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Hi All

Well we certainly had a busy October at the field! First off, we had a night fly on Oct 9th that was very well attended with about 25 total pilots and spectators. It was a really nice evening to fly and hang out around the bonfire.

On Saturday the 17th, we had a productive work party at the field. We were able to get a lot of brush hogging done but we will need to clean up a bit in the spring. I was very disappointed in the attendance at the work party. While 6 out of 7 EOC board members attended, we only had less than ten regular members come to help. Although one member brought his own light duty brush hog which was a huge help in addition to the one we rented.

We had a second night flight on the 24th. That was a chilly night that resulted in a really nice bonfire with a only a few flights. Joe Finkelstine's old entertainment center burns nice and hot! Nothing like well-aged wood!

Last Tuesday was our first day of flying at Ultimate Soccer. It went well with about 25 pilots that first day. Hopefully, we will pick up more pilots to allow us to meet our financial targets. Hope to see you there soon! Please check

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out the club website and read the Covid-19 rules imposed on us by the state and Ultimate soccer.

Finally, as I announced in a recent email, due to the Covid situation, a secret ballot election of new officers for next year is problematic if not impossible by our by-laws. I and all the current officers are staying on for next year. I really appreciate the support of my EOC members, appointed positions and other volunteers. We can't run the club without all these guys!

We will have a meeting via ZOOM on November 19th to present the annual financial report to the club. Please dial in on your favorite device or telephone. An audio only version will be available for those without a web enabled device. See you then!

Thanks,

Pete

Pete Foss

President, Skymasters RC

FLYING HOURS

***QUIET ELECTRICS ONLY from 8AM to 10AM
and 8PM to 10PM***

The noise limit during these hours is 80 dBa at 10 feet.

If in doubt, don't fly.

Regular flying is permitted between 10 AM and 8 PM

The noise limit during these hours remains 94 dBa at 10 feet.

***And don't forget to sign IN and OUT
at the podium!!***

Front Cover

From the Night / Electric fly. Keith Shaw's BIG flying wing really lit up the countryside!

Paul Goelz photo



FW-190

Replacement Canopy and Landing Gear Detailing

Last month's article covered detailing the cockpit to competition standards. In doing that I had to remove the canopy. Fortunately I found a source for a replacement part in England. The end of last month's article showed the replacement canopy glued in place and ready for detailing. I did get that done but I really ran into a time crunch which is going to be a problem for me over the next few months. It may mean I will not have an article for a month or two.

So, you may wonder "what's up with Steve?". I consider all of you who read my articles to be members of my circle of friends and I want all of my friends to be aware of what's going on.

So here is the (short) story. In the Spring of 2009 I was diagnosed with prostate cancer. I had my prostate removed. The post surgical pathology report said that it is stage 4 basically meaning it is likely to return as metastatic prostate cancer somewhere else in my body. I've been having PSA tests every year and the tests have always come back that my PSA was undetectable... until this September. My PSA came back as a very small number. So my primary care doc, out of an abundance of caution, sent me to a Medical Oncologist who ordered a full body bone scan (metastatic prostate cancer usually shows up on the bones) and a CT scan of my chest and abdomen looking for where the PSA could be coming from. The Radiologist's report came back clean for prostate metastases. Terrific news....BUT the CT scan showed a tumor in my small intestine close to where it connects to the large intestine. The Oncologist ordered a biopsy of the tumor. The biopsy report says the tumor is a very rare neuroendocrine tumor (NET). A subsequent MRI confirmed the tumor but found no metastases. Doc says it has to come out. After a whole bunch of reading on the subject I found that NETS are tricky to deal with and it is advisable to find a team of NET experts. I found such a team at the Karmanos Cancer Institute in Detroit. On Oct 28th I spent a couple of hours with the NET team lead Oncologist. We went through all of the details of my case and he confirmed that it has to come out. I will be meeting with the NET

team surgeon on Nov 3rd. The good news is that the tumor is a low grade (G1) NET caught very early (pure luck) before symptoms appeared. It is likely that the surgery will be a cure. But there will undoubtedly be some after effects that I'll have to deal with, but....life goes on.

So, now on to model airplane stuff :-)

Canopy Detailing

The first step is to carefully mask off the portion of the canopy that you want to remain clear. Of course what remains unmasked will be the framework that I want to be slightly raised above the clear part to simulate the metal frame. To get the thickness I want, I use 2 layers of tape. For creating the edges I use vinyl electrical tape. I love this kind of tape because it leaves a very clean edge and does curves very well. The remaining area is covered with 2 layers of blue painters tape. I lap the tape over the electrical tape. I use 2 layers because I don't want to risk scratching the clear portion during the sanding. I like to have a very clear outline of the sliding portion of the canopy for that portion of the masking I use 3 layers of the electrical tape.

The next thing I want to talk about is the filler materials I use to simulate the exterior framework on the canopy. I use two different fillers by Bondo. The first is a basic spot putty. It is Bondo #907. It is red in color. It is a solvent based material that smells like lacquer. Because it is solvent based, it shrinks as it dries so it isn't great for thick application. It sands very easily and leaves a powdery dust. The second material is Bondo #801. This is a 2 part that is mixed with the putty. It cures fast and is a fairly hard material. It sands easily and produces a fine powder. Both are available at most auto parts stores.

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Bondo #907 (left) and Bondo #801.

So for the first layer of filler, I use the Bondo #801. I do this because it doesn't shrink and is harder than the #907. That hardness helps preserve the hard edges when doing final sanding in preparation for painting. When mixing in the cream hardener, use the hardener sparingly. You want to have enough time to mix, apply and smooth BEFORE it starts to harden. If it starts to harden while you are smoothing it, STOP the smoothing or you will make a mess. One characteristic of this material is that when it starts to harden, there is a period of time where you can sand out the lumps and bumps with coarse sandpaper much easier than you can when it is fully hardened. This is called the "B" stage. You will learn how much hardener to use to give yourself time to finish smoothing. For smoothing, I simply use my finger. Once cured I use 120 grit paper to finish the smoothing and feather the edges.



Masked canopy with Bondo #801 applied.

After the first sanding you may find that you need to apply another layer of #801 to get the uniformity and thickness you want. Once you are satisfied with this step we switch to Bondo #907. As before I use my finger to apply a thin layer. Thinner is better! This filler is intended to fill small defects and sanding scratches. When smoothing it I will dip my finger in lacquer thinner to slightly thin the filler as I work it smooth. Because this is a solvent based filler it takes time for the solvent to evaporate. The thicker you apply it, the longer it takes to dry. I usually try to do this kind of work at the end of a work session to allow it to dry over night.



First layer of Bondo #907 before sanding.

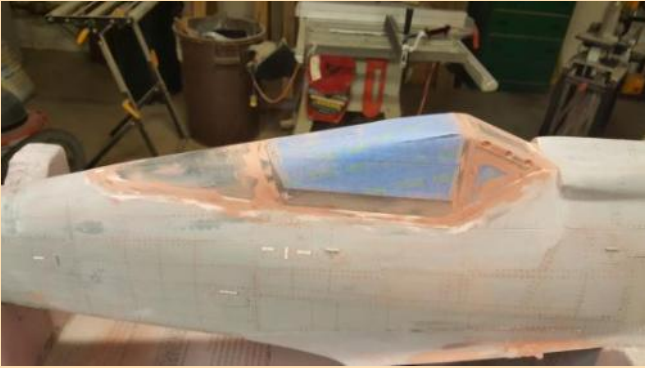
When the filler is dry I sand with #220 paper. I use a small block with the paper to create a nice feather edge and maintain uniformity. When you are done sanding you will likely see some defects so apply a second layer and let it dry as before.. If you need a third application that's fine...just keep going until everything is perfect.



Second layer of Bondo #907.

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Filler ready for primer.

Once you think it is perfect, apply a coat of primer. You may find that the filler isn't as perfect as you thought! So, add a little filler here and there as necessary, let it dry, sand and spot prime.

Now is the time to strip the masking and make sure everything looks the way you want it to. You might ask why not wait until after final paint. Well, when you create thick edges like these with multiple tape thicknesses, when you remove the masking you will see the colors of the fillers. By re-masking with one thin layer of tape, the finishing color will cover the filler colors.



Masking off of canopy.

Here is a closeup of the lip that results from using the above process.



Canopy frame lip created with fillers.

The FW-190 had an armored windscreen. The 1-1/2" thick armored glass was held in place with bolts that were inset in recessed in the windscreen frame. I made the recessed with a 1/4" Dremel cutter.



Cutting recesses for windscreen armor clamp bolts.

Finally, the full scale "white7" at the Smithsonian has an odd feature where some small diameter tubes are fitted around the windscreen. Not all FW-190's had these tubes. I've searched the internet to try to understand what the tubes were used for and struck out. Regardless, the pictures I have show them so my model needs to have them too.



Windscreen tubes with unknown purpose.

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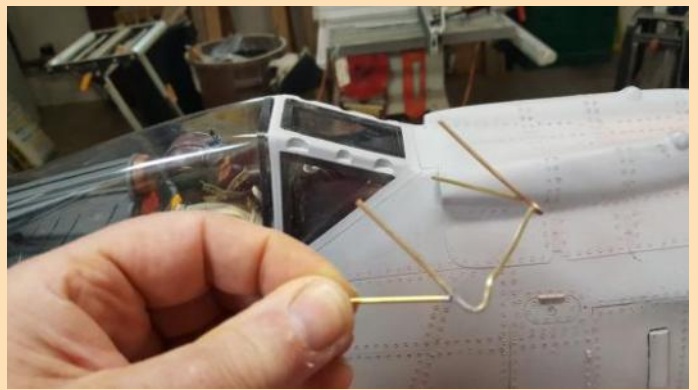
Windscreen tube closeup.

I made the tubes for the model out of 1/16" outside diameter brass tubing that I annealed to allow for easier forming. To anneal brass tubing you can use a propane torch and heat the tube to red hot and then air cool. After annealing I used round jaw jewelers pliers to shape the main tubing piece to look like the pictures. The tube indicated by the arrow above was soldered in place using the old canopy as a soldering fixture.



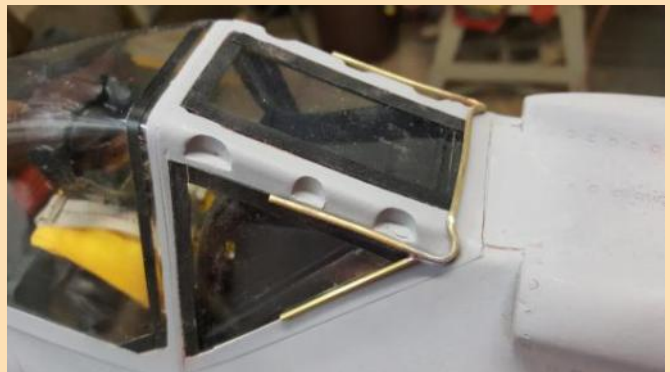
Old canopy used as a soldering fixture.

Here is the completed tubing thing.



Windscreen tubing ready to install.

Here it is in place on the model.



Windscreen tubing in place.

I will not add this part until after final painting. There will be 6 tiny clamps attaching the tubing as shown in the full scale pictures above. The micro size fasteners that hold the windscreen armor in place will be added then as well.

Landing gear knee link detail

This will be the 3rd and final iteration on this detail. In the previous iterations I did a poor job representing the look of this part looking to save some time. Since I've got enough time now to improve the detail, here is what I did.

On the full scale FW-190 the landing gear was operated by an electric motor operating a knee link to lift the

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gear into the wheel house and lock the gear strut in the down position. The electric motor is visually prominent in the strut opening in the bottom of the wing. One thing that adds distinctiveness is the fact that there are a dozen fasteners visible on the face of the mechanism as well as a large bolt that is part of a hinge mechanism that is also visible as part of the retract motor. Another part of the mechanism is how the link attaches to the landing gear strut. Until recently I could not find a photo of the attachment so in earlier versions I just made it a crevice style connection. It turns out that the picture show that the connection is via a spherical rod end.



Lift link configuration.

In completion STATIC judging, there is no requirement to see things operate so the link does not have to hinge like the full scale part would. So my link will be rigid. But when I operate the Robart retracts, the fake link needs to get out of the way. In the picture above, the red arrow shows a small cable that operates a mechanism that causes a red rod to rise out of the top of the wing when the landing gear is extended, this gave the pilot a visual confirmation that the gear is down. In a few moments you will see how I used that feature to control the fake link when the gear is retracted.

To make the dummy link I cut a plywood blank to the desired shape and machined a recess on each side to to

simulate the casting ribs.



Lift link blank.

Next I made the dummy motor out of 1/4" plywood. I cut it with my scroll saw. The distinctive fasteners you can see on the face of the motor was a head scratcher for me.



Retract motor fasteners.

I could not find hex bolts small enough to be true to scale. I did find a source of incredibly small screws that I believe will give me a satisfactory look. The judges cannot use magnification!! I set up my indexing head in my milling machine to drill 12 equally spaced holes for the tiny screws.



Drilling 12 equally spaced holes.

Here are some picture of the screws and their installation.

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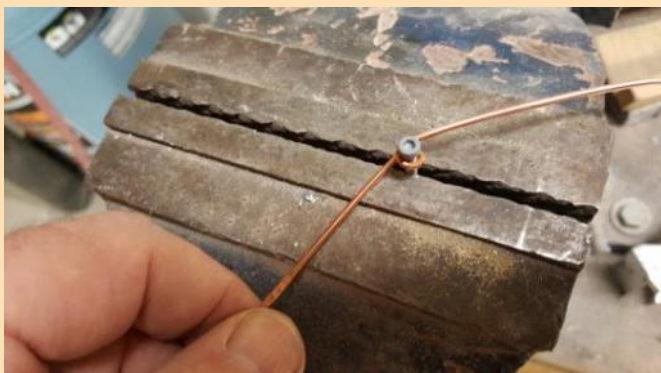


TINY screws!



Installing the screws in the retract motor.

For the spherical rod end, following the advice of world class scale builders I did not try to adapt a standard model airplane part. Instead I fabricated the eye part out of 1/16" welding rod by bending around a 4-40 screw body and soldering the eye closed.



Fabricating a rod end eye.



The completed eye.

On the full scale part there is a pin that protrudes out of the knee joint where the gear down indicator wire attaches. To make the part I made a small groove in a section of 4-40 bolt using a Dremel tool cut off wheel.



Grooving the gear down indicator wire pin.

So here are all of the parts that go into the dummy link.



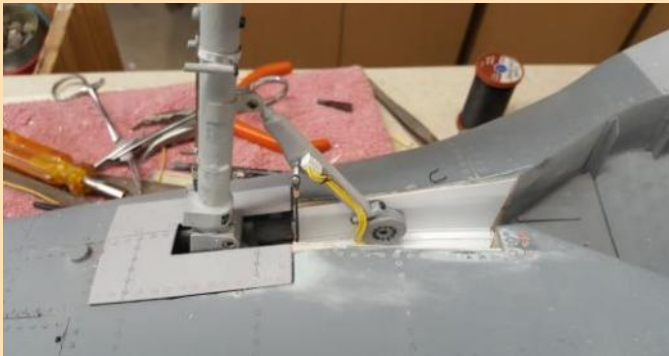
All of the parts for a dummy link.

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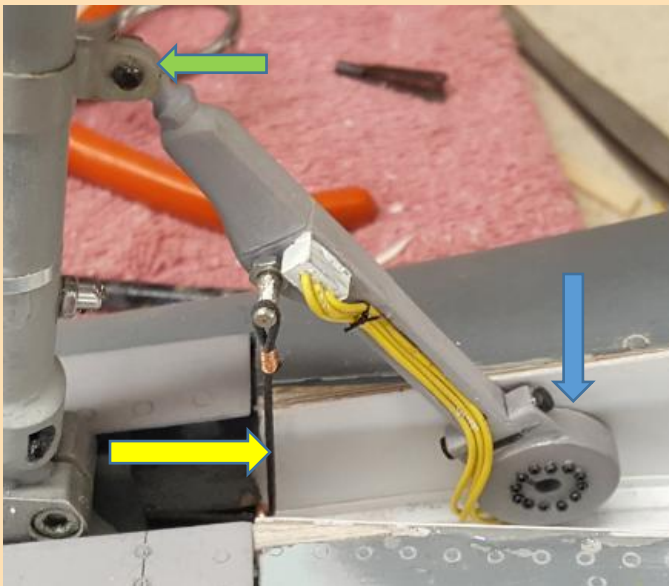
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A completed link ready to install.



Link installed on strut.



Link closeup

So how does this work?? The link is allowed to pivot around the dummy rod end (green arrow). The dummy

retract motor (blue arrow) will slide along the wheel house liner as the strut retracts. The dummy gear down indicator wire (yellow arrow) is actually a piece of 0.030" elastic cord that applies a small force to keep the dummy link tight against the wheel house liner while the gear retracts. I think I spent more time on this particular detail than any other on the model and it works flawlessly. It is not exactly to scale but I'm satisfied with it.

So that's it for this month. I have a few more small details that I need to attend to before I start the final paint prep and application. I'm at a point on this project that I can set it aside for a while and rest my brain.

As I said at the beginning of this article I'm not sure what the next couple of months have in store for me. Hopefully I'll have something interesting for next month. Until then....

Steve Kretschmer



Phil's First IMAC Contest

By Ken Gutelius

Some 10 years ago, when I had been in the hobby long enough to be bored with flying in circles but not yet knowledgeable about all the various activities available to an RC pilot, I began flying Pattern and IMAC sequences as a way to keep things interesting. I had done some experimentation with 3D but something about those IMAC sequences was appealing to me. If you're not aware, Pattern and IMAC are precision aerobatics disciplines where pilots are given a list of figures/maneuvers to fly and are judged on how precisely they fly them. Deductions are made for each imperfection observed (or perceived) to give the pilot a score which eventually feeds into a scoring system. Competitions are held at various locations and people often travel many hours to get to them.

Tom Wheeler, the grand master of IMAC at Skymasters, observed me flying sequences one day and told me I should try going to a contest. I had just missed the Jackson, MI event but there was one happening in Chatham, ON in a couple of weeks. I decided to give it a try. Despite the hellacious thunderstorm that threatened to rip my tent from the ground in the middle of the night and the howling winds that followed for the next two days, I enjoyed myself immensely. For the next few years I crisscrossed Michigan, Ohio and Ontario to attend various events. Then, as sometimes happens, life changed and I didn't fly any competitions for a while.

Fast forward to 2020 when Phil Saunders and I had been working together to help him learn how to fly IMAC. Teo Terry, who flies Pattern, texted the two of us to see if we were interested in an IMAC event in Saranac, MI the first weekend of October. We decided to give it a try. In the end, Teo dropped out due to equipment issues but Phil and I decided to soldier on without him. This is a chronicle of our adventure, Phil's first go at IMAC competition and my return after an extended hiatus.

On Friday at around noon, we pack two planes and associated support equipment into the back of my minivan and head out to brave Michigan's freeways. As you will observe from the photo, we are packing giant scale planes. Aside from reassuring us about our masculinity, larger planes are easier to fly and more stable in wind and turbulence and therefore more competitive when precision is the rule. That's my story and I'm sticking to it.



Phil with our load of airplanes and other necessities

A couple of hours later we have checked into the luxurious Super 8 motel (which I can tell Phil is very enthused about) and then driven to the Walter RC Park flying field to get a feel for the environs and get in a couple of practice flights. We also scope out our competitors and strategize on how to throw them off their games. In order to lull my opposing pilot into a false sense of security, I repeatedly blow the second maneuver in my sequence. I employ some colorful language to make sure he's paying attention to my errors.



Assembly of the planes for Friday's practice session

Phil is also in good spirits and we work on fine tuning his flying. Precision aerobatics is about consistency. We work on some things that Phil is struggling with, and although he doesn't say anything out loud, I suspect some of those same words I employed are running through his head when I remind him again to stay level between maneuvers.

During the process of fine tuning our flying and our four-letter word vocabularies, Matt Komar shows up. Matt flies for AJ Aircraft and as it turns out, my last IMAC contest before hiatus was his first. In the intervening

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years, he has gone from one class below me (Basic), to two above (Advanced). My skills (or lack thereof) are now rather embarrassing compared to his but he doesn't rub it in. After a socially distanced dinner, Phil and I pick up a bottle of Bourbon as a sleep aid and return to the hotel to charge batteries for the big day. With the bottle half gone, I wander back to what I'm pretty sure is my room and retire for the evening.

Saturday dawns chilly and overcast. The thermometer in the van registers 39. By the time we reach the field it says 34 and there is clearly frost on the grass. We unload our gear, unwrap our hand warmers and begin to assemble the planes. We pause every three minutes to jam our hands back into our pockets and regain feeling in our fingers. With all planes assembled, we attend the socially distanced pilot's meeting and prepare to get underway.



The competition dragging their planes through the frost covered grass



The frost burns off slowly

In precision aerobatics, each pilot has a caller who reads the sequence to him, feeds him corrections if he needs help, and acts as a second set of eyes for any hazards. In our practice sessions, Phil has been calling for me and vice versa. We will continue this arrangement in competition. As it turns out, one of Phil's competitors needs a

caller. In one of the many helpful traditions in IMAC, anyone who is able will step up to call for a pilot in need and so I volunteer. This may seem to be a conflict of interest but I have actually acted as a caller for my direct competitors in the past and they have done so for me as well. I was never tempted to sabotage them and don't believe they sabotaged me, either. At the very least, I don't think there's any evidence that would survive the burden of proof.

Going into the first round, we note that all of Phil's competitors in Basic have flown in competition before. Oftentimes there are numerous pilots in Basic who are competing for the first time but not this weekend. The competition is going to be stiff. Actually, this could be taken literally as their fingers are stiff from the cold. But aside from that, they have developed some skill and aren't going to let us waltz in and spike the ball in the end zone.



Phil observing one of his competitors flying a sequence

The overcast makes it challenging to track the plane's orientation, but the first round of Basic is completed without mishap. When we get to my class (Sportsman), we are blessed with the one bit of sunshine we will see this day and the first round goes well. Between rounds, we confer under the shelter and review areas for improvement.

Under gloomier skies, we fly the second round. Everyone is getting settled in now and the rhythm of the contest is established. Roll the plane up to the flight line and get it started when the previous pilot is 4 maneuvers from the end of his sequence. Get airborne shortly before or shortly after he has landed, perform your turn-around, declare "in the box" to the judges and then try not to make any visible mistakes. It is around this time we discover that the seemingly stubborn engine in Phil's plane responds better to hand flipping than to the

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"chicken stick." We abandon the stick in favor of protective gloves and our starting woes more or less disappear.

B **Team** 2020 Unknown **IMAC**

Date 10-3-20 Pages Sportsman UNKNOWN

Hand Overlap

1/2 turn right

HINT: BALL GOES UP AND DOWN

WINDMILL PLATE ONLY UP IN DOWN

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A caller really earns his keep in the unknown round. In the other "known" rounds, a pilot is flying a sequence he has practiced all summer. Even if the caller screws up, the pilot will most likely note the error and fly the sequence correctly. In the unknown round, bad calling can prevent successful completion of the sequence. I have noted in my IMAC career that you don't know who is a good caller until you try him/her. There are some very good pilots who are terrible callers. Phil has not been under the pressure of an unknown round before. I make notes on the sequence and we run through it to be sure we are ready. As it turns out, there is no issue whatsoever. Phil has a good instinct for pacing and calls accurately, resulting in a successful flight.

entation because you may not be able to determine it at a distance. I experience a few tense moments but manage to maintain control.



In the last round I have been called to judge Intermediate and Advanced so I quickly yank my plane apart before it gets too wet and leave Phil in charge of the rest. By the time I'm done he has packed the van. The organizers have provided a very tasty beef stew for dinner. We enjoy two servings each but decide that we will not stay for the bonfire. We don't want to stay the night only to check out and drive home first thing tomorrow. We bid farewell and hit the road, arriving home just after dark in a light rain.

More information on IMAC can be found at mini-iac.org and at <https://amaflightschool.org/getstarted/what-pattern> for pattern.

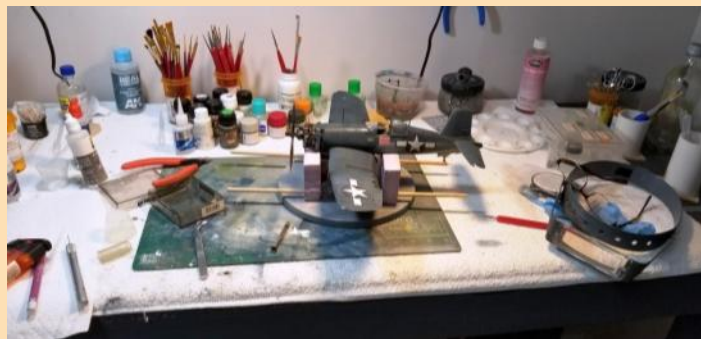
The Skywriter, November 2020, page 12

My Quarantine project

By Joe Finkelstine

Hello All

It has been a long time since I have written anything for our newsletter, so I thought I would take up the request from the editor's request a while back to provide a write-up of my "quarantine" project.



My quarantine project was not R/C directly, but it was definitely aviation related. At around the same time as Covid-19 became part of our daily conversations, I made a plastic model only shop, then I started a new plastic model build of a 1/32 Tamiya F4U-1A

Some of you in the club are familiar with my plastic builds, as I have been building mostly military models for over 10 years now and occasionally show my work to some in the club before I stick the model on one of my shelves in the shop and it begins a life of sitting with only me ever seeing it

I don't think it worthwhile in this newsletter to give a complete kit review, or a step-by-step build as I wanted to introduce some of you to revisit plastic modeling many

of you did in your youth.

The Tamiya 1/32 F4U-1A kit is one of the best plastic model kits I have built over the last 15 years. The engineering and fit of the complex wing structure was just astounding to me - The kit is a long ways from a beginner kit, and took me several months to complete. I took much longer than I normally due during my builds, with it taking me a little bit more than 6 calendar months to complete. The long build was due to me, not a poor kit by any means. I will also admit that finishing up my new shop also took some time during this same 6 months, but was not a major cause.

I have included a few shots of the F4U-1A for the article and I am hoping to convey too many of you that the world of plastic modeling is vastly different than what



you may remember as a kid. Particularly if you built plastic models from the 1950's-1970's - The improvements in kit quality, part fit, and finishing products is a million miles away from the days of the dangerous testor's glue in a tube and square little enamel paint bottles.

When I started back into plastic modeling, I bought some Revell models just to see if I would enjoy building again as they were relatively inexpensive compared to the other "expensive" kits I was also looking at. I was concerned my skills were so poor, that I needed to re-learn old skills and add many new ones. In this time-frame, I learned the hundreds of new techniques available now on YouTube and print magazines. After about my 4th or 5th "training" model, I finally had the confidence to strike out on my first significant build which was a Trumpeter 1/32 Dauntless.

I bought my first airbrush early and practiced on all kinds of objects. I spent hours reading books and watching YouTube videos to get examples of building, painting,

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and weathering techniques - Like R/C, there are many on-line forums for plastic modeling full of very helpful individuals - This is one of the few remaining good things about the internet in my mind now - the large community of like-minded hobbyists eager to share their knowledge. We have the same thing in RC thankfully.



This treasure of online video and tutorials is available to all of you reading this. If you have any thoughts or memories of enjoying plastic model building, poke around on the internet with Google searches. One thing I would also add is that in the world of weathering and scale fidelity of airplanes, the plastic modelers are light years ahead of R/C scale modelers - It is not even close. If you want to make a scale R/C plane look authentic, then search out the plastic model forums for your same subject and you will see what I am talking about.

Anyways, back to the Corsair model, and my plastic shop.

Tamiya makes about a dozen $\frac{1}{2}$ scale WW II war bird

kits, with each primary subject having separate kits for particular variants - for example, the Tamiya Corsair is available in 3 variants, including the early F4U (known as the Bird cage), the F4U-1A I built, and the late war II / Korean War F4U-1D.

Now that I am a bit more experienced I also now usually include aftermarket add-ons to my projects, including the Corsair. For the Corsair, I added my first resin add on I ever tried and that was the engine.

I also like to detail up the cockpit a bit as well and added some aftermarket for that, although it was not much. The rest of the build was box stock - It is not necessary to add aftermarket to any kit, especially Tamiya kits (as well as some other manufacturers) - They build great right out of the box as well.



As I mention above, the kit was magnificent in its fit and

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engineering and I often found myself admiring the amount of engineering in this kit. The fit is so good, that I had to be careful not to get any paint on mating surfaces as it would interfere with fit. I have included a few photos of the finished bird which I painted in the common 3 color scheme of the mid Pacific campaign. I also weathered it around the theme of a sun drenched Corsair on a dusty coral island which is visible on the sides and bottom of the model, although I am not sure is visible in the photos.

I made a major change in my shop layout as well during this pandemic, as I physically split up my normal R/C shop and plastic area into separate rooms. All of my children are grown and except for one, are out of the house, so I have somewhat free domain over much of the basement.

Before this move, I had one table in my regular shop that I reserved for plastic modeling. I finally realized that most of my dust and other foreign objects in the paint of my plastic models were due to sawdust and other airborne entities from R/C, so I split my plastic shop to another room and it was a major improvement.

I have included several photos of my plastic area as well. The good thing about plastic modeling is that you only need a relatively modest size table, and unlike R/C, it does not need to be precisely flat. You can see from the photos that I built a paint rack and added some shelving around the table to hold various tools. Many of the tools you have for R/C building directly adapt to plastic modeling, so I move these tools often between my two shops.

Over the last 15 years I have acquired lots of stuff for plastic modeling, but much of it is not required. Perhaps some of you have the same sickness as me and also enjoy collecting various tools - I enjoy the gadgets and new stuff at plastic shows as much as I used to at our annual pilgrimage to the Toledo Weak signals R/C expo that is unfortunately no more.

I have also decided that since I took so long on my last build and am working at home every day now, I am going to switch to what I call "sprint" mode. In my real day-time job, I manage software products and one of the newer software development techniques now is called "Sprint" where small tasks are taken on sequentially and released sooner than a big monolithic development effort.

Since I am working from home 100% of the time now, I am going to try to "sprint" 10 minutes a few times a day when I need a break from the computer work at my regular job - Generally, I would wait until I had a couple

hours at night and was not too tired to start up the session. If there is one recognizable symptom I had from our Covid pandemic, it is that I had more issues than normal motivation wise for wondering into the shop - I hope this new approach of lots of small tasks works out for my next plastic model project which is a complete change for me genre wise.

If you have ever thought of getting back into plastic, I can unequivocally say we are in a golden age of superb kits and suppliers - it is a great time to revisit this for a change and fresh look. I would be glad to answer any questions you may have about where and how to start.

Joe Finkelstine



Indoor flying resumes at Ultimate Soccer!

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



Night / Electric fly

October 9th, 24th

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



Skymasters



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Flying sessions start at 10 am and end at 1: PM *

Please Bring Proper Change For Payment.

NOVEMBER:

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Tues. 17st

Tues. 24th

FEBRUARY:

Tues. 2nd

Tues. 9th

Tues. 16th

Tues. 23th

DECEMBER:

Tues. 1st

Tues. 8th

Tues. 15th

Tues. 22nd **TBD

Tues. 29th **TBD

MARCH:

Tues. 2nd

Tues. 9th

Tues. 16th

Tues. 23th

Tues. 30th

JANUARY:

Tues. 5th

Tues. 12th

Mon. 18th MLK Day

Tues. 26th

APRIL

Tues. 6th

Tues. 13th

**** Dates & Times
Subject to Change or
Cancellation Without Notice***

For rules & additional information go to: www.Skymasters.org
You can contact the Event Director at: Indoorfly@Skymasters.org

ON THE WING



Indoor Flying

(AMA required - Click this link for more info)

Every Tuesday
10AM — 1PM

Ultimate Soccer Arenas

867 S Blvd E, Pontiac, MI 48341

(North off of Auburn, west of Opdyke. Click this link for a map)

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

Other local area indoor flying

Premiere Sports Center

14901 23 mile, Shelby Twp, MI

(northwest corner of 23 mile and Hayes)

Every Thursday, 9AM to 3PM

Electric planes and helis (separate heli space)

\$10/session, AMA required

Info: Steve Durecki 586-246-4203 (text or voice)

<http://www.stevesindoorflying.com/>

November 2020

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3 Indoor Flying 10AM—1PM Ultimate Soccer	4	5 Indoor Flying 9AM—3PM Premiere Sports Center	6	7
8	9	10 Indoor Flying 10AM—1PM Ultimate Soccer	11	12 Indoor Flying 9AM—3PM Premiere Sports Center	13	14
15	16	17 Indoor Flying 10AM—1PM Ultimate Soccer	18	19 Indoor Flying 9AM—3PM Premiere Sports Center	20	21
22	23	24 Indoor Flying 10AM—1PM Ultimate Soccer	25	26 Thanksgiving	27 Indoor Flying 9AM—3PM Premiere Sports Center	28
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 club usually has burgers, sausages/brats and hotdogs - but only if you bring it. 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 at 6:00 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!

Notice:

Student Night and the pot luck are cancelled for 2020 due to COVID-19 precautions

At the field, don't forget to sign IN and OUT!

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 learn and meet other members. (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!



2020 Club Officers & Appointees...

President:	Pete Foss	Oxford	president@skymasters.org
Vice Pres.:	John Billinger	Troy	vicepresident@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.

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www.skymasters.org