

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...*

**June, 2020**



**UPDATE: The Skymasters field is now OPEN as of June 11th. Don't forget to sign in AND OUT.**



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**Hi All**

Welcome to June 2020. I was very disappointed to hear that unknown persons were flying at the field while it was closed. Guess it was too much to think we were all adults and would respect the DNR closure of the field. At this point the field is still closed until well into June. All state park vendors and concessionaires must create and get DNR approval of a Covid-19 preparedness and response plan. From the DNR:

*"It is important to understand that state land is managed by the Department and the re-opening of business must meet requirements as set by the Department under the guidance of the Executive Office. While you may enter your contracted premises in order to begin making preparations for opening, you will not be authorized to open your business to the public until the Department's reopening plan is approved and you receive individual authorization from the Department. Prior to being given authorization to open you must comply with Executive Order 2020-91 which includes the development of a COVID-19 preparedness and response plan. You are required to submit your plan to me by email after which the Department will make a determination on when you may open your facil-*

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*ity to the public. The timeline for the approval of the Department's COVID-19 preparedness and response plan is unknown at this time. Our plan must be approved by the Executive Office. As soon as approval is received, the approval process for your individual plans will commence."*

The Skymasters EOC is working with the other local clubs on state land to submit our plans very soon. We hope to submit basically the same plan for all the clubs with accounting for the minor differences in the facilities (porta johns vs. fixed outhouse, etc.).

In the meantime, I plan to keep park flying and join the Addison Oaks Float Flying on Wednesday morning organized by Jim Held.

Stay safe!

Thanks

**Pete Foss**

**President, Skymasters RC**



**Ah, those were the days, my friend. We thought they'd never end?  
(From the 2012 Warbirds and Scale event)**

### **Front Cover**

The new normal? Pete Foss and Dave Shea demonstrating social distancing at an impromptu flying session at Seymour Lake (more photos later in the newsletter). No, the plane is not levitating... it is actually sitting on the ground ;)

**Paul Goelz photo**



## Nats Control Line "Authentic Scale" FW-190 Project: Main Landing Gear Oleo Strut detail

Some sad news first. The 2020 AMA Nationals have been canceled. All things considered, it is a good decision. Most of us are in that Covid-19 "highly vulnerable" group and don't need the risk. Anyway, I'm continuing with the FW-190 F8 project for the 2021 nationals. So, this month I'll be covering the main landing gear and then how I detailed the control surfaces with simulated rib stitching.

When I originally built the model there weren't any electric retract units available. The FW-190 needs a retract unit with a 70 degree retract angle which is a very odd angle. At the time Robart was the only company that made the units. They are air operated.

So, why did the FW-190 use that odd angle that only serves to make the track width narrower and makes ground handling worse? It turns out that there is a good reason. The location of the strut pivot point out on the wing is determined by a couple of things. First, the location of the wheel wells in the bottom of the wing need to allow the wheels to clear drop tanks or bombs mounted on the fuselage center line. Second, the length of the strut along with the size of the wheel has to allow for propeller ground clearance when during takeoff and landing. Ok, so that makes sense but why not have the strut vertical to the ground like most other planes?. There's a good reason for not doing it that way. Kurt Tank (Focke Wulf chief designer) wanted the wheel track to be narrow enough so a pilot could perform an emergency landing on the width of the typical country roads of the day. That along with the previously mentioned items set the strut angle. That also set the obtuse angle of the wheel axle angle to the strut.

At the time Robart did not make an oleo strut what would work for me so I made my own. The strut itself is pretty simple. The main part is a 7/16" diameter 0.035' wall 6061 T-6 aluminum tube and the telescoping part is made from a length of 3/8" aluminum rod also 6061 T-6 alloy. If you do the math you see that the rod is a 0.006"

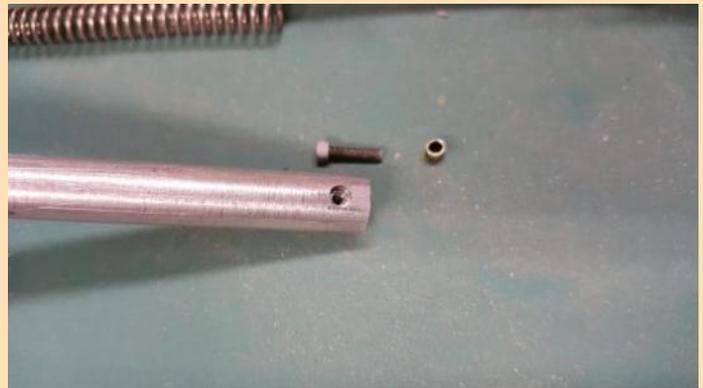
too large so I had to machine it to fit. The "oleo" action is accomplished with springs inside of the tube. I could not find hardware store springs that would work so I wound my own. To get a spring rate that I liked I used two springs end to end. The inner rod needs an anti rotation feature. To get that function I machined a slot in the tube and used a 4-40 socket screw through the slot into a threaded hole in the rod.



6061 T-6 raw tube and rod.



Springs in series.



Anti rotation screw.

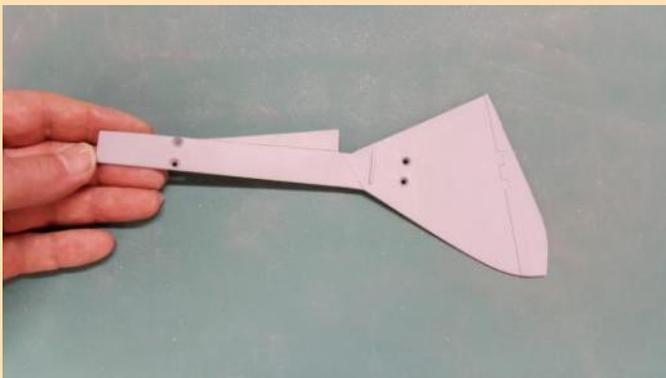
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***Anti rotation slot.***

So at this point we have a spring loaded oleo strut.

The next thing I made was the landing gear doors. This goes back to the original construction of the model so there's no pictures. When the wing was built and before the wheel openings were opened up in the bottom surfaces, I applied a piece of Monokote over the area where the landing gear door will go. This creates a smooth surface that perfectly matched the contours of the wing surface. Next I applied a coat of release wax to the Monokote. Next I laid up 2 layers of 6oz/sq yd fiberglass with polyester resin. When fully cured, you have a properly shaped blank to use in fabricating the gear door. It's a good idea to make 2 sets in case you ruin one.



***Completed fiberglass landing gear door.***

That is what I did for the original model. For serious competition that isn't good enough so the basic strut needs to be dressed up to look like the full scale version.

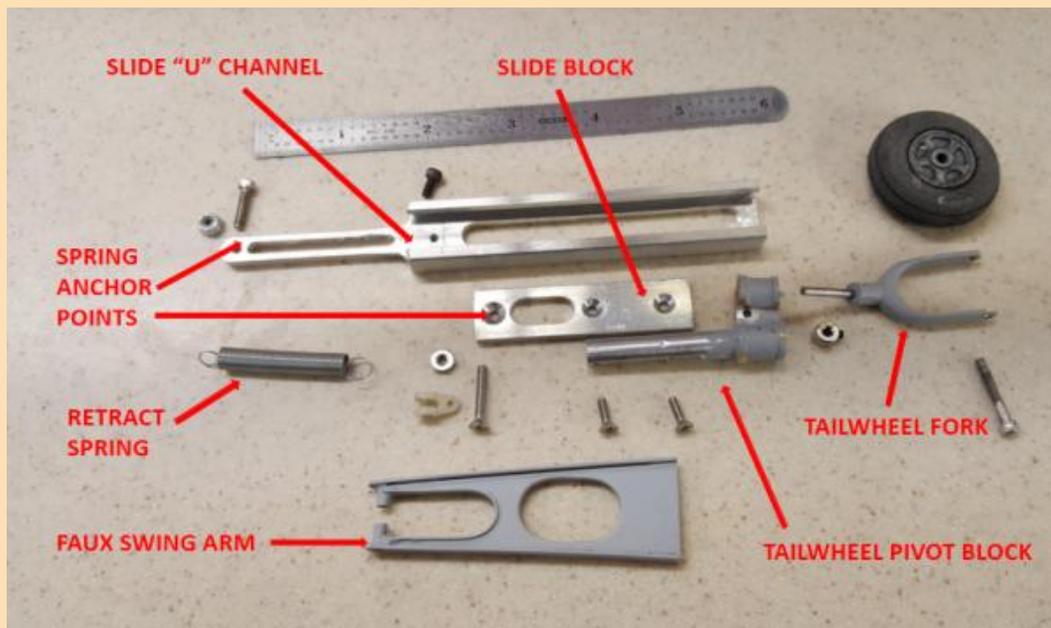


***Full scale right main landing gear.***

In the above picture you can see that I need to add the scale gear door mounting bolts, the brake lines and clamps, and the diagonal lift link assembly. Not visible is the brake hub behind the wheel.

We will start with the landing gear mounting bolts. The struts I built already had landing gear door mounting pads, so the scale ones will be dummies. I cut 12 pieces of 3/32" K&S brand aluminum tubing to a length of 5/8". The idea was to glue the tubes to the strut body to simulate the scale bolt guides. After a number of failed attempts to get 6 tiny tubes aligned and glued to a round strut body I concluded that I needed an alignment fixture. I should have anticipated the problem but my weary brain let me down. So, to make the fixture I drilled 6 properly spaced holes in a piece of plywood and pressed pieces of 1/16" wire through to hold and align the little aluminum tubes.

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*Retractable tail wheel exploded assembly.*



*Gear door bolt tube alignment fixture.*



*Guide tubes glued to the strut tube.*



*Guide tubes in place ready for glue.*



*#0-80 plastic hex bolts glued to guides.*

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Next I did the brake hubs. I machined these from a piece of lite plywood. O machined a recess on the back side to fit it to the 3/8" strut rod. On the original strut rod I used a #10-24 bolt for the wheel axle. The rod was machined for the proper axle angle and then drilled and tapped for the bolt. I used a jamb nut to keep things tight. The new brake hub does not allow for the use of a jamb nut so I drilled and tapped a hole in the end of the strut rod so I could use a #4-40 set screw to lock the axle I place. I also installed a short piece of 1/16" o.d. tube to receive the brake flex hose.



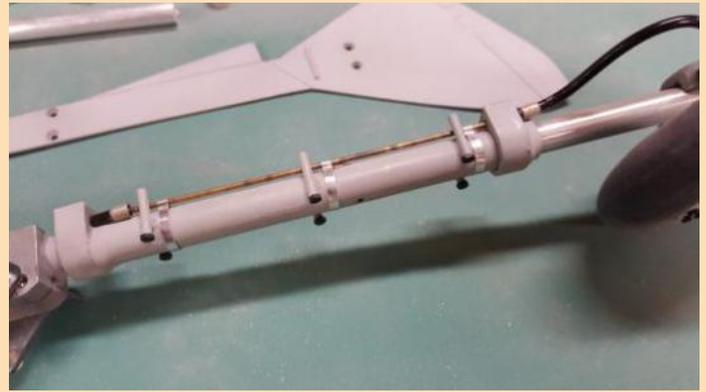
**Brake hub, axle and set screw.**

To make the brake line, I used a piece of 1/16" brass tubing for the "hard" line. I discolored it with a torch to make it look like the full size part. For the flex part at each end I used a piece of black polyurethane tubing with a 1/16" I.d. and a 5/32" o.d. On the full scale there is an aluminum fitting at the end of each flex line. I simulated these with short pieces of 5/32" I.d. aluminum tubing.



**Lower end of the brake line with fittings installed.**

The full scale strut uses what appears to be stainless steel clamps to hold the hard line in place. To simulate this I cut 3/32" wide strips made from 0.005" aluminum. I formed the strips around the strut and brake line and glued them in place and the gear door side of the strut out of sight.



**brake line and clamps on the main strut.**

Next, I'll show how I made a simulated lift link assembly. On the full scale FW-190 there is an electric rotary actuator that operates an over center locking "knee" type link. My retract mechanism is a typical trunion pivot with a sliding lock feature so it doesn't use or need a scale like knee link.



**Note the diagonal link.**

I spent a lot of CAD time trying to work out a knee link design that actually folded like the full scale one **AND** that I could fit in the model without a major tear up. I then recalled master scale modeler Dave Platts' law #4. "How right it looks matters more than how right it

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is." So, thinking more about it I realized that during static judging, the landing gear is down and does not need to be retracted for the judges so the knee link does not have to actually work. During the flying part of the competition, the judges will see the gear go up as the model goes by at 60 mph and won't be able to see the link work. So I developed a design with that in mind. Also, in the picture above you can see a small wire going from the knee joint up into the wheel well. The full scale FW-190 has a mechanism in the wing that the wire attaches to. The mechanism raises a red painted rod above the top surface of the wing when the landing gear is extended. The pilot can see the rod and thus knows the gear is down for landing and up for combat.

My link design is fabricated from 1/64" and 1/32" plywood pieces laminated and machined to look like the full scale part but it does not fold at the knee joint. It attaches to a pivot bracket I fabricated that attaches to the strut body. The other end is allowed to slide along the strut trough in the wing as the landing gear retracts. To keep it tight up inside of the trough I use a piece of 0.020" diameter elastic thread that attaches like the full scale wire mentioned above. It works great.



***Gear installed and extended.***



***Retract mechanism close-up.***



***Link parts before assembly.***



***Link assembled and machined.***



***Link with elastic thread attached.***

Done. Well, maybe. Platt's law #2: You never finish a scale model. You just stop working on it.

Next We'll go through the simulated rib stitching I've added to the fabric covered control surfaces.

So first a brief bit on what rib stitching is all about. Fabric has been used on some or all exterior surfaces on aircraft ranging from the 70 mph Piper J-3 to the control surfaces on the 560 mph ME-262 jet. In flight, the aerodynamic forces want to lift the fabric off of the underlying structure. To prevent this, the fabric is typically stitched and glued to the structure (typically the ribs). It is a multi step process that starts with a narrow strip of fabric glued on top of the covering on each rib. This acts as a reinforcement and padding for the next step which is actually called lacing. A heavy thread and a very long needle is pushed through the wing for example. A person on the other side feeds the needle through to the other side. A half hitch knot is done and the process is repeated until there is a "stitch" every inch or so (the spacing is generally dependant on the speed capability of the plane). When all of this is done, another strip of fabric is glued over the lacing. There are other strips of fabric that are glued over the ends to prevent peeling in flight. It's much more involved but

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that's it in a nut shell.

On the FW-190 all of the control surfaces are done this way.



### ***FW-190 aileron rib lacing***

If you look closely, the wider strip of fabric has what's called "pinked" edges. The pinked edge is a zig-zag which is done to minimize raveling. The pinked tape is a more modern method. In WWII and earlier, the fabric was simply torn into strips. Its faster and cheaper to do. Period photos of the FW-190 show that a pinked edge was not used. So for my simulated rib lacing I did not attempt to do a pinked edge. In the photo above you can see all 3 elements; the narrow reinforcement, the lacing cord and the wider finishing tape.

In order to make something that looks right I made a test panel for experimenting. I found at least 6 ways that didn't look good to my eye and I won't bore you with those details. Here is what I found that works for me and is not really difficult to do. I needed 2 different materials; the fabric tape and the lacing cord. The fabric needs to be able to shape around the curved trailing edge so it needs to be very flexible. It needs to be a tape so that it can be stuck to the control surface without glue or heat. I found a fabric medical tape that fills the bill. The weave is not exactly right but since I will be filling the weave with primer I didn't worry about that. The second element is the simulated lacing cord. The material needs to raise a visible bump when covered by the wider tape. For this purpose I found that 1/64" wide chart tape works very well. So I pictures here is how I did it



### ***The rib lacing medical tape.***

The use of tape allowed me to apply it to a piece of glass as shown above. The first part of the process is to create the narrow reinforcing strip with the simulated lacing cord. To do the lacing cord I marked the tape in 1/4" intervals.



### ***Pencil lines at 1/4" intervals.***

Now I place 1/64" chart tape on the pencil lines.



### ***Applying 1/64" chart tape on the medical tape strips.***

To make sure that the 1/64" tape is really stuck to the medical tape I use the back of a spoon to burnish it down.

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The next step is to cut wider strips of the plain medical tape. In this application it is 1/4" wide. This material goes on top of the narrow strip with the lacing bits. As demonstrated on the test panel below.

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***Burnishing the chart tape on the medical tape.***

Next I cut this combination into 1/8" wide strips with a new #11 Xacto blade.



***1/8" strips are cut from the wider piece.***

Here is the narrow strip applied to my test panel.



***Narrow strip applied to a surface.***



***Lacing strips are shown on the test panel.***

After all of the experimenting, the moment of truth arrives where I apply the lacing to the model.



***Elevator with rib lacing.***



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### ***Lacing on aileron.***



### ***Left aileron with lacing in primer.***

That's it for this month. Next month I will be showing the process I used to do panel lines and rivets on the model. It looks like there will be around 20,000 rivets that I will be doing one at a time.

I hope you enjoyed this article. Stay safe and well.

**Steve Kretschmer**

# New life for an(other) OLD plane

*The end of the story of my Sig Clipped Wing Cub re-build*

Last month I wrote about my Sig Clipped Wing Cub re-build but the build was not complete by publication time. I have subsequently finished the project.... or as much as any project is really "finished". There is always something else to do, right? When we went to press last month, the plane was covered and painted white as a base coat. I had not finished the cowl or installed a dummy engine or decals.

The first job was to tackle the paint job, which on the full scale Hazel Sig plane is a blue over white star burst scheme. I did not care for the pale(ish) blue on Hazel's plane so I went with standard Piper Blue (a stock... and *in stock*... color at Brodak). A week (and almost a whole roll of Frog Tape) later, it was done and looks great!

I was hoping to re-use the original cowl and had patched the holes for the muffler and needle valve. But when I actually put it on the plane I decided I didn't like how it fit the firewall so I decided to use the plastic cowl that Sig now supplies with the kit. It comes in two halves, which are glued together. It too does not totally conform to the shape of the nose but the mis-match is on the bottom where it is not as noticeable. However, I did have to cut some material off the bottom of both halves before joining them to make it fit the nose more snugly. Sanded and painted, it looks OK.

Sig never supplied any sort of dummy engine for the 1/6 scale Cub then or now so I was on my own. I ended up with a laser cut dummy Continental A-65 from Top Notch Models that, while tedious to build (each jug has about 30 parts) looks extremely realistic when finished. Yes, I need a 3D printer ;) I painted the jugs flat black and used a "Chrome Silver" plastic paint on the valve covers. Then came fitting it to the nose. I ended up band sawing the bottom three fins off each jug to shorten them (to maintain clearance for the actual motor), gluing them back on the supplied base and mounting THAT to the inside of the cowl so the jugs protrude through a cutout like the full scale engine. Looks much better than it would if they were simply glued to the outside of the cowl. The finished cowl with engine looks terrific! I tried making some "eyebrows" from shim stock but could not get them to look scale. Plus, they hid much of the engine (and the cute little spark plugs) so for now I have left them off and I love how it looks.

With the addition of a red fuel cap with fuel gauge and Hazel Sig logo (a decal I made from a photo of the real thing), it is complete. No, I have not flown it yet. I took it out to Seymour Lake Park over this past weekend but the grass is long enough to make a nose level take off run difficult and the field is just a tad small for my comfort on the maiden so I guess I'll hold off until our field opens.

So what's next? I'm already working on spiffing up my old Gee Bee Models Tiger Moth. Unlike the Cub, this was never crashed. I just never liked it as glow powered so it has been converted to electric and I'm working on the struts, flying wires and landing gear. Next month?

I'd like to finish with a big shout out to John Hoover at Flightline Hobbies who has remained available during the shutdown for phone and mail orders. I could not have completed this project without him. Thanks John!

**Paul Goelz**



# Dave Stanley's COVID-19 projects

## *Sig Telemaster and a WingIt project*

Paul asked us what we have been doing with our time while we have been stuck at home so I thought I would share what I have been working on.

The first project that I have completed is a Telemaster Deluxe 40. This is the new laser cut kit from Hobby Express/Carolina Custom Kits. The kit included all the hardware to complete the plane except for the engine mount. I decided to run a 4-stroke glow in the form of a Saito FA62B.



This build was a little different because there was not a build manual/instructions included for the kit. Hobby Express posited a build thread on RC Groups. This wasn't that bad but it did lead to a couple of mistakes that I had to recover from. The first one involves the hinged surfaces. The wing and tail group has laser cut slots and holes for either Robart 1/8" diameter pin hinges or flat pin hinges. I decided to go with the Robart hinges as I was planning on completing the wing with the optional flaps which require the Robart hinges. What I didn't realize when building the wing, tail group, flaps and ailerons is that the plans and build thread didn't mention the need to add additional stock to accept the longer pin hinges. I had to cut open the closed structure flaps and ailerons to add balsa block for the hinges to glue to. It wasn't that difficult to do, it just took extra time. The second challenge is that the flaps are designed to be similar to the flaps on a STOL plane like a Timber and have to drop almost 90 degrees downward. To accomplish this the Robart hinges and installed at approximately a 45 degree angle into the bottom surface of the flap and trailing edge of the wing. Luckily I had purchased a small drill press last year and this was the I used to drill the holes. I used a 45 degree framing square to hold the wing or flap at a 45 degree angle to the drill bit and it worked well enough to allow the flaps to function.



For covering I decided to try to use a transparent red for the open portions of the fuselage and the wing and then used white on the front of the fuse and the leading edge up to the spar on the wing. This transparent was a challenge as the adhesive side wanted to stick to itself so I had a couple of places where it stuck together and the color is blemished. This for sure is a 10 foot covering job but I am happy about it. Now all I have to do is break in the engine and add the spinner and I should be able to maiden it this summer.

The other project I have going is putting together a Wing It entry for this year.

I actually put my 2019 entry into the ground 3 times during the competition. The first two I was able to get it back in the air with the help of Steve K. and Jim S. The third time was terminal with the firewall being torn off the fuselage. As luck would have it, the wing was dinged up but salvageable. John Hoover at Flightline had an old bare Goldberg Tiger 2 fuselage that I was able to acquire. As it worked out the cord length of the center section of the wing was the same as the Tiger 2 fuse. I had to adjust the profile of the fuse at the wing seat. My old fuselage was still intact in the wing seat area so I just traced the profile onto the Tiger fuse. I ended up having to fill in a section of the fuse at the front edge of the wing to match the Wing it profile. I laminated a couple pieces of plywood

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and added it to the fuse sides and then hand sanded the seat to the traced line of the wing it profile.

As I have learned to fly with my Timber I prefer tail dragger planes so I also converted my Tiger-wing hybrid to a tail dragger. The tail wheel was easy as I happened to have the right size in my spare parts. I cut out the bottom part of the fuse just in front of the second former. I used a piece of  $\frac{1}{4}$ ' aircraft ply and tri stock to create a gear mount.

I reworked the throttle linkage routing as it was really stiff and had to make a new mounting plate for the rudder and elevator servos as I am using smaller Hitec 225s as compared to standard size that was in the fuselage initially.



Covering is the next challenge as the stabilizer, elevator and vertical fin were still attached. I cut the hinges off the rudder to make it easier to cover and was about to do the same thing for the elevator but I noticed that I would not be able to remove the elevator from the plane due to the structure of the fin. In my quarantine addled brain, I thought it would be a good idea to cover the surface of the stabilizer and elevator with one piece of covering and then cut the covering at the edge of the stabilizer to free the elevator. I then deflected the elevator and attached a thin strip of covering to the leading edge of the elevator and ironed the covering in the gap between the elevator and stabilizer and then finished by attaching the covering to the stabilizer. I did this on the top and bottom to cover the full hinge gap.

I covered the majority of the wing and fuselage with a florescent green and then added black to the front of the fuse and the leading edges of the wings, stabilizer and fin. I was not going for scale judging competition quality so I ironed the black covering over the green at a temp that would activate the adhesive but not hot enough to shrink the covering. There ended up to be some air bubbles under the covering that I removed the big ones by poking a pin hole in the covering. This is a basic 10 foot covering job. It looks OK from 10 feet.

I ended up finding a left-over Tigger head in an old toy bin in the basement and I thought he would be the perfect pilot for this Tiger 2 inspired build. Now I just have to finalize the placement of the electronic components and do the final CG adjustment for the preparation for the maiden.

**Dave  
Stanley**



# "My Lockdown Project"

By Sandy Gorney

I've never built a plane before and I haven't yet been signed off as a Sky-masters pilot but I'm starting to build a SIG Four Star 60. It was supposed to be my winter project but it was put on hold to care for a family member with a medical condition. Then the China virus reared its ugly head and I just wasn't motivated to do anything. Now that I can see the light at the end of tunnel I'm coming out of my funk and starting to get ambitious again.



I've marked and removed all of the laser-cut parts as well as traced all of the parts on paper so when I crash the plane I have the drawings to easily make replacement parts. Like the old adage "it never rains when you carry an umbrella" I'm hoping that I won't ever need the drawings. As you can see from the image, I've completed step 1. That was easy. Now for a cold one and to get ready for step 2.

I'm spending some time reading how others have modified their Four Star 60's on RCGroups and RCUniverse and deciding what I want to do. Do I sheet the leading edges of the wings? Sheet the top of the fuselage? Should I remove a wing bay from each side? What covering to use? What size motor? What servos? So many questions and so many choices! I'm not going to fret about it as I probably won't notice the difference anyway.

I had great intentions of maidenning it this year but 2021 sounds like it will be a better year anyway. Here's hoping!

**Sandy Gorney**

# Teo's Quarrantine build

By Teo Terry

I just took a look at last month's Skywriter and enjoyed Paul's Sig Cub resurrection article so I am enclosing a couple of pictures of my current project along with a brief description. Maybe we could have a Skywriter "in the bones edition" since we never had a meeting to show our projects. (editor's note... Great idea, Teo!) At any rate, the Cub is on my bucket list. Along a similar vein I have an Astro Portefield Collegiate on the build queue. This is an oldie designed by Astro Bob which will be powered by an Astro Cobal 15.

My current project is a "slightly modified" Sig Fazer which is being built as a control line model. The original Sig Fazer could be built as a C/L model but I decided to deviate a bit by stretching the fuselage by a few inches and giving it a taller profile. The stab and elevator are new and represent an increase in surface area which is more inline with current C/L models. The fin and rudder are also new and the rudder will be adjustable once the model is done. The wing was also modified slightly; the inboard panel is 1" longer than the outboard panel and flaps will be of a narrower cord. The leadouts for the lines are adjustable as well. For power, I will be using a Hacker A30-10XL which I had sitting around. The ESC is a Castle Creations running in governor mode with the run time controlled by a separate timer. The battery will be a 4S pack of 2600 mah. For the prop I deviated from the common C/L set up of high RPM and low pitch and went with a 13x10 prop being spun at 5500 RPM's. This should provide a flight speed of about 51 mph for a lap time in the 5.3 sec range depending on line length. For the finish I might use a mix of silkspan and dope for the fuselage and Monokote for the flying surfaces. I used to fly C/L a long time ago and this should be fun.



Thanks,

**Teo**

# Flying at Seymour Lake

Not a bad place to fly, all things considered

Feeling the lack of our beloved field, some of us have been occasionally meeting at Seymour Lake Park to fly. The "field" consists of four baseball diamonds facing each other so it is larger than you might think. Here are some photos of Pete Foss and Dave Shea one sunny afternoon. Click anywhere in the collage for an album with larger images.



# ON THE WING

## Notice:

The Retirees and  
Wannabes Breakfast  
At Red Olive

Is cancelled until further  
notice due to COVID-19

## Notice:

The Skymasters  
Breakfast  
At Iris Café

Is cancelled until further notice  
due to COVID-19

## Breaking News:

As of June 11th,  
the field is now  
**OPEN!**

In addition to the usual social  
distancing requirements, we are  
now required to sign in **AND**  
**OUT**. This is for contact  
tracing purposes if needed so....  
**DON'T FORGET!!**

Log into the web site to get the  
new gate code.



# June 2020

Sun

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Sat

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Due to COVID-19 guidelines and restrictions, all Skymasters events for June have been cancelled until further notice.

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As of June 11th, the field is now OPEN. Don't forget to sign in AND OUT.

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Please check with the [Skymasters web site](#) for any updates.

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# 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!



## 2020 Club Officers & Appointees...

|              |                  |                 |  |
|--------------|------------------|-----------------|--|
| President:   | Pete Foss        | Oxford          | <a href="mailto:president@skymasters.org">president@skymasters.org</a>         |
| Vice Pres.:  | John Billinger   | Troy            | <a href="mailto:vicepresident@skymasters.org">vicepresident@skymasters.org</a> |
| Secretary:   | Phil Saunders    | Rochester Hills | <a href="mailto:secretary@skymasters.org">secretary@skymasters.org</a>         |
| Treasurer:   | Jim Satawa       | Lake Orion      | <a href="mailto:treasurer@skymasters.org">treasurer@skymasters.org</a>         |
| EOC at large | Paul Goelz       | Rochester Hills | <a href="mailto:at.large3@skymasters.org">at.large3@skymasters.org</a>         |
| EOC at large | Dave Stanley     | Lake Orion      | <a href="mailto:at.large2@skymasters.org">at.large2@skymasters.org</a>         |
| EOC at large | Steve Kretschmer | Oakland         | <a href="mailto:at.large1@skymasters.org">at.large1@skymasters.org</a>         |
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| Editor:      | Paul Goelz       | Rochester Hills | <a href="mailto:newsletter@skymasters.org">newsletter@skymasters.org</a>       |
| CFI          | Ken Gutelius     | Lake Orion      | <a href="mailto:cfi@skymasters.org">cfi@skymasters.org</a>                     |
| CSO          | Greg Brausa      | Metamora        | <a href="mailto:cso@skymasters.org">cso@skymasters.org</a>                     |

## Newsletter Submissions

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

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

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