.



**Rough cutting the shape on a band saw.**

Now comes the sculptor part where you shape the block to the final shape. I once built a Dave Platt designed 1/5 scale Me-109. To deal with the shaping task Dave's instructions simply said "shape to desired shape". I can't top that. A couple of tips may help though. First, do the initial shaping with 60 grit paper on a block at least 6" long. I start by sanding a 45 degree bevel on all sharp corners. I use light pressure. If you press too hard the coarse paper will rip chunks out of the foam. I continue to do the bevels until I start getting close to the final shape. I now start using sweeping strokes with the block to blend the beveled facets into smooth curves. When it is close to the desired final shape, I switch to 180 grit paper and dust it to the final shape. For some circular shapes I use a shoe polish buffing action with a larger piece of sand paper. For reference, I spent about 30 minutes shaping this foam plug. I find it helpful to glue a dowel in the bottom of the foam block to allow me to hold it in a small vice during the shaping.

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**Finished foam cowl form.**

Once the plug is finished it is time to fiberglass it. You have 2 choices here. One way is to simply fiberglass directly over the foam (epoxy only...Polyester resin will melt the foam!). when you are done you can use a solvent like acetone to dissolve the foam. This works fine but it is messy and you can't make another part since you have destroyed the form. The second way is the way I do it. I cover the foam plug with plastic tape. I like electricians tape because it easily conforms to curvy shapes. Once the plug is covered with the tape I coat it with a release wax. There is a wax made specifically for this purpose that is available from most on-line fiberglass suppliers. A basic carnuba paste wax can be used. I've read that you can use WD-40 although I have never tried this. Anyway, once the release agent is applied you can glass over it. On highly contoured shapes like this cowl I like to use more layers of thin glass because the glass conforms to the shape much better than thicker glass. I used 4 layers of 1.5 oz. Per square yard glass that I cut into 2" wide strips. I used Z-Poxy finishing epoxy. It is not the strongest resin but it is adequate for this purpose and it sands well. I cut the 2" wide strips to different lengths and apply the strips so that there is about 1-1/2" overlap.



**Fiberglass applied to prepared foam plug.**

After all of the layers are applied give the lay-up 24 hrs to cure. If you use different resins the cure time will be different. Longer cure is better than too little cure time. When the resin is cured you need to be able to get the part off of the plug. I used a razor saw to cut the glass along the lower "chin" Center line.



**Removing the cowl from the plug.**

Once you do this you can lift and pry the glass from the plug. Once the part is off of the form, you can re-join the seam you just cut by sanding the inside and outside surfaces and using a 1/2" wide strip of the 1.5 oz. glass with thin c.a. on the inside and outside. I now trim the raw edges to get rid of the excess fiberglass.



**Trimming the excess fiberglass.**

At this stage the cowl looks pretty rough. I put the cowl back on the plug (it will fit perfectly) and take my 80 grit paper on a block to sand off all of the major irregularities. It's looking better now. I next use Bondo brand catalyzed spot putty and put a nice uniform coating over the whole cowl.

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#### ***Bondo spot putty applied to cowl.***

I now sand the spot putty with 120 grit paper on a block. Most of the putty is now on the floor. I finish up with 220 paper with a block and bare hand on the contours.



#### ***220 grit finish sanded cowl***

Since the cowl will be removable I want to have a flange around the edge that will mate to the fuselage at the nose. I trace the cowl on a piece of thin cardboard. Using the template I cut a piece of 1/8" lite ply to size.



#### ***Mounting flange template and lite ply copy.***

The part cut to the template will be a bit too large since the template was made to the outside size of the cowl. I manually dress down the part with 180 grit paper until it fits perfectly. I then glue it in place. The cowl is now ready for primer. I like the Rustoleum brand Filler Primer. It goes on very smooth without a tendency to run. It can also be re-coated at any time and sands beautifully.



#### ***Cowl primed and ready for final finish.***

Since the cowl and fuselage were not made in matched molds there is likely to be a mismatch in shape at the mating surface. To deal with this I mount the cowl and use balsa filler to blend the two surfaces. In my case I was probably off by about 0.015" and the filler created a very nice fit.

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*Fitting the cowl to the fuselage.*

The final task was to make the tail feathers. This was pretty straight forward process. I cut the parts out of sheet stock and then cut large holes in the parts to save some weight.



*Stabilizer marked for lightening holes.*

At this point the Cobra construction is done and is ready for final sanding and a few small details that can't be done until after final assembly.

Here she is.



*Cobra RG with gear down.*



*Cobra RG with gear up.*

That's it for this month. For next month I'm not sure what I'm going to write about. I've got a very special bucket list project that I want to do but I need to do a few experiments before I commit to proceeding.

Tune in next month to see what happens.

**Steve Kretschmer**

# Warbirds and Scale

August 4th

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



# Pontiac Airport Open House

August 11th

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



# Corn Roast & Top Gun

August 18th

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



# WingIt Flying Competition

August 25th

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



# Random Field photos

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



# Five Minutes on Safety

## Random Thoughts

### Range check

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

### Prop safety

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

### Throttle Hold switch

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

### Battery disconnect

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

### Taxi safely

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

# Help Wanted at Skymasters



## Website Content Editor Updater

Looking for a club member who can keep our club website calendar and website events updated. Requires a little skill getting around but most of it is auto-

mated. Training provided and most of the information is provided for you to add to the site. If you are interested let Bob, club president or Greg, webmaster know.

Email: [president@skymasters.org](mailto:president@skymasters.org) or [webmasters@skymasters.org](mailto:webmasters@skymasters.org). Thanks!

## Club Email System Notice

We have a great club email system. Just an FYI, when you have something to sell or list for sale (or looking for something) please use the

"[classifieds@skymasters.org](mailto:classifieds@skymasters.org)". I encourage use of this email mail list system. Our member to member email address "[members@skymasters.org](mailto:members@skymasters.org)" is for general communications between our members. We have several other great email addresses (actually many) such as the "[indoorfly@skymasters.org](mailto:indoorfly@skymasters.org)", [floatfly@skymasters.org](mailto:floatfly@skymasters.org), and many other email lists that you may be on by default. For a complete list, [click this link](#) (you will need to log in with your Skymasters credentials to view the addresses). Each mail list has a specific purpose for our very active club and you'll see that the emails that come as official club communications, i.e. club leadership, event directors or club officers, etc. are marked that way... either way you have control over the emails you receive or don't want to receive... by going to your member profile in your Skymasters Profile and "edit my profile" and then "Edit Email Subscriptions/Options:" I would really advise you to NOT change these unless there is some problem. Email is the primary way we communicate what is happening in our club! NOTE: to communicate TO the club you must use the email address you registered with on the site. Also, it is great when you log into the Skymasters website too! [www.skymasters.org](http://www.skymasters.org).

# Save This Date

**Sept. 6<sup>th</sup>, 7<sup>th</sup> & 8<sup>th</sup> 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**

## **Midwest**

### **Regional Float Fly**

**Sept. 6<sup>th</sup>, 7<sup>th</sup> & 8<sup>th</sup> 2019**



Horizon – E-flite TURBO Timber 1.5m will be the Top Pilot Prize

## **Seven Lakes State Park, Holly MI**

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

**The first 25 Pilots to register by mail or on-line will receive  
an extra ticket for Top Pilot Prize**

To Register for the event go to <http://www.skymasters.org>

For camping reservations call 1-800-447-2757

DNR Recreational Passport & current AMA Required available on site

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

\*\* Weather permitting.





**Skymasters R/C Club**

# Indoor Flying

**Ultimate Soccer Arenas**



skymasters.org



*the best indoor flying venue anywhere!*

***Join us on Tuesdays\*  
at Ultimate Soccer Arenas***

***Where its always warm and dry!***

***Located on 867 South Blvd., Pontiac, MI 48341***

***Oct. 29<sup>th</sup> thru Apr. 14<sup>th</sup>***

***from 10 AM -1 PM\****

**Spectators Welcomed – Trainer Planes On Site – Come Check It Out**

**Single Flying Session only \$10**

**Any 5 Session Punch Card \$40**

**25 Session Season Pass - \$120**

**Pay at the door or register online after 9/30/10 at:**

**[www.Skymasters.org](http://www.Skymasters.org)**

**Have any questions contact the Event Director at: [Indoorfly@Skymasters.org](mailto:Indoorfly@Skymasters.org)**

**Or call Fred at 248-770-3239**

**All Pilots must have proof of current AMA Membership**

**A Special 3 Month Trial AMA Membership is Available**

**\* Consult schedule for exact times and dates.**



# 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](http://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.



# September 2019

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2 Skymasters Breakfast 9AM Red Olive, Rochester Hills	3	4 Addison Oaks Float Fly 9AM Addison Oaks	5	6 Midwest Regional Float Fly 9AM Holly, MI	7 Saturday Breakfast 8:30AM Iris Café Midwest Regional Float Fly 9AM Holly, MI
8 Midwest Regional Float Fly 9AM Holly, MI	9	10	11 Addison Oaks Float Fly 9AM Addison Oaks	12	13	14 Saturday Breakfast 8:30AM Iris Café Fall Phase Out 10AM Flying Pilgrims PMAC Scale 12PM PMAC
15 Fall Phase Out 10AM Flying Pilgrims	16 Skymasters Breakfast 9AM Red Olive, Rochester Hills	17	18 Addison Oaks Float Fly 9AM Addison Oaks	19	20	21 Saturday Breakfast 8:30AM Iris Café Skymasters FunFly 10:30AM Scripps Field
22	23	24	25 Addison Oaks Float Fly 9AM Addison Oaks	26	27	28 Saturday Breakfast 8:30AM Iris Café
29	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](mailto:newsletter@skymasters.org) If you know of anyone who may be interested in R/C Aviation, please give them a link to this newsletter or give them a copy of an AMA magazine. It may spark their interest!



## 2019 Club Officers & Appointees...

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### Newsletter Submissions

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

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

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