



# PLANE TALK



PROP MASTERS R/C NEWSLETTER

AMA CHARTER # 397

APRIL 2008

**Club Officers:**

**President:** *Bob Mosinski*

630-820-3202

**Vice President:** *Tom*

*Camp*

630-305-9422

**Treasurer:** *Marv Luebbert*

630-420-7499

**Secretary:** *Dave Cotton*

630-637-0354

**Safety Officer:** *Fred Page*

630-836-0912

**Fun Fly Committee:**

*Jason Boettcher*

*(Director)*

630-892-4738

*Larry Dudkowski*

*Doug Vallee*

*Dave Carlson*

*Blee Nichols*

**Publicity Director:**

*Marv Luebbert*

630-420-7499

**Nominating Committee:**

*Rich Schaeffer (Chair)*

**Forest Preserve****Relations:**

*Bob Mosinski*

630-820-3202

**Flying Instructors:**

*Ivan Cankov (Chief*

*Instructor)*

630-555-1212

*See club's Web Site at*

[www.propmastersrc.org](http://www.propmastersrc.org)

*For complete list of*

*Instructors.*

**Fund Raising Committee:**

*Larry Dudkowski*

*Bob Mosinski*

**Librarian:** *Dave Carlson*

**Webmaster:** *Bob Mosinski*

**Newsletter:**

*Ray Luchetti (Editor)*

*Ed Callahan (Circulation)*

“What a great time”, “FUN”, “I learned a lot”, “Great meeting”, “Awesome raffles”, “What a bunch of nice Fellas” and “Let’s do that again” are just some of the comments I received after the March meeting. I appreciate the kind words and offer a big thanks to Dan from True R/C for his presentation and more than generous donations to the raffle. Did you see Scott Olef’s face when he won the plane? It was like Christmas morning all over again, Love It!

We started with our first “Rolling Radio Raffle” and the winner was, Rich Schaeffer! I think this is going to be a great addition to our meetings. I would like to thank Scott Olef and Blee Nichols for doing a fantastic job managing both monthly raffles. Save some of that morning coffee money and drop a quarter a day in a cup and get ready for another great radio system and general raffle next month!

The April meeting will mark the beginning of our official flying season, so someone drop a call to Mother Nature and tell her that’s enough snow. If there is global warming it isn’t in Chicago. ☺ We need to take a deep breath at this month’s meeting and get our minds in flight mode. We all need to think, back to the basics, safety and preparation for flight. Prepare your equipment as well as your mind.

Historically the greatest numbers of planes that meet their demise are in the months of April and May (Larry and I joke that it rains planes in April). This is because we either have a bad case of cabin fever from the winter and rush out to the field or rush our equipment. With spring upon us, focus on where you have come from in your piloting skills; where you want to go and what you want to accomplish as a pilot this season. Our club enjoys many good pilots and our Advanced Skill Level classification has never had so many pilots. This season might mark the discovery of the rudder stick for you as a pilot or throttle management or perfecting landings; “Planning and Practice = Perfect”

No special presentation is planned so this is the month to bring in the winter project. Bring in the half finished project or for new flyers bring in your aircraft for us to take a look at it.

We have a busy season coming up with our fun fly against the Barnstormers, an invitation to fly against the Fox Valley club in a fun fly and our annual Air Show. Marv will be back at our April meeting to collect your 2008 dues so make an effort to get them paid in full.

Regards, The Pres.





## Special Request by Bob Mosinski



I would like to appeal to my friends at Prop Masters to please read the following and I encourage you to take action. We sometimes take for granted those things we have, and at times we may not even give thought to some of the good in our life. I know all of you to be a generous group of men, with much honor. We sometimes think how we can make a difference in someone's life with not very much to give. You are giving; you are a part of a bigger family. Any help can make a difference so please be moved to give. Those of us that have contacts in the corporate world; those in charge of giving please forward this to as many people you can. This is a legitimate appeal, because this is my Niece.

Thank You, Bob Mosinski

We are currently looking for sponsors to raise money for Elizabeth Spaulding, my daughter, so that she is able to receive her first Vacuum Wig. Elizabeth was diagnosed with Alopecia Universalis at the age of 3 1/2 and lost all her hair by 4 1/2. She is now 15 and would like to get a vacuum wig. However, they run approximately \$4,000. Our family has suffered many challenges over the last 3 years. Elizabeth's father, Ron, was diagnosed with Charcot-Marie-Tooth, a form of MD, in addition to suffering from Drop Foot, Celiac Disease, Diabetes and more. He is permanently disabled and unable to work. I have since returned to the work force. These challenges have caused us to make a lot of changes over the last three years and make it nearly impossible for us to cover the expense of this wig for Elizabeth. Please visit our website below and you will find all the details about our sponsor fund, how to donate and photos of Elizabeth. Donating is easy..... Simply click on the website link, go to "How You Can Help" and click on the donate button. You may use PayPal or credit card. If you wish to donate by check, the address of the bank and account has been provided on the website as well. You can also drop off your check donation to any US Bank.

<http://wigsponsorfund.webs.com/>

Please pass this message along to others you feel would find this a worthy cause and would consider sponsoring Elizabeth's wig. Thank you for your time and support. It is appreciated more than words could ever express.

With Much Gratitude! Toni Spaulding



# Financial Report By Marv Luebbert



## Financial Report April 1, 2008

<b>Field Fund</b>		<b>Operating Fund</b>	
Balance March 1, 2008	\$4,584.06	Balance March 1, 2008	\$1,105.20
No Transactions		Sources of Funds	
		None	
Balance April 1, 2008	\$4,584.06	Total cash available	\$1,105.20
		Uses of Funds	
		None	
		Balance April 1, 2008	\$1,105.20

### **Newsletter Contributions**

Send articles or pictures of interest to the club to:

[newsletter2008@propmastersrc.org](mailto:newsletter2008@propmastersrc.org)

The deadline for submissions is the 21<sup>st</sup> of the month.

Club Newsletters are posted at the club website:

[www.propmastersrc.org](http://www.propmastersrc.org).

**Editor's Note:** The e-mail I received from Marv on March 19<sup>th</sup> says it all:

“Greetings from sunny Arizona: Weather is really nice although we have had some cool days. Getting in plenty of golf but I will be glad to get home, a month is long enough”. Marv went on to say that club dues payments are lagging and that we have a long way to go to collect from everyone. Let's all support our club and get our dues payments in. An application form is included with this newsletter.



# Meeting Minutes By Dave Cotton



## Meeting minutes, March 12, 2008

### **Opening:**

The meeting began at 7:30 p.m. and ended at 9:00 p.m. at Dean's Dugout. The February Minutes were approved as published and the February Treasury Report was approved as read and printed in the newsletter.

### **Committee**

#### **Reports:**

Newsletter	Ray Luchetti mentioned that since we have newsletter articles submitted from many different sources he will issue an e-mail on or about the 22 <sup>nd</sup> of each month detailing which articles have been submitted and which are pending.
Safety	Fred Page again mentioned that all club members should read Larry Dudkowski's article regarding safety that was published in the March newsletter. Rich Schaeffer brought in a friend's charge box that was "slightly" burned to a crisp. Rich cautioned that to avoid this type of mishap in your home, we all should read and follow charging instructions and should never tamper with batteries or charging equipment.
Fun Fly	Jason Boettcher mentioned that this month's fun fly will be "Fast-N-Slow" and will be held on March 16 <sup>th</sup>
Forest Preserve	Nothing to report.
Website	Nothing to report.
Library	Dave Carlson stated that he is awaiting return of the simulator and has a book, "All About Engines" available.
Instruction	Ivan Cankov reported that training for the year will start on about the beginning of April, depending on the weather. Ivan also mentioned that he has been posting videos of our Fun-Fly events, with commentary, on the club's website. If anyone wants something added or deleted they should contact him.
Fundraising	Bob and Larry netted \$225.00 at the Fox Valley Aero Club's swap meet. Great job gentlemen!
Publicity	No report, Marv Luebbert is sunning himself in Arizona.
Nomination	Nothing to report.
Air Show	Nothing to report.

### **Old Business:**

New club hats and shirts will be available at the next meeting.

### **New Business:**

Additional Fun Fly Events – Four Air Combat Events plus the Fox Valley event will be added to the regular Fun Fly schedule. A participation fee of \$10 will go towards First, Second and Third place awards. A draft of the contest rules will be distributed to the Board of Directors for comment. The final rules and sign up sheet will accompany the April newsletter.

Dan Naumowicz from TrueRc gave an informative presentation on batteries, motors and chargers. Thanks Dan for sharing all of your expertise.

### **New Members &**

#### **Guests:**

Welcome all new visitors and members---thanks Richard and Dan for attending the meeting.

### **Lost Horizons:**

The SAD patch was not contested.



# Meeting Minutes By Dave Cotton



## Show and Tell: (See photo section)

Tom Camp	Red and white 46 size Decathlon by Phoenix Models.
Paul Bock	Hots by Morris Hobbies built from a kit.
Bill Hickey	Old Timer – 1940 era, built from a kit in orange and cream.
Jim Lang	Sig 4 Star 120 ARF.
Mark Froelich	Fire Bird by HobbyTown in red and yellow. Nice job Mark, bet you can't wait to fly it.
Ivan Cankov	Super Stearman by Great Planes with a 160 size engine.
Mick Pfeifer	E-Flight GWS ARF with a blue and white color scheme.
Fred Page	SPAD Shark in yellow and white with a non-compliant 40 size engine.
Rich Schaefer	Electric Aero Cat ARF in red and white. (Looks fast Rich)
Scott Olef	Fling glider by Great Planes.
Blee Nichols	Blade 400 Heli by E-Flight in blue, yellow and white.
Eric McFarlin	Transmitter tray (no wings) by RCA models.
Ed Slanina	Profile ARF with a 50 size engine.
Dave Engel	Horizon Hobby bashed "Rrrribute" Bipe kit in white, blue and red.
Dave Cotton	Fliton Extra in red, purple and pink. (Yes pink and Barbie won't be flying this one).

## Raffle:

The raffle was loaded thanks to Dan the Battery Man. Thanks again for your generous contributions. The raffle contained a Cessna (40 size ARF) with batteries, motor and speed controller, a battery pack, two gallons of fuel, a starter, servos, and Triton JR charger ( that's now in my flight box, thank you), weights and glue.

Blee Nichols conducted a separate raffle for a Spektrum 2.4 GHz transmitter. All proceeds will go towards continuing this raffle and next month it will be a Futaba Fasst 2.4 GHz transmitter.

## Closing:

To keep the pizza going we request a little more in the pot. The next meeting will be held at Dean's Dugout on April 9<sup>th</sup> at 7:30 pm.

## 2008 CLUB CALENDAR (Revised)

Monthly Meeting	Fun Fly Date	Fun Fly Event
April 9 <sup>th</sup>	April 13 <sup>th</sup>	Bean Counter & Combat
May 14 <sup>th</sup>	May 18 <sup>th</sup>	Washer Drop & Combat
June 11 <sup>th</sup> (Beauty Contest at the Field)	June 22 <sup>nd</sup>	Air Show
July 9 <sup>th</sup>	July 13 <sup>th</sup>	Pylon Racing
August 13 <sup>th</sup>	August 17 <sup>th</sup>	Pattern Contest
September 10 <sup>th</sup>	September 14 <sup>th</sup>	Tentative Contest with the Barnstormers
	September 21 <sup>st</sup>	Annual Club Picnic
October 8 <sup>th</sup>	October 12 <sup>th</sup>	Qualification Sunday
November 12 <sup>th</sup>	November 16 <sup>th</sup>	Mystery Contest
December 10 <sup>th</sup> (Christmas Auction)	December	No Fun Fly (Merry Christmas & Happy New Year)



# March 12<sup>th</sup>. Meeting Photos

By Ray Luchetti



Dan Naumowicz from TrueRc gave a very informative presentation on batteries, chargers and motors.



Paul Bock with his 46 size Hots by Morris Hobbies built from a kit.



Bill Hickey showed his 1940 era old timer in orange and cream colors.



Jim Lang and his Sig 4 Star 120. This was a wedding anniversary present from his wife.



Dave Cotton and his pink (yes pink) Fliton Extra.



Mick Pfeifer showed his E-Flight GWS in red, blue and white.



Ivan Cankov with his Super Stearman by Great Planes with a 1.60 size engine.



# March 12<sup>th</sup>. Meeting Photos

By Ray Luchetti



Dave Engel and his kit bashed Bi-Plane in a white, blue and red color scheme.



Tom Camp and his 46 size Decathlon by Phoenix models.



Mark Froelich showed his Fire Bird by HobbyTown. Nice job Mark.



Ed Slanina with his 50 size Profile ARF.



Eric McFarlin showed a transmitter tray by RCA models.



Blee Nichols and his Blade 400 Heli by E-Flight.



Scott Olef showed his Fling glider by Great Planes. (great for the slope)



Rich Schaefer and his electric (of course) AeroCat ARF. Looks fast Rich.



Fred Page and his slightly overpowered (40 size) SPAD Shark in yellow and white.



## Fun Fly Committee



### Fast-N-Slow Fun-Fly Report

The temperature was below freezing early in the morning, however, as the morning turned into afternoon the sun came out and it warmed up to the point where you could feel your fingertips a little. We had a shifty wind that often turned into crosswind. Scott Olef and Fred Page brought Parkzone Strykers which turned out to be a great choice for the event due to their wide flight envelope. Ivan Cankov's 1.60 sized Rascal tied Scott's Stryker for top speed at 74.75 MPH! Dan Nosek proved he could fly the slowest with his trusty electric.

Unfortunately some folks lost their models. Larry Dudkowski, Paul Bock, and Bill Barclay suffered losses... due to possible wind, aileron, and radio failure respectively?

We used a look-up table that converts time to speed so we didn't have to convert stop watch time units for each run. That's why some of the speeds turned out exactly the same.

Thanks to everyone who once again braved the cold to attend a chilly Fun-Fly.

NAME	Total Points Earned	Attend	HOW EARNED					Time Differential in MPH
			Fly	Scoring Points	Scoring Detail	Bonus Points	Bonus Detail	
Ivan Cankov	60	10	10	30	Expert 1 <sup>st</sup>	10	Fastest (tie!) 74.75mph	69.03
Scott Olef	50	10	10	20	Expert 2 <sup>nd</sup>	10	Fastest (tie!) 74.75mph	53.28
Larry Dudkowski	30	10	10	10	Expert 3 <sup>rd</sup>			52.06
Jason Boettcher	50	10	10	30	Adv. 1 <sup>st</sup>			48.26
Fred Page	40	10	10	20	Adv. 2 <sup>nd</sup>			33.92
Dave Carlson	30	10	10	10	Adv. 3 <sup>rd</sup>			24.58
Mick Pfeifer	50	10	10	30	Novice 1 <sup>st</sup>			45.33
Dan Nosek	50	10	10	20	Novice 2 <sup>nd</sup>	10	Slowest 5.21 mph	22.82
Ed Slanina	30	10	10	10	Novice 3 <sup>rd</sup>			20.83
Dave Engel	20	10	10					39.04
Bill Hickey	20	10	10					32.9
Bill Barclay	20	10	10					48.61
Mike Kostecki	20	10	10					49.53
Paul Bock	20	10	10					d/c
Doug Valle	10	10						
Dan Vosecky	20	10				10	Spotter -Thanks!	
Andy Widlacki	10	10						
Bob Mosinski	10	10						
Alagaraja Ramasubramanian	10	10						
Jim Lang	10	10						



## Fun Fly Committee



### April 13th. Fun-Fly Bean Counter Contest

On Sunday, April 13<sup>th</sup> we will be holding our annual Bean Counter contest, followed by Combat. Competition will start at approximately 10:00 a.m. Enjoy open flying both before and afterwards. The bean counter event encourages us to fly nice and smooth, and that challenges our skill set in yet another way. That's one of the things that make our Fun-Fly events interesting; they encourage us to continually develop our skills while we're having fun.

**Here's how it works.** Each pilot is given a paper cup, (3 oz cups for electrics and 9 oz cups for everyone else) some rubber bands, wooden dowels and twenty beans, ten beans for an electric. The beans are placed in the cup. Using the supplied cup, attach it to your model. Rubber bands and dowels will be supplied but pilots can attach the cup in any manner they choose. The cup can be placed anywhere on the model and in any manner as long as the beans are not prevented from falling out of and free of the cup in any way. Nothing can be placed in the cup to prevent the beans from falling. Generally we recommend mounting the cup forward of the CG point. The pilot takes off and then must fly a specific set of maneuvers for his class while trying not to lose any beans. The pilot completing the maneuvers and landing with the most beans remaining in his cup is the winner.

**Here are the rules.** Each pilot must fly the prescribed maneuvers for his class. The pilot in each class, who after completing the maneuvers and landing has the most beans remaining in his cup, will be the winner. The pilot having the second most number of beans will finish second and so on.

**Point Awards.** Points will be awarded for first, second and third place finishes in each of the pilot classes. First place is worth thirty (30) points. Second place is worth twenty (20) points. Third place is worth ten (10) points. A one-time award of 10 points for participation will be made to each pilot flying the day of the event. Duplicate finishes will be awarded for duplicate scores.

#### **Contest maneuvers for each class are:**

**Beginners:** Fly one circuit of the field.

**Novices:** One circuit of the field and one figure eight.

**Advanced:** One circuit of the field, one figure eight and one loop.

**Experts:** One circuit of the field, one figure eight and three loops.

### Top Gun Combat Tournament

Immediately following the Bean Counter event we will fly some Combat. More details including a sign-up sheet and Combat rules accompany this newsletter. Club points will not be earned for the Combat event – but you may get to take home bragging rights instead!

Hope to see you there!

Jason Boettcher and the Fun Fly Committee





# Success with Scale Aircraft

## Part III

### By Dave Engel



#### *Multi Engines*

This is a tough one since my success rate with multi engines is not the greatest. When I first started getting interested in this type of aircraft, the first thing I asked is what to do if an engine flames out. Flyers were very helpful quoting Newton's laws of physics, and many other theories on how to deal with the problem. The best advice I received was from a very old and wise flyer, who said "simply kill the other one and head for home". For every twin that will fly on one engine there will be 5 more that will spin out and turn a beautiful death spiral. Some flyers instinctively know which engine is out and can compensate for the torque with the rudder (maybe). For me, killing the other engine is the best solution.

Some ideas that may help you in the long run are as follows. First (and one of my biggest mistakes) is to make sure your engines are well broken in and I really mean broken in! Probably at least 30 minutes running on each engine minimum. Make sure they have plenty of cooling and if you have room, add an onboard ignition. This is a really big help on the low end and also makes it easier to start the engines. Syncing engines is another challenge, but not all that bad. 500 rpm difference is more than a match for most planes and is accomplished not by changing needle settings, but by setting your engines up for optimal performance and then backing off your linkages to get the desired results. I think the most important part of multi engine set up is the spool up and spool down, this means how quick the throttle responds to the stick. It is very important that both engines spool up correctly for take-off. If engines do not spool up correctly on take-off, the plane will torque to one side or the other and will be very hard to control on the ground. In the air if one engine spools up quicker than the other you could go into a spin. With twins gentle throttle movements are a must, that's why you don't see many aerobatic twins as they are just too hard to set up properly for those maneuvers.

Well this is the last of the 3 part series on scale aircraft. I have found writing these articles to be a lot of fun and hope that they have included some information that will help you out on your next scale adventure. If you see me at the field I am always willing to help you out. If I can't help, we can always argue about what is the right thing to do.

You never know there is always something to learn (even from beginners). Remember Dave's SPAD law of flying, if you think your plane has been frequency hit; you're probably flying the wrong plane!

Have a great flying season, Dave



## Hints Information, Tips and Stuff

### By Larry Dudkowski



At the February meeting I met some new folks interested in learning to fly. One of the questions new people always ask is “Should I go gas (meaning glow) or electric?” That is a good question and like all good questions it deserves a good answer. But the answer to this question may depend on whom you ask. We have some members who only fly electric and not glow, and others who fly just glow and gas but not electric. So naturally, most flyers will tell you that what they fly is the best choice. I’m one of the guys that fly both, so I’ll try to give you a fair evaluation. Remember, this article is aimed at folks just getting into the hobby who don’t have any equipment to start with. If I show any dollar amounts it’s just for comparison, you could spend more or you could spend less. New flyers will want to check in the Library section on our club’s website, there is an article that goes into much more detail on the subject of getting started in R/C flying. But now, at the risk of offending both the glow and electric folks, here it goes.

As a beginning flyer you will want to start with a “40 Size” trainer. “40 Size” refers to the glow engine displacement in cubic inches and indicates forty-hundredths of a cubic inch. These trainers have about a five-foot wingspan. The largest selection of trainer models is in this size range. They are easy to see and handle well in the wind. The “40 Size” trainer is what most of us learned to fly on. Engines and electronics in this size range are the most reasonably priced. Equipment gets more expensive as you go either larger or smaller in size.

**ELECTRIC:** Besides the aircraft, motor, battery and radio you will need some support equipment. Most of the electrics use Li-Poly batteries for power, so you may need an extra battery, (\$60) depending on the charge time. You will need a Li-Poly battery charger (\$100) if one is not included and perhaps a battery balancer (\$60). Depending on the charger type you may need some type of 12-volt power supply (\$50).

**Minus:** Electrics tend to be built light and may not hold up as well as glow models in a crash. There is a smaller selection of “40 Size” trainers. Li-Poly batteries are one of those good news bad news things. The good news is they deliver a lot of power; the bad news is that they do not perform well in extremes of heat (like in summer in car interiors) or cold (fall/winter flying). Li-Poly batteries can catch on fire in a hard crash or while being charged and must be watched while charging.

**Plus:** Electrics are clean, there is no oily exhaust so there is little or no clean-up after a flying session. No engine adjustments after starting are necessary. Also, no engine break-in is required, simply insert a charged battery and fly again. The receiver usually runs off of the main battery, so there is no need for a separate receiver battery.

**GLOW:** Besides the aircraft, engine, battery and radio you will need some support equipment: a gallon of fuel (\$15); some type of fuel pump (\$15); and a glow driver (\$15) to heat up the glow plug while starting the engine. An electric starter (\$25) and 12-volt flight box battery (\$20) to run the starter, or a “chicken-stick” to flip the propeller, are also needed to start the engine.

**Minus:** Oily exhaust residue needs to be cleaned up after a flying session. The engine needs to be broken-in before flying and most times needs to be adjusted after starting. You need to run the engine dry after a flying session and for prolonged storage. The receiver battery will need recharging after several flights.

**Plus:** A large selection of “40 Size” trainers is available. Simply refuel to fly again. The models are usually built stronger than electrics in order to better absorb engine vibration. The engines are a little harder to start in the winter, but not really subject to major variations in hot and cold conditions. The receiver battery should be checked between flights but you can get in several flights before they need recharging.

Well there you have it, a brief comparison between glow and electric for those getting started in the hobby. I’m sure that there are a few points I’ve missed both good and bad about gas and electrics. But this will give you some idea of what’s involved with both choices and hopefully it will give you something to think about. Remember to check out the Library Section on our club’s website for more information for beginners. The choice is yours.

Fly Smart, Fly Safe, Larry Dudkowski

# PROP MASTERS R/C AERO CLUB MEMBERSHIP FORM

NAME: \_\_\_\_\_

STREET: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

DuPage County Forest Preserve Permit #: \_\_\_\_\_

AMA #: \_\_\_\_\_

NEWSLETTER

HOME PHONE #: \_\_\_\_\_

• Electronic

WORK PHONE#: \_\_\_\_\_

• Printed

EMAIL ADDRESS: \_\_\_\_\_

- Please do not add to Prop Masters mailing list.

Choose Below: *Make Checks Payable to Prop Masters*

- Regular Membership: \$ 30.00
- Family Membership: \$ 45.00
- Field Fund Fee: \$ 65.00 (one-time only for new members)

Total \$ \_\_\_\_\_

SEND TO: Marv Luebbert  
TREASURER - Prop Masters  
709 Citation Drive  
Naperville, IL 60540

**DUES SHOULD BE PAID BY JAN 31 OR NO LATER THAN THE FEB CLUB MEETING.**

My primary interest is:

- Pattern • Sport • Electric • Soaring • Giant Scale • Other

In year 200\_\_ I plan to use the following RC frequencies: a. \_\_\_\_ b. \_\_\_\_ c. \_\_\_\_ d. \_\_\_\_

OFFICE USE ONLY

- BADGE ORDERED • NEW MEMBER PACKET • ENTERED IN PMMT<sup>1</sup>
- BADGE RECEIVED • NEWSLETTER • ENTERED IN PMPT<sup>2</sup>

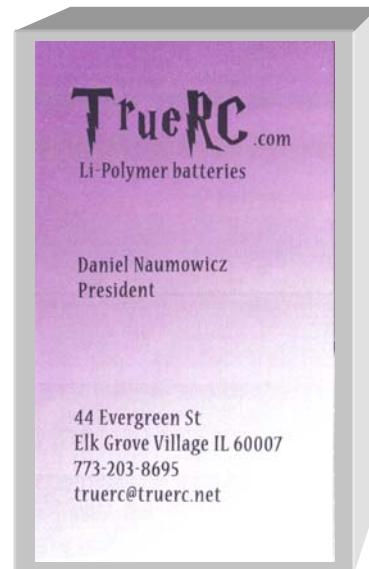
<sup>1</sup> Prop Masters Member Tracker

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Visit the Prop Masters R/C Club Web Site at <http://www.propmastersrc.org>

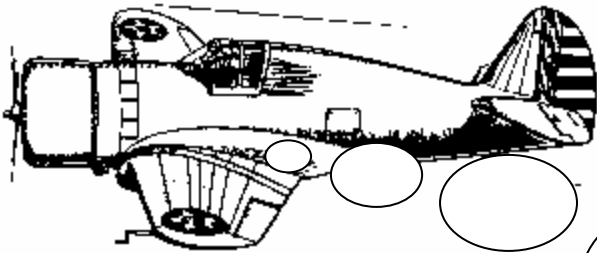
### Support Local Businesses

HobbyTown USA  
2827 Aurora Ave.  
Naperville, Illinois 60540  
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### PLANE TALK

Prop Masters R/C Club NEWSLETTER  
2520 College Rd.  
Downers Grove, IL 60516



**Next Meeting: April 9, 2008 7:30p.m at  
Deans Dugout**

**Fun Fly: April 13<sup>th</sup> Bean Counter Contest  
& Combat**