

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...

November, 2022



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Happy November!

Well, we made it back safe and sound from 2 weeks in South Dakota. Had an amazing time taking pictures of bison from the safety of my daughter's Jeep. Rag tops are great for photo safaris. We also got some great scenery shots from her DJI Mavic (which is legal to fly in SD state parks)!

Our first event after we got back was the Night Fly, Tailgate Swap, Potluck, bonfire, etc. on October 15th. Had a great time and sold a plane or two. Dinner was great and Mary S. brought awesome birthday cake for her birthday! Thanks all for doing a good job of

cleanup after the bonfire.

We had a very nice club meeting/service for Greg Brausa. Everyone who attended in person or on zoom had nice things to say about Greg. It was good to get some closure.

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I was very disappointed in the turnout at the October meeting, however. Hopefully it will be better on Nov 17th for the annual election of club officers and the yearly financial review. [Here's a link to the November meeting details.](#) FYI the club is in fantastic shape with all the extra income from the estate sales. Per the agreement with the family, we will need to figure out how to use this windfall to support new youth pilots joining the hobby. Ideas and suggestions on how to reach out are definitely wanted!

On the swap meet front, there are two events this Saturday. Locally we have an ex-member's estate sale (details sent by email) from 10-5. Also, the Midwest RC club's swap meet is also on **Sunday 11/6** in Northville.

Lastly, we had a pretty good turnout for the first day of indoor flying at UWMSC. Hopefully we will double the attendance on Tuesdays from 9AM - noon through April.

Fly Safe!

Pete

Pete Foss, President

Skymasters RC

president@skymasters.org



Carolynn Foss relaxes by the fire at the recent night fly / bonfire.

Front Cover

Indoor is back for 2022 / 2023

Paul Goelz photo



TWO MORE NATS PLANES IN THE WORKS FOR 2023.

In the August edition of Skywriter I wrote about the trials and tribulations of my 3 year quest to fly in the AMA Control Line Scale Nationals. And in the September Issue I wrote about the results of that effort where I Won the national championship in the Sport Scale category with my P-39 Q " Brooklyn Bum" and good friend and fellow Skymaster Jim Satawa took second place in the Fun Scale category flying my Brown B-2 " Miss Los Angeles".



The "BUM" awaiting static judging at the Nats



"Missy" awaiting static judging at the Nats

I learned a tremendous amount during the actual compe-

dition. In many ways I over prepared which I don't regret as I'm sure that if I was under prepared I would not have won. Anyway, I've decided to prepare two planes to fly in the 2023 Nationals. One will be a Dynam Me-262 EDF modified to fly in the Fun Scale category and the second one will be a newly constructed WWII Dornier Do-335 which I will fly in the Profile Scale category. A reading of the AMA Scale competition rules will show that models that have retractable landing gear, operating flaps and the ability to drop a bomb or drop tank have a significant advantage in the flying part of the competition. I will be taking advantage of that in the prep and construction of the Me-262 and the Do-335

I have always admired the Me-262. It was introduced very late in WWII and was the fastest plane to fly in the war. The only other jet fighter to fly in combat was the British Gloster Meteor. The Me-262 was about 100mph faster and produced in much larger numbers. A few of the Me-162's were built as fighter/bombers. They could carry (2) 250kg bombs under the nose. Like many German innovations, it arrived too late to have any real impact on the conflict.



Me-262A1-2A fighter/bomber

Since the rules provide a notable advantage to airplanes that drop something, this is the variant I will model. Since my Me-262 model is an ARF, I elected to do the control line mods and get some test flights in this Fall. In doing some research I found that ducted fan models are almost never done as a control line model. As I thought about it I couldn't see any reason for this so, since I already had the Dynam model I decided to go for it. I also decided to refinish it and do a proper camouflage scheme. At the same time I wanted to deal with the well known issues with the model, namely: weak ele-

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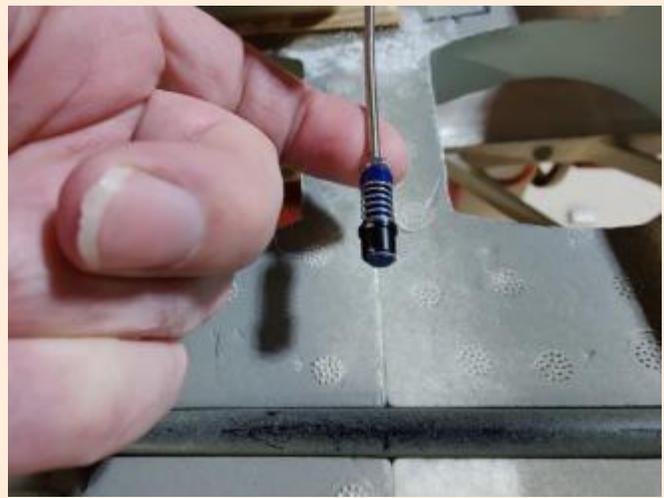
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vator push rods, battery and ESC cooling, poor quality retractable landing gear units and lack of operating wing flaps.

So, I decided to deal with the push rod problem first. The original setup had 2 pushrods exiting the fuselage well ahead of the fin and stabilizer. One on each side. The exit point location allowed the pushrods to be straight. But the long unsupported run from the exit to the elevator horn combined with the very thin wire meant that the rods would flex under load. Some fliers reported that in a high speed dive the rods would flex so much that they could not get enough up elevator to pull out of the dive. Not good. I elected to tear out the original push rods and replace them with 1/16" steel rods running in "nyrod" outer tubes inside of the fuselage. This made more sense as I had to reposition the pushrods to align with the control line bellcrank anyway.



Another element of the pushrod problem is that I mounted the control line bellcrank in the wing so I needed an easy way to hook the pushrod up during the assembly at the field. To accomplish this, I mounted a gutted ball bearing standard servo inside of the fuselage. I connected the elevator pushrods to the now free moving servo arm. I also mounted the ball end of a Sullivan brand 4-40 quick connect fitting to the servo arm. I made up a short pushrod with a regular 4-40 ball link on one end mounted to the control line bellcrank and the Sullivan quick connector to the other. After the wing is bolted to the fuselage, I simply use the quick connector to hook up the elevator. I chose to use the quick connector instead of a Kwik Link because I found out the hard way that after many uses, the Kwik Link can fatigue and break in flight...not good!



Sullivan 4-40 quick connector for the elevator



Quick connector on the gutted servo

With the elevator pushrod solved I went after the ESC and battery cooling. I needed to get some air flowing through the fuselage and get the ESC's in the airflow. So, I opened a large hole in the rear of the nose landing gear well. The big hole communicates with the inside of the fuselage right where the ESC's will be mounted. I opened some passages from the fuselage to the main landing gear wells to provide for exit air. I also added 3 slots on the bottom of the fuselage to increase air exit area.

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Cooling air inlet in nose gear well

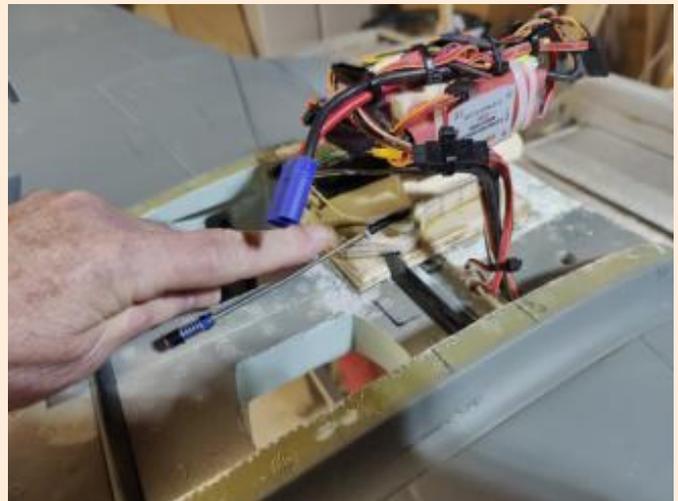


Air exit holes in the bottom of the fuselage

To help cool the battery, I opened up the 4 gun ports in the nose. The openings force cool air over the battery and into the fuselage.



When I installed the bellcrank, it needed to be placed right where the ESC's need to be. The wiring harness that came with the model didn't allow moving them without modifications that I didn't want to do. Besides, they mount right on the CG. So, I made a platform above the bellcrank and mounted the ESC's vertically in the airflow from the nose gear well and the gun ports.



Bellcrank mount under the ESC's

There is a lot of wiring for the 2 fans, 2 retracts and the 4 flap servos exiting the wing in the same location. So I used small wire ties to bundle everything up to make mounting the wing easier.

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a new 9 gram servo. I then routed a ditch to run the wires to the center of the wing. Finally, I used strips of aluminum tape to cover the wiring ditches.

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Bundled wiring and ESC's.

A few nasty words about the landing gear on this model. The Dynam retracts are all plastic construction and are known to be unreliable. They also have the undesirable plastic trunions. During the work I did on this model 2 of the 3 retract units failed. I decided to replace all three with units having metal trunions. I would have liked to replace them with higher quality all metal units but I was constrained by the mounting hole locations. I found some metal trunion plastic body units from HobbyKing and was able to "adjust" the mounting holes slightly to match the mounting holes in the wing. Only one problem: the Dynam nose gear unit has its mounting lugs on the opposite side from the usual location. I had to fabricate some stand-offs to fit the HobbyKing units in the nose. Problem solved.

The next issue was the lack of operating flaps. The Me-262 has 2 flaps on each wing panel, one inboard of the engine nacelle and one outboard adjacent to the ailerons. Dynam chose to integrate the outer flap section with the aileron to increase the area. Fortunately, the servo is mounted so that the pushrod attaches to the flap portion of the aileron. All I had to do was cut the aileron to free the flap. I then glued the aileron to fix it in its neutral position. To do the inboard flap, I cut it free from the wing and beveled the leading edge. I used Robart hinge points for the hinges. I then used a router attachment on my Dremel tool to rout a pocket to accept



New flap servo pocket and covered wire ditch

The flaps are small and don't seem to be particularly useful in flight. But, as I said previously, the rules provide an advantage for planes with them so, there they are.



Operating flaps added.

Next came the refinishing, the Dynam model is made from an expanded bead foam material (EPP). Little foam beads are put into a mold and they are expanded by high temperature steam. If the temperature is not high enough the beads will not expand out to the surface of the mold and you get a pebbly surface like the pig skin on a football. Further, there were many "steam core vents" that really look bad in my opinion. These vents are

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used to allow the steam to exit from the mold.



Steam core vents

It can look pretty bad in some areas. Also, the kit was supplied with poor quality sticker type markings that I applied when I originally assembled it a few years ago. They were curling around the edges so those had to come off. Of course, when I removed them the underlying paint came up with them. So, the first thing to do was to sand the entire model to try to deal with the pebbles and steam core vent marks and remove as much of the original finish as possible.

The finish I'll be doing is the more or less standard "splinter" camouflage scheme with RLM 76 (light blue) undersides, and RLM 75 (grey-violet) with RLM 76 (light grey) uppers.



Splinter camouflage on a Me-262

I decided to use latex paint as the finish. I have a great deal of experience with this paint on models and I happen to have a supply of the RLM 74,75,76 colors in inventory. I really like latex paint but it has some problems for the user. House paint is thick and has a high pigment load which makes it capable of one coat coverage as a house paint. To use it as a model paint, it needs to be thinned to spraying consistency with a small paint sprayer. I used to use a small automotive "touch up" spray gun. The problem is that this type of gun has a small nozzle size which works well with automotive paints, but not all that great with latex. Latex paint is formulated to dry fast and as a result the sprayer suffers frequent clogs that gets very annoying to deal with.



Typical siphon feed touch-up spray gun

There are additives that can be used to slow down the drying time but I have found that it leads to runs at spraying consistency. The other issue with these guns is that they are really a PITA to clean up. A number of years ago I discovered a sprayer that is really easy to use and very simple to cleanup. It is a Badger 250-4 model sprayer. But it has a relatively small tip that still wants to clog with latex paint.

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produced a little less thrust than the other causing a tendency to cause slack in the control lines. Very unlikely but not impossible. Given that, here is a picture just prior to the maiden. The camouflage paint is not finished at this point.

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Badger 250-4 mini sprayer

Recently I found a tip with a larger opening for this sprayer. I bought one and it solves the problem very well.

Sadly, Badger has discontinued this product. But the good news is that you can find them from time to time on Ebay. If you want to spray latex keep an eye out for one on Ebay. Anyway, I used the new setup to start the painting on the model while we waited for a decent low wind day to do a maiden flight. The weather finally cooperated and good friends and fellow Skymasters Phil Saunders, Joe Rubenstein and Neil Krohn met me at my favorite test flight site: Delta Kelly elementary school in Rochester Hills. It has a very nice, flat parking lot without pot holes, and curbs. I've found that early Sunday mornings are best as there are no cars to deal with. I had a couple of concerns for the maiden. First, the Dynam Me-262 has a reputation of zooming on take-off leading to a stall and crash. This seems to come from the very low thrust line combined with trying to lift off too soon. Knowing the issue, I vowed to make sure I had plenty of ground speed before rotating to lift off. The second potential problem would be if one of the fans



Me-262 ready for its maiden flight.

I made 2 flights that day. I made sure I had good speed before I lifted off and the take-off was perfect...no zoom. In level flight it stayed out on the lines as it should. I flew at about 1/2 throttle during the first flight and exercised the gear and flaps. In the second flight, I kept the gear down and accelerated to full throttle speed. At full speed, I retracted the gear. Phil Saunders said that the outboard gear did not fully retract. This is likely the common problem with retracts on control line models where the centripetal force exceeds the retract motor power. The solution is to actuate the gear at lower speed. When I slowed to land, all of the gear extended without a problem. Now that I know that the model flies well I have it set aside to get started on the second model I plan to take to the 2023 Nationals: a

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Dornier Do-335.



The only Do-335 remaining

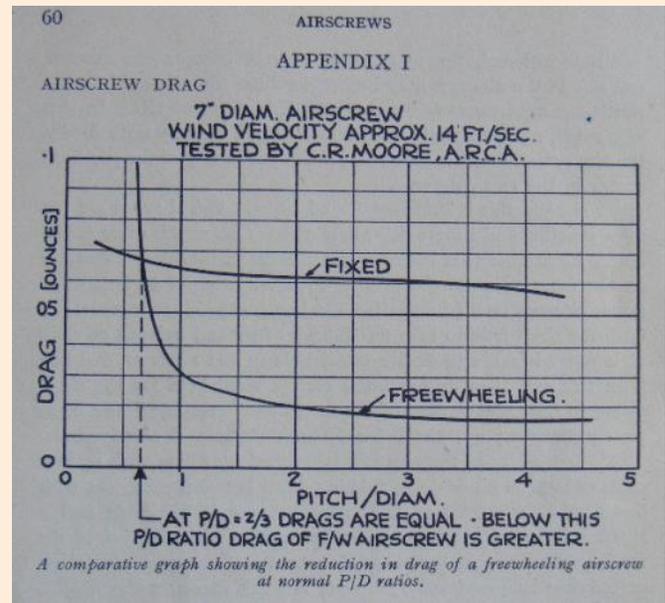
Like the Me-262, the Do-335 was another late war innovative aircraft. In this case, it was the fastest piston engined aircraft of the war. It's a twin in the uncommon pushme/pullyou center line thrust aircraft. It is a fighter/bomber with a 500kg bomb carried in a bombay to reduce drag. Why this plane? First, it checks the retractable landing gear, flaps, bomb drop check boxes favored in the rules as mentioned above. Second, it has tricycle landing gear to eliminate the possibility of nose overs. And third, I have a very nice set of drawings for a 56" wingspan version done by Do-335 master modeler Al Masters. I've actually built a semi-scale model of the Do-335 based on the Al Masters drawings. I built it for the Flightline Hobbies Fazer bash competition which I was fortunate to win that year.



My Do-335 Fazer bash entry.

My version of the model only had one motor instead of two. I chose to have the rear prop free wheel in the prop blast from the front motor in order to save weight and complexity. The conventional wisdom is that a windmilling propeller creates enormous amounts of drag. In the usual situation, that is true BUT, if the windmilling propeller is not turning over a dead engine, there is way less drag. Further, if the prop is feathered and not rotating the drag is minimal. I found a report that studied

the drag of a model airplane propeller spinning without an engine attached. The results were plotted with drag on the y axis and the ratio of pitch over diameter in the x axis...very interesting.



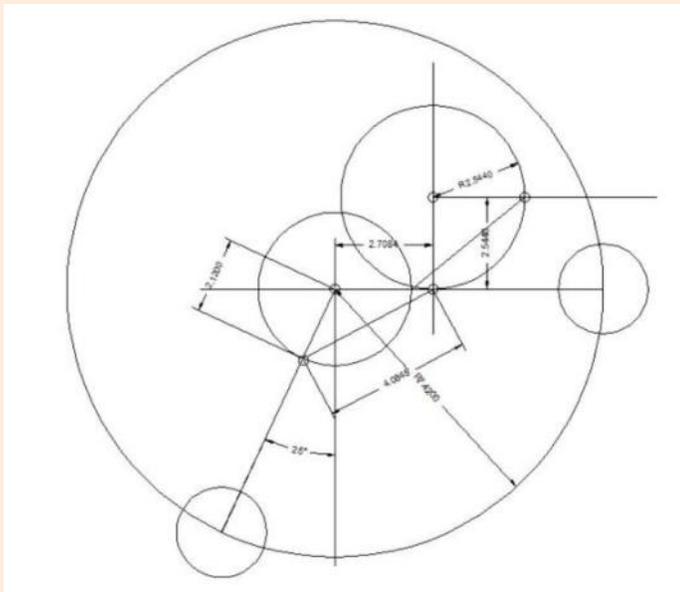
Drag associated with a free spinning model airplane propeller.

For my Do335, I made a 14X28 3 blade propeller. Attached to a ball bearing supported shaft mounted in the tail. It worked really well, and it made a very interesting sound in flight. I calculated that at a 50mph flight speed, the free wheeling prop would be turning at about 1900 rpm. So, this is how I will be doing the rear prop on the Nats model. I will be adding a little twist to the idea. The flight scoring at the Nats awards 10 (out of a total of 100 points) for realism. With a free wheeling prop it starts turning as soon as the air is air flowing through the front propeller. In reality, the full scale Do-335 started the front engine first and then the rear engine. To simulate that I will have a servo operated brake on the rear prop to keep it still as I bring the front motor up to idle speed. At that point I'll release the brake and allow the rear prop to start spinning. I'll do the opposite after landing (++) for realism score.

Another feature of the Do-335 is the fact that the nose gear is swept forward at an angle of 25 degrees from vertical. I have searched for electric landing gear that has a unit that will work through that angle at a reasonable price. No luck. So what I'm doing is to have the nose strut mounted separate from the retract unit. I will then use a 90 degree retract unit with an angle increasing linkage to get the 25 degree angle. I've worked out the geometry in CAD.

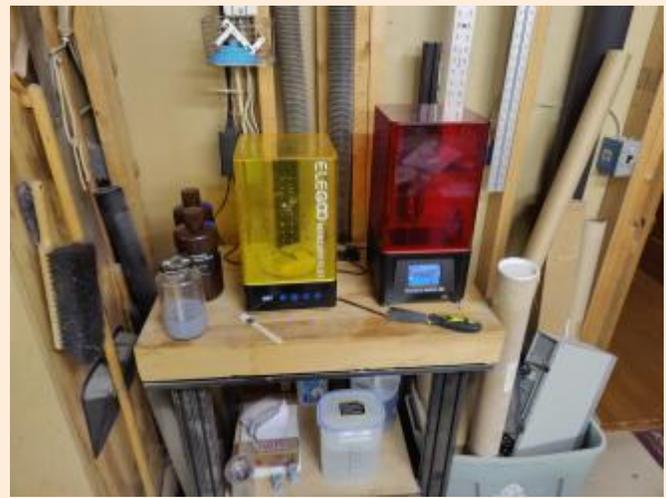
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Nose gear retract linkage geometry

So, I have the major issues solved and I've purchased the components and raw materials. There are still some scale details that can be very fiddly to make. A little back story is necessary here. There was a time a couple of years ago where I was going to do a precision scale version of this model. I found the source for a kit with a nice fiberglass fuselage, cowls, canopy and laser cut wood for the wing and tail. It looked beautiful but it was priced at \$750. It turned out that the guy had done a huge amount of work making 3D printer files of many scale details including a pilot and exhaust stacks. He gave me the files!! eventually, he was unable to deliver a kit due to supplier problems with the guy who was going to make the fiberglass parts. That project ended for me but I still have the .STL files. At the time, I bought a liquid resin type 3D printer setup to make the parts.



My Stereolithography (SLA) type 3D printer setup. So here are a few things I've printed so far.



Exhaust stacks. The 24 stacks will be used for cooling air exit ports.



Cowl

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Front and rear spinners. The rear spinner is an unusual shape which is not available commercially



Pilot bust. Very detailed and correct. I have the full body file but I only need the bust.



SC250 (250kg) bomb. This was printed by my friend and fellow Skymaster Joe Rubenstein on his FDM type

printer. FDM prints require sanding and filling to eliminate the coarse finish compared to the SLA prints. With a little work, FDM parts look good.

Below is a photo of everything I've got so far.



Electric landing gear actuators with the control box (red). landing gear struts, (2) 3s 3750mah batteries, a Leopard 10 turn 5055 390kv motor, 60 Amp ESC, and all of the printed parts so far.

I will be starting on the fiberglass fuselage this week. I'll be using my moldless fiberglass fuselage method described in detail in the February, 2018 issue of Skywriter...check it out. The wing will be of standard sheeted balsa construction. I will cover the balsa wing and tail components with the Hobbyking shrink film that I have used over the past few years. It's the best covering I've ever used. It takes paint very well and doesn't wrinkle in the sun.

I will be using my custom built 2 hand control handle integrated with a 6 channel radio.

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The channel use is as follows:

1. Throttle.
2. Landing gear
3. Flaps
4. Bombay doors
5. Bomb release
6. Rear prop brake

Well that's if for now.

I'll have a few articles in the future covering the progress in finishing the details on the Me-262 project and the construction of the Do-335. I'm sure there will be more of Teo Terry's excellent "Circling Back" articles as well. Stay tuned.....

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Custom control handle.



Steve Kretschmer

No, that's not a model. That is a full scale homebuilt Sopwith Pup flying around the field on student night, built and flown by Tim Allen. See inset for when he brought the fuselage to the field on a trailer to show it off.



At The Field

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





NEW SWAG!

Full Zip Hoodies • 1/4 Zips
Kids Shirts • Womens
Long Sleeve Tees • Hats • Mugs
Tank Tops and MORE!

details at:

www.milkhousepress.com

Click anywhere in this
flyer to go to the Sky-
masters section of the
web site





R/C SWAP MEET

Sunday, November 6th, 2022

8:15AM to 11:45AM

location

**Northville Community Center
303 West Main Street
Northville, Michigan**

Latitude 42 43 04 North Longitude 83 48 60 West

admission charge

\$5.00 per person-*donations always welcomed*
active duty military, kids under 12, and women are admitted *FREE*

vendor table cost

\$20.00-\$25.00 per table, payable in advance, depending on table location
Vendor table cost includes one admission. Vendor set up time is 7:45am.
Advance table reservations are recommended since it costs more at the door!

for information and table reservations

call Rudi at: 248-631-8205 or [e-mail: therudi@icloud.com](mailto:therudi@icloud.com)

directions

Take the 8 Mile Road exit off of I-275 and go west 2.5 miles to Center Street.
Go south on Center Street for a ½ mile and then west at Main Street.
The Northville Community Center is located at 303 West Main Street.
There is free parking in the back of the building, off of Cady Street.

***As always, this is the
LARGEST and BEST swap meet in SE Michigan!***

Skymasters Indoor Flying 2022-23

At UWM* Sports Complex - Field #1

Tuesdays: 9:00AM - 12:00PM

(dates & times subject to change without notice.)

Cost: \$150 for Season Pass (25 sessions) or \$10 Cash/session at the door.
Season Pass may be obtained at www.Skymasters.org or by check/cash at door

Proof of AMA Membership is required.

Opening day is	10/25/2022	1/10/2023	3/28/2023
	11/1/2022	1/17/2023	4/4/2023
	11/8/2022	1/24/2023	4/11/2023
	11/15/2022	1/31/2023	4/18/2023
	11/22/2022	2/7/2023	
	11/29/2022	2/14/2023	
	12/6/2022	2/21/2023	
	12/13/2022	2/28/2023	
	12/20/2022	3/7/2023	
	Closed 12/27/22	3/14/2023	
	1/3/2023	3/21/2023	

"UWM" is United Wholesale Mortgage (formally Ultimate Soccer Arenas) located at
867 South Blvd, Pontiac, Michigan 48341

For rules & additional information go to : www.Skymasters.org
For questions, contact Indoorfly@Skymasters.org



ON THE WING

The Retirees and Wannabes Breakfast At Ram's Horn

9AM, 1st and 3rd Mondays
1990 Rochester Road,
Rochester Hills

Skymasters Breakfast At the Orion Grill

Every Saturday at 8:30AM
3667 Baldwin Rd
Orion Charter Township

Indoor Flying at UWM Sports Complex (formerly Ultimate Soccer)

(AMA required - [See web site for more info](#))

Every Tuesday

9AM — 12PM (note new times)
UWM Sports Complex field #1, in the rear of the complex
Park and enter in the back
867 South Blvd E, Pontiac, MI 48341

Other local area indoor flying

Premiere Sports Center

14901 23 mile, Shelby Twp, MI
(northwest corner of 23 mile and Hayes)

Every Thursday beginning October 13th,
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/>

Legacy Center

9299 Goble Dr.
Brighton, MI 48139

(Off of Winans Lake Road, between Rickett
Rd. and M23)

Wednesdays 12:30PM—2:33PM November 2nd
through April 26th

\$10/session

Sponsored by the Hamburg Flyers RC club

November 2022

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1 Indoor Flying 9AM—12PM UWM Sports Complex	2	3 Indoor flying 9AM—3PM Premiere Soccer	4	5 Breakfast 8:30AM Orion Grill Brett Hartley Estate Sale (details by Email)
6 Midwest RC Swap Northville	7 Skymasters Breakfast 9AM Ram's Horn	8 Indoor Flying 9AM—12PM UWM Sports Complex	9	10 Indoor flying 9AM—3PM Premiere Soccer	11	12 Breakfast 8:30AM Orion Grill
13	14	15 Indoor Flying 9AM—12PM UWM Sports Complex	16	17 Indoor flying 9AM—3PM Premiere Soccer Skymasters Meeting 7PM Seymour Lake Park	18	19 Breakfast 8:30AM Orion Grill
20	21 Skymasters Breakfast 9AM Ram's Horn	22 Indoor Flying 9AM—12PM UWM Sports Complex	23	24	25	26 Breakfast 8:30AM Orion Grill
27	28	29 Indoor Flying 9AM—12PM UWM Sports Complex	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 and the noise limit is 80dBa at ten feet. Regular flying is permitted between 10 AM to 8 PM and **the noise limit is 94 dBa at 10 feet.** These noise limits are enforced.

Student Night & Pot Luck Every Wednesday, May 11th 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

**Want to talk to someone?
Call us at 248-403-8279 and
leave a message. We'll get
right back to you.**



2022 Club Officers & Appointees...

President:	Pete Foss	Oxford	president@skymasters.org
Vice Pres.:	John Billinger	Troy	vicepresident@skymasters.org
Secretary:	Phil Saunders	Rochester Hills	secretary@skymasters.org
Treasurer:	Kurt Kettler	Lake Orion	treasurer@skymasters.org
EOC at large	Paul Goelz	Rochester Hills	at.large3@skymasters.org
EOC at large	Joe Rubinstein	Oxford	at.large2@skymasters.org
EOC at large	Steve Kretschmer	Oakland	at.large1@skymasters.org
Membership:	Joe Rubinstein	Oxford	membership@skymasters.org
Newsletter:	Paul Goelz	Rochester Hills	newsletter@skymasters.org
CFI	Ken Gutelius	Lake Orion	cfi@skymasters.org
CSO			cso@skymasters.org

Newsletter Submissions
Please send all articles, photos and announcements to the Skywriter editor at:
newsletter@skymasters.org
Deadline is the 20th of each month.

The Skywriter newsletter is published bi-monthly by the Skymasters Radio Control Club of Michigan
www.skymasters.org