



In this issue	
President's Message	1
Circling Back	3
Indoor photos	5
Flyers and ads	6-8
News	9
Calendar	10



Happy March!

Wow nice weather last month! Especially indoors at United Wholesale Mortgage Sports Center! Indoor is going very well this year. We have been averaging just over 31 pilots/session. Reimagine Recreation seems very happy with that volume.

We had a club meeting on Feb 22nd. Attendance was pretty thin at about 15 members even with pizza for dinner. I'm at a bit of a loss on how to improve attendance.

After an absence of several years, local modeler Steve Fredericks open his shop up for a very well attended Saturday Bull Session. It was to reconnect with modelers from 4-5 different metro Detroit clubs.

Finally, we have had flying sessions the last two Saturdays at the field, taking advantage of the mild "winter" weather conditions. Today (March 2nd), we even fired up the grill for hot dogs, sausages and beans courtesy of Brian and Ivan. And of course, it wouldn't be Skymasters without two boxes of Timbits, Girl Scout cookies, Carolynn cookies and a pecan pie! "We always eat, sometimes we fly"! (see above)

Finally, I'm very proud that AMA has recognized Skymasters for our 50th anniversary as a club (see next page).

**Fly Safe,
Pete**

Pete Foss, President Skymasters RC
president@skymasters.org

Certificate of Club Anniversary for
Skymasters RC Club of Michigan
Founded in 1974

celebrating the
50th Club Anniversary

Awarded to you by
Academy of Model Aeronautics

on February 23, 2024



Randy Gibson
District Vice President

Richard D. Hansen
AMA President



Academy of Model Aeronautics | 5161 E. Memorial Dr. Muncie IN 47302
(765) 287-1256 | modelaircraft.org | membership@modelaircraft.org



Front Cover (and above)

From an informal gathering at the field Saturday March 2nd (complete with a cookout). See, there IS life during the winter ;)

Steve Seltman photos

Circling back...



By: Teo Terry

My father passed away late last year and settling his estate took a considerable amount of time. The fact that he lived in a different country made it a little more challenging; fortunately, we had a good lawyer who helped us navigate through all the obstacles we faced. That combined with work left me with little free time and hence why the column was paused. Hopefully I will be able to write more regularly this coming year.

Managing the fleet

Now that the holiday season is behind us, I suspect that many of us ended up adding a model or two to the fleet. If the additions surpass the prior year's losses your fleet will have grown. I am still surprised by how many models are lost due to radio malfunctions, an unexplained loss of power, a sudden gust of wind on final, being blinded by the sun, a tree coming out of nowhere or a sudden increase in gravity. Given the advances in technology I am surprised by how unreliable our equipment continues to be 😊. But I digress... The point is that after a few years you might have accumulated a sizeable fleet.

So how can you tell if your fleet is getting to be a little too large? The answer is simple; if you show up at the field with a model you have had for some time, and someone asks you if it is new; you might have a problem. It is at least an indication that the model is getting little use. If so, the model might be a good candidate for a quick sale or a gift to someone who might enjoy it.

I personally keep a relatively small fleet of 6 models:

3 Pattern planes: The Vanquish, Fantasista and Angel.

2 Parkfliers: A Sig 4*20 and an E-Flite Ultimate which I mostly fly at the elementary school near the house.

1 Semi scale model: A Balsa USA Citabria Pro which I built for the fun of it and to use as an occasional trainer.

Of the models listed, I could easily get by without the Angel as the Fantasista is basically the same type of airplane but more modern. The two models are shown below:



With the requirements for remote I.D. looming on the horizon I could also do without the parkfliers; I will probably no longer fly them at the school behind the neighborhood. Although rarely flown, the Citabria can be used as a trainer, and I would like to keep it for that purpose. It has been used to provide demo flights in the past so there is a precedent. Given this, I could probably get by with just three models. Heresy I know, but having more models does not always translate into getting more enjoyment out of the hobby.

I also happen to have two other models which are currently in "long term storage", meaning they are not ready for flight, but which are in good condition. In both cases they are missing their power systems along with their receivers; those components were recycled into the newer models. In the past I have tried selling models that I no longer use but buyers generally offer so little that in the end you feel like you are giving them away. I normally price the models for a little less than the replacement cost of the servos which are included; I do not think that I am asking for too much. At any rate I now simply give them away to anyone who I think could put it to good use or needs a little encouragement to stay in the hobby.

Finally, it is also important to keep in mind that models can represent a significant investment; if they sit idle you are not deriving any benefit from them. This is probably the single most important motivator for me when it comes to making the decision whether to purchase a new model or not.

Before making an addition to the fleet I keep the following in mind:

1. Is it an impulse buy? We see ads for new products

(Continued on page 4)

(Continued from page 3)

on a regular basis and occasionally, something will get our attention. It can be a model of a neat WWII plane, the latest aerobatic plane, a cool jet, etc. When possible, I sit on the impulse to buy for a month before making the decision. Trust me, 90% of the time, the urge passes.

2. Am I duplicating something that I already have? I think of this in very broad terms; for example, how many aerobatic models do I need? I would say no more than two, a primary and a backup. Remember that products continue to improve; getting two copies of the same might keep you from being able to buy a more capable derivative in the future.
3. How much use will it get? Except for the Citabria most of my models have hundreds of flights; the relatively young Fantasista has logged about 300 flights while the Vanquish has logged more than 1500. Part of the reason for this is that I generally only bring one model to the field and if getting ready for a competition I favor the Vanquish.

One final thought which is contrary to everything I have written so far; none of us are getting any younger, so if you feel you deserve something nice, go ahead and get it and more importantly, enjoy it. I have seen a few club members not fly a model because they felt it was too nice, or they felt that their skills were not up to it. If you feel that way, ask someone such as an instructor to help you. They can stand by your side just in case or maybe take care of the takeoff or landing for you. Trust me, they do not mind.

Why I fly model airplanes.

When I meet a new member, I am always curious to find out how they became interested in the hobby: some are interested in aviation, others look at it as an activity they could enjoy with their kids, some might think that it looks like a cool activity, etc.

In my case, the answer is simple, I have been interested in aviation for as long as I can remember. As a kid I would ask my dad if we could drive out to the airport just so that I could watch the airliners come and go. Believe it or not, the airport in Lima had a decent restaurant, so driving out to the airport to grab a bite while watching the airplanes come and go made for a nice Sunday outing. Well, maybe not every weekend but at least a couple of times a year. When originally built, the airport in Lima included two observation platforms where you could wave goodbye to those who were travelling. The photo below shows people crowding one of the viewing platforms while waiting for the arrival of a soccer team.



The airport did not get jetways until about 25 years ago. Before that you walked out to the plane and climbed up the airstairs. I even disembarked off a Boeing 727 by using the rear airstair; the one made famous by D.B. Cooper. If you have never heard of him before, Google him; it is an interesting story. At any rate, I loved being able to get that close to the airplanes.

That interest led to building kites, lots of paper airplanes, a few balsa chuck gliders, a few rubber powered models, many Cox 049 powered control line models and eventually R/C. Most of what I learned before the age of 15 was self-taught. After I shattered my Cox PT-19 C/L trainer on its first flight I relied on airplanes that I designed and built to teach myself how to fly control line. I must have been pretty determined because I wrecked quite a few; however, a single successful flight would keep me motivated for a while and I loved it. Eventually I connected with the Peruvian equivalent of the AMA and I was off to the races as they say. Things got much easier after that.

Looking back this is probably why the desire to build and fly is so engrained in me. I am certain that I will enjoy some aspect of the hobby until my time is up; just give me a knife, some balsa and glue and I will keep myself entertained.

Teo Terry

Indoor Flying at UWM

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





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SKYMASTERS INDOOR FLYING

At UWM Sports Complex - Field # 1

For the 2023-2024 Winter Season*

OCTOBER*:

Tues. 17th
Tues. 24th
Tues. Oct 31st

Flying sessions start at 9 am and end at 12: PM *

Please Bring Proper Change For Payment.

NOVEMBER*:

Tues. 7th
Tues. 14th
Tues. 21st
Tues. 28th

FEBRUARY*:

Tues. 6th
Tues. 13th
Tues. 20th
Tues. 27rd

DECEMBER*:

Tues. 5th
Tues. 12th
Tues. 19th

MARCH*:

Tues. 5th
Tues. 12th
Tues. 19th
Tues. 26th

JANUARY*:

Tues. 2nd
Tues. 9th
Tues. 16th
Tues. 23rd
Tues. 30th

APRIL*:

Tues. 2nd
Tues. 9th

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

For rules & additional information go to: www.Skymasters.org
Indoorfly@Skymasters.org or 248-403-8279



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flyer to go to the Sky-
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web site



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



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)

<https://greatlakesaerialvideoservices.com/steves-indoor-flying>

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

March 2024

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2 Breakfast 8:30AM Orion Grill
3	4 Skymasters Breakfast 9AM Ram's Horn	5 Indoor Flying 9AM—12PM UWM Sports Complex	6	7 Indoor Flying 9AM—3PM Premier Sports Arena	8	9 Breakfast 8:30AM Orion Grill
10	11	12 Indoor Flying 9AM—12PM UWM Sports Complex	13	14 Indoor Flying 9AM—3PM Premier Sports Arena	15	16 Breakfast 8:30AM Orion Grill
17	18 Skymasters Breakfast 9AM Ram's Horn	19 Indoor Flying 9AM—12PM UWM Sports Complex	20	21 Indoor Flying 9AM—3PM Premier Sports Arena	22	23 Breakfast 8:30AM Orion Grill
24	25	26 Indoor Flying 9AM—12PM UWM Sports Complex	27	28 Indoor Flying 9AM—3PM Premier Sports Arena	29	30 Breakfast 8:30AM Orion Grill
31						

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 into October (weather permitting). 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!

Winter meetings (September through May) are held at the Seymour Lake Township Park Community Center, 2795 Seymour Lake Rd, Oxford, MI 48371. 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.**



2023 Club Officers & Appointees...

President:	Pete Foss	Oxford	president@skymasters.org
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Newsletter Submissions

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

newsletter@skymasters.org
Deadline is the 20th of each month.

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www.skymasters.org