



PLANE TALK



PROP MASTERS R/C NEWSLETTER

AMA CHARTER # 397

DECEMBER 2007

Club Officers:

President: *Bill Hickey*

630-428-4978

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:

Larry Dudkowski

(Director)

630-759-8245

Jason Boettcher

Doug Vallee

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

For complete list of

Instructors.

Fund Raising Committee:

Larry Dudkowski

Bob Mosinski

Librarian: *John Totten*

Webmaster: *Bob Mosinski*

Newsletter:

Ray Luchetti (editor)

Ed Callahan (circulation)

Our last Fun Fly of the year went off smooth as silk, the weather even warmed up a good ten degrees to make our time at the field a bit more pleasant. Jason Boettcher is capably stepping into the role of Fun Fly Director, taking over for Larry Dudkowski. Larry has been directing our Fun Fly's since I joined the club, and has always kept the "Fun" in them. Thanks Larry for all of your effort in making sure everyone has had a good time.

If ever there is a meeting not to miss all year it's in December, since that's when we break the piggy bank and hold our Christmas Auction. All those points you earned throughout the year by bringing your planes to meetings, and participating in fun-fly's will now pay big dividends, especially if you're a shrewd bidder. By now you should know your approximate point total and be planning a strategy. Should you stretch your points going for the little stuff that everyone else doesn't want (or do they)? Alternatively, should you risk it all making one big statement for that new 2.4 GHz radio system with digital servos and a 2700 mAh battery pack? If you don't know how many points you've earned see Tommy, he's got the tallies. Be sure to keep your point total private so everyone else won't know your strength when it comes time to bid for the goods.

Let me also remind you that we'll be holding our annual election for club officers before the Christmas Auction. Tom Camp and Rich Schaeffer will be handing out ballots at the start of the meeting with the nominees, or you can propose a write-in candidate. And for those who were wondering, Betty Boop has told me that if nominated she will not run, if elected she will not serve.

By now many of you have heard that I'll be stepping down as your President, and Bob Mosinski has been nominated as a candidate for Club President in 2008. I've had a real good time and feel I made a few contributions in this capacity over the last couple of years – getting our Safety Officer a seat at the head table, encouraging us to bring in younger members (especially sons & dads), and beating the Barnstormers every year! I'll never forget the round of applause you gave when you made me President and how you backed nearly every adventure I proposed we undertake (save holding the meetings a half-hour earlier). I wholly support Bob as our next Club President; he's had this role before, has a terrific sense of humor, and is hands-down the member most knowledgeable about the hobby.

So see you at our next Prop Masters R/C Aero Club meeting, 7:30 pm on December 12th at Dean's Dugout.

Kind Regards, Bill



Ever take a close look at that guy flying the powered Para-Sail over our field?



Financial Report By Marv Luebbert



FINANCIAL REPORT DECEMBER 1, 2007

| Field Fund | | Operating Fund | |
|--------------------------|------------|--------------------------|------------|
| Balance November 1, 2007 | \$4,517.85 | Balance November 1, 2007 | \$1,584.52 |
| Runway Repairs. | -63.79 | Income: | |
| | | None | 0.00 |
| Balance December 1, 2007 | \$4,454.06 | | |
| | | Total cash available | 1,584.52 |
| | | Expenses: | |
| | | None | 0.00 |
| | | Balance December 1, 2007 | \$1,584.52 |

Newsletter Contributions

Send articles or pictures of interest to the club to:

newsletter2008@propmastersrc.org

The deadline for submissions is the 21st of the month.

Club Newsletters are posted at the club website:

www.propmastersrc.org.

Please note: In order to reduce the amount of spam e-mails received, Merlin Mathesius has changed the e-mail address for submissions to the newsletter to: newsletter2008@propmastersrc.org.



Meeting Minutes

By Dave Cotton



Meeting Minutes November 14, 2007

Opening:

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

Committee

Reports:

Newsletter

Ray Luchetti mentioned that Larry Dudkowski has written a history of our club which will be featured in the December newsletter and posted on the Club's website. Larry has done an excellent job on this project so please check it out since it is very interesting to see where we've been and how the club evolved and developed over the years.

Safety

Fred Page reminded everyone that if you are flying high and towards the East then most likely you're probably already over the road. A general discussion of launching SPADS followed. Whenever there is assistance available, anyone flying a SPAD should ask someone to launch the plane for them, and further, we should raise the level of safety awareness of all present at the time of launch. Fred Page will prepare a brief summary of SPAD launch procedures.

Fun Fly

Larry Dudkowski mentioned that the Mystery fun fly event will be held this Sunday, November 18th and that the plane you intend to fly should have wheels. Jason Boettcher distributed a fun fly survey for club members to rate the various types of fun flies held and to determine which events are preferred most. Please complete the survey and return it to Jason.

Forest Preserve

Scott Olef and Marv Luebbert sealed the runway and may attempt to repair the side cracks if the weather allows. The membership approved the purchase of 5 additional tubes of sealer.

It was brought up that Du Page County may increase various user fees including our permits; however it has not been finalized at this time.

A member questioned why the Green Valley slope is only open on weekends. Bob Mosinski mentioned that he would find out, but he believes that the restriction may be due to the operation of the methane generation plant next to the slope during the week.

Website

Bob Mosinski reported that new links have been added to our website – please let him know if you find a link that is not working properly.

Library

John Totten mentioned that Dave Carlson will be taking over the library and he requested if any DVD's are outstanding, please return them as soon as possible.

Instruction

Ivan Cankov mentioned that training for the balance of the year will only be held on the weekends if weather allows.

Fundraising

The next swap meet will be held at the Du Page County Fairgrounds this February.

Publicity

Nothing new to report.

Nomination

Rich Schaeffer stated that nominations are in and will be voted upon at the next meeting.

Air Show

No report

Old Business:

Harlan Davis reported that he has discussed the cell phone and transmitter interference issue with the AMA and they currently have a committee studying this issue.

Dave Carlson mentioned that his company will be doing a RF cage test to detect any interference.

New Business:

Don't forget the Christmas auction at our next meeting.

The Lisle Eyes to the Skies organization has asked if we would want to perform flight demonstrations at their next event in July, 08. The Club members indicated interest by a show of hands and the Board will look into the insurance criteria for the show. Members also indicated that it would also be nice to have a static display.



Meeting Minutes By Dave Cotton



Blee Nichols requested clarification concerning the Pilot Qualification procedures, asking if points are doubled at any time during the year. Larry Dudkowski stated that the points are only doubled at the Qualification Fun Fly event, but anyone can advance classification and earn the standard number of points at any other time during the year.

New Members &

Guests:

Welcome to all new visitors and members – thanks to Mitch Moore, Bradley Swanson and Bill Manna for coming to the meeting.

Lost Horizons:

The SAD patch was won by Rich Schaeffer with this Chipmunk (O nuts) scrape up.

Show and Tell:

(See photo section)

| | |
|-------------------|--|
| Jacob Olef | Wing by World Models. |
| Dave Engle | Cessna 310 Skymaster by Nitro Models. |
| Ray Luchetti | Tango 40 from Hanger 9. |
| Ed Slanina | Electric Micro Whizz by Great Planes. |
| Ivan Cankov | Edge 540 with a OS 120 engine. |
| Rich Schaeffer | Glider (OMIE) by China Models |
| Craig Vander Kolk | Sharp looking SPAD. |
| Mick Pheifer | Description of plane not available. |
| Bob Mosinski | Great Planes Real Flight G4 Simulator. |

Raffle:

The raffle included a Sukhoi 31, fuel, plane hold down, hat, antenna, servos, and HobbyTown gift card and of course GLUE. Lots of people won lots of stuff.

Closing:

The next meeting will be held at Dean's Dugout on December 12th at 7:30pm.

Meeting Highlight!

Bob Mosinski and his lovely and charming assistant Dave Carlson demonstrate the latest upgrade of the Great Planes Real Flight G4 Simulator.





November 14th. Meeting Photos



By Ray Luchetti



Scott Olef and his ducted fan Wing by World Models.



Craig Vander Kolk with his nicely decorated SPAD.



Mick Pfeifer, description of plane not available.



Ivan Cankov showed his Edge 540 with an OS 120 engine.



Ray Luchetti and his Tango by Hanger 9 with a 52 Magnum four stroke.



Dave Engel's Cessna 310 Skymaster by Nitro Models has two 25 size engines.



Ed Slanina and his electric Whizz by Great Planes.



Rich Schaeffer showed his electric powered OMIE glider by China Models.



Dave Carlson with the latest indoor plane for keeping your skills up in the winter.



Fun Fly Committee



November Fun Fly Report – Mystery Event

On Sunday November 18th we held the last Fun-Fly of the 2007 season. The event was our annual **Mystery Event**. It started out cold and gusty but the turnout was great!

This year's mystery event was Fast-N-Slow. The object of this event was to make one pass as fast as you can and then make the same pass as slow as you can. The plane with the greatest speed differential wins. We flew in four different categories novice, advanced, expert, and electric.

The winners are:

| | NOVICE | ADVANCED |
|------------|--------------|--------------|
| 1st. Place | David Suica | Jacob Olef |
| 2nd. Place | Ed Slanina | Dave Carlson |
| 3rd. place | Mick Pfeifer | Tom Camp |

| | EXPERT | ELECTRIC |
|------------|-------------|---------------|
| 1st. Place | Ivan Cankov | Bill Hickey |
| 2nd. Place | Dave Engel | Mike Kostecki |
| 3rd. place | Scott Olef | Dan Nosek |

| | |
|---------------|---------------------------|
| Fastest Plane | Bob Mosinski – 77.92 Mph. |
| Slowest Plane | Dan Nosek – 7.72 Mph. |

Points earned:

First Place = 30 Points; Second Place = 20 Points; Third Place = 10 Points; Fastest = 10 Points; Slowest = 10 Points.

Participants in the event were:

Bill Barclay, Bob Mosinski, Dan Nosek, Dave Carlson, Dave Engle, David Cotton, David Suica, Ed Slanina, Ivan Cankov, Jacob Olef, Jason Boettcher, Larry Dudkowski, Mick Pfeifer, Mike Kostecki, Paul Bock, Ray Luchetti, Scott Olef, and Tom Camp.

Also in attendance: Doug Vallee, Eric McFarlin

December Fun-Fly

Just a reminder that we will NOT be having a Fun-Fly in December.

With the conclusion of the November Fun Fly and with old man winter knocking at our door, as evidenced by the increasing layers of clothes Ivan put on during this event, another great flying season has come to an end.

On behalf of everyone on the Fun-Fly committee we'd like to take this opportunity to wish everyone a Merry Christmas and a Happy New Year and we are all looking forward to next year. Remember, the First Fun-Fly of 2008 is Sunday January 13th.

The Fun Fly Committee



The History of the Prop Masters R/C Aero Club



While walking out of the October 2007 meeting I was approached by Dave Cotton, our Club Secretary, who asked if I would compile a history of our club; perhaps something that could be posted on our Website. Dave pointed out that I was one of the oldest members in the club, that's oldest as in time being a member and not age wise, and I was good at writing stuff. I'm not sure about that part either. But I said that I would give it a shot. I would like to mention that I had a lot of help putting this together. Mel Ziska supplied a great deal of the early history since he was one of the founding members. Marv Luebbert and Bob Mosinski also helped by supplying details and dates. So here it is. The History of the Prop Master's R/C Aero Club as told to me and as told by me to you.

The following came from Mel Ziska, with a little editing by me.

Lisle Aero's beginning appears to be in 1977 with 15 members. The AMA charter number, #397, would have been issued at that time. The first field was in Lisle just north of Short Street and West of RT53. Meetings were held in the Short Street Park District building. The field was moved to the park along RT 53 for a short time. In 1980 a new location was secured south of Butterfield Road just east of Finley. After a short period the Club moved to the Eola Road Elementary School, Aurora, in 1983. The school officials were happy to have us around to "keep an eye" on the property when school was out. We flew inside a chain link fenced-in yard behind the school. The building is still at that location but now surrounded by homes. Prior to the new construction, an early morning flyer could find pheasant, deer, wolf, ducks and many other types of wildlife in the surrounding natural habitat. Prior to moving to the Dragon Lake location the Club was without a field. The Woodland Club opened its field for our members to fly at while a new location was constructed. The first Dragon Lake field (1983-84) was on the East side of Naper/Plainfield Road near the old dog park. There still may be our cement grass roller somewhere in the weeds at that field.

We also did air shows at the Short Street site, even in the middle of a carnival. Merlin Graves flew his F-15 twin ducted fan off the grass at the carnival. He had to stop it by running into a soccer goal net. A few air shows were flown just behind the cemetery off south Washington in Naperville. We also flew at the Jane Adams School just off south Washington (now Weber Rd) at Lilly Cache in Bolingbrook before the first Dragon Lake site was completed.

Several of the early members are still active in the hobby. Steve Gawlik and Armin Weber joined in 1980 and Steve was president in 1983 and 1984. Armin also held officer positions. Pat Walsh, Gary Koester, Pat Rodriguez, Mel Ziska, Mike Kosteci led the club in years that followed. Steve and Armin built a few of Dave Patrick's TOC models during that time and Steve's name is listed under the builder credits on the "Wring it Out" videos.

I joined the club in February 1991. At that time the club was known as the Lisle Aero Modelers or just plain Lisle Aero. The meetings were held at the Lisle Park District Meadows Center on the corner of 59th Street and Westview lane in Lisle. Meetings were held on the second Wednesday of the month. I found out about the club from a flyer I got from HobbyTown when it was located in the mall directly east of the Fox Valley mall next to the K-Mart. Both the K-Mart and HobbyTown are no longer there. HobbyTown offered a free ground school for people interested in flying R/C and they passed out Lisle Aero flyers at the end of class. I had never heard of Lisle Aero until I got the flyer from HobbyTown, since at that time, information passed out at hobby shops and word of mouth were about the only methods available for clubs to advertise and recruit members. There was no Lisle Aero website back in 1991. I'm not sure many people even heard of the Internet in 1991. We didn't get a club web site until much later, when Bill Robinson built ours about 1998. Now we advertise our club not only with flyers and word of mouth but a website and business cards. But our best advertisement is when people come to the field and watch us fly.

When I joined, there were about thirty members in the club. You would see maybe half at the Fun-Flys and a few more at the meetings. The small group of members made it easy to get to know everyone and there were always conversations about new models and flying. If you had any questions there were plenty of folks to ask. Then, like now, you could bring in a model you were having a problem with and several people were more than willing to help you resolve it. Sometime you didn't want to hear what they had to say but they were honest. The best instance of this is when someone brought in a



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kit, literally a box of sticks. I don't remember the brand but I remember it was a biplane kit. All he had for instructions was one sheet of typing paper with an exploded view of how all the pieces should go together. The consensus was that he should just return it, get something else and start again. They would even tell you when you had too much model for your flying ability.

I remember hearing stories about the Eola Rd. location, the fence and the cornfield. The older members used to speak of how tough it was making a landing especially when the corn was high. The tassels on top of the corn stalk would tear the covering on the bottom of the wings and fuselage. The running joke was that "You were attacked by the Corn Piranha". Now how can you forget a phrase like "Corn Piranha"? But the first field I flew from, as a club member, was at our present location but at that time it was called Dragon Lake and not Springbrook Prairie.

In 1992 the Forest Preserve District planned to close all of the flying fields. Their plan was to turn all of the forest preserves into nature parks where humans would not disturb the birds and furry woodland creatures. We looked at purchasing our own land. Figuring on about ten acres minimum the cost would have been about \$60,000 or about \$1500 per member, a lot of money especially in 1992. Fortunately once the Forest Preserve's new usage plan was made public it was opposed by many organizations besides just the R/C flyers and it was changed. The district's next plan was to improve the Water Fall Glen and Pratt Wayne fields and close Dragon Lake. So Dragon Lake was marked as a temporary field. Fortunately there were problems granting public access to the Water Fall Glen flying site and tight finances kept them from improving the other fields and closing Dragon Lake. Gradually the members of the Forest Preserve board changed. New usage plans began to include the flying field at Dragon Lake.

At the time I became a member the field had already been moved to its present location. There was no paved runway, no shelters, no fence and no path to the field, but parking was much easier. To get to the field from the parking lot you followed a beaten down path made when the truck with the mower came out to cut the field grass. Your best bet for hauling your plane and stuff out to the field was a coaster wagon or yard waste wagon, something with larger wheels. You couldn't really drag your models to the field because of the tire ruts and tall grass. So you either carried your model or packed it on top of the field box that was packed on top of your coaster wagon. After a rain the ruts would fill with water so you had to take care and not upset your wagon. I once had my new transmitter fall into the water after my wagon tipped over in a rut. I spent two days drying it out with a hair drier before it worked again. On another trip my coaster wagon tipped over and snapped the wing on my trainer. Good thing I was going back to my car after a flying session.

Before the runway installation the field consisted of a grass rectangle approximately 300' by 180' for takeoff and landings. The field was surrounded by tall grass much as it is on three sides today. On the North side the grass was waist high. There were several "paths" through this tall grass along the North side where the pit area is. The pilots would walk through these "paths" to take their model to the field. The tall grass along the North side of the field acted as a natural barrier between the flying field and the spectators. The spectator area did contain several tables like today and one or two tables were in the pit area.

Then as now, the grass was only cut once a week, usually on Thursdays. So if you wanted to fly and the grass was high, especially on Wednesdays, you took off corner to corner. Your best angle was to start your take off run where the big forest preserve sign is currently at the northeast corner of the field and head towards the southwest corner. Unless there was a good breeze, you took off in this direction no matter which way the wind blew because this gave you the longest take off run. To take off you kicked in full throttle and full up elevator. Once you got the wheels out of the grass, you had to correct your attitude so you didn't stall. But at the same time you needed to dodge the group of trees you were headed for in the southwest corner. You could always tell when the grass was high because you could see the tracks where the props cut it during the takeoff and landing runs.

The story of our runway is an interesting one. Both Mel Ziska and Marv Luebbert helped me put this together so I'd get it straight. Hopefully I finally got it right. Thanks to both.



The History of the Prop Masters R/C Aero Club



Because of the problems using the field when the grass was high the club members had always talked about getting some type of runway installed. In July of 1996 Marv Luebbert put those ideas into writing. Being unable to attend the July meeting he sent me a letter saying that since improvements to the District's preserves were in the planning stages, this would be a good time to ask for a "hard surface" runway at Dragon Lake. He also suggested that the runway be made out of crushed limestone, or the same material that the District was going to use for the new paths. The thought being, that since we were marked as a "temporary field", it would be easier to sell the "hard surface" runway to the Forest Preserve Board rather than a concrete or asphalt runway. Marv also suggested that we say that we're willing to put up some club money to help finance the improvement.

At the July meeting I asked Bill Brown, the club's District Rep, to broach the subject with the District. Bill met a District official and said that we really would like to have a "hard surface" runway at the Dragon Lake field. This District official happened to be a full-scale pilot and shared Bill's enthusiasm for flight and flying. Bill said the club had some money saved but did not have the blessing of the District for the project. The District official said that the runway needed to be paved and gave us an estimate on the cost per foot for a paved runway. Once we had this information we, the club, needed to move and move quickly.

After getting a price per foot, next we needed to know how long the runway needed to be. As president at the time, I formed the "Runway" committee. It was the Runway Committee's job to find out how long of a runway we needed and where it should be placed on our field. With the help of the guys at the Fox Valley Aero Club and using their paved runway for tests, our committee set about to determine just how long a runway we needed. The answer turned out to be one hundred and fifty feet. This was determined to be a good distance for forty-size models to take off and land, but we were primarily concerned with take offs.

With that in mind a proposal was drafted and brought before the club. The proposal was to spend \$6,000 from the field fund to install a one hundred and fifty foot asphalt runway at the Dragon Lake field. There was a lot of debate on the subject, most of which centered on the cost. Many members felt that if we looked outside of the District we could get the runway installed at a much lower cost. The problem was that either the District installed the runway as part of their improvement project or it didn't get installed. The proposal was finally passed and the club authorized spending the field fund money for the project.

We submitted our proposal in writing in September of 1996 to get the matter on the District's agenda. The club requested a runway that was a minimum of one hundred fifty feet in length and twenty-four feet in width. We would contribute \$6,000 towards the cost of its construction and we would maintain the runway after constructions. Early in 1997, the Forest Preserve approved the project and it was placed on their schedule. A quick note here, if you actually measure the runway, it's really two hundred feet long. As I understand it some left over money was found in the District's parking lot fund and that paid for the additional fifty feet of runway. In June of 1997 the runway and most of the other improvements, such as the walking path, were complete. The facility was then renamed Springbrook Prairie.

An interesting note concerning the runway construction, I was President at the time the runway was being built and I received a call from a Naperville newspaper reporter. She was writing a story about the Forest Preserve District spending District funds to improve a private facility, namely our field. She was very disappointed to hear that the club was financing the field improvement and that it was a public and not private facility, open to anyone with a Forest Preserve permit. I invited her to the field but she never showed up. Since then, the Naperville press has written several very favorable articles about our club and the flying field.

2002 was a very busy year for the club. In January we had to move our meeting location from the Lisle Park District building that we had occupied at least since I became a member to a meeting room at the Knox Presbyterian Church in Naperville. Due to the high demand for meeting rooms, the Lisle Park District had decided to begin charging \$25 to \$50



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an hour rent. The rate depended on the number of Lisle residents in the organization. If over 50% of your club membership were Lisle residents, you got the lower rate. Well we didn't have anywhere near 50% of our membership living in Lisle so we were looking at the \$50 an hour rate. That would have cost the club \$150 a month for just room rental. Not surprising, it was also about that time we decided to change the name of the club. After several suggestions the club took a vote and the Lisle Aero Modelers became the Prop Masters R/C Aero Club.

The year 2003 brought some additional changes to the club, namely a new meeting location. We had out-grown the meeting room at Knox Presbyterian Church in Naperville and we moved to our current location at Dean's Dugout. It was also the year we got some major improvement to our flying site. We worked with the Forest Preserve District and built shelters and had a safety fence installed. Our club field fund paid for the shelters while the forest preserve again supplied all of the construction labor. The Forest Preserve District was also good enough to purchase and install the chain link safety fence the borders the pit area and runs along the North edge of the field. They also began a tree-trimming project that improved the area around the field. But best of all, the District also lengthen the weekend flying hours to 9:00 am until sunset from the previous hours of 10:00 am until 6:30 PM.

In the spring of 2004 Bob and his dad "Big Jer" Mosinski constructed a new impound stand to replace the aging A-Frame one that had been a fixture at the field since I joined the club back in 1991. This brings up an interesting story. One of the advantages of being the writer is that I get to include some of my favorite stories about being a club member. One of these concerns our old impound stand. Not the red and white stand Bob and Bob's Dad, "Big Jer", Mosinski built but the older brown "A-Frame" stand. As with all field improvements the District has to approve them. Well as the story goes the guys building it showed the plans to someone at the District. The District guy questioned the numbered slots we use to mark what frequencies are in use. The guys explained their usage, at which point the District person indicated that these also needed to be marked in BRAILLE for the blind flyers. Since they never were in Braille, I will assume that enough explaining was done to get that request changed.

In September of that year we beat the Barnstormers in our yearly competition for the first time in close to fifteen years. Yes that's right fifteen years. The traveling trophy was finally ours. Mark Fenrich, our President at the time, authorized some cash from our operating fund to be used for prize money during one of our practice sessions. He hoped that this would spur us on. It must have worked since we did win and have continued winning since then.

In 2005 the District began its tree trimming projects. They began clearing tall brush and trees on the West and South of the field. They continued to make these and other improvements to the area that also benefits our flying site. The club has also continued to improve our field. Our latest field improvement is the new starting benches. So we no longer have to kneel down to start our models. This helps us older pilots since our knees don't bend as well as they used to.

So here we are, 2007. Our club is thirty years old. Our club membership has continued to grow. When I joined the club we had about 30 members on the roster. We are currently hovering around 100 members. New people have joined others have moved away. Guys like Dick Menze, Sam Kohler, Walt Watson and "Big Jer", Mosinski have passed away and will be missed. We no longer hold our Swap-N-Shop swap meet, which was the club's big fundraiser when I joined. Instead we have a club table at most of the area swap meets to generate revenue. Our annual club family picnic was reinstated several years ago and has been going strong ever since. We have also added an annual Air Show in the spring to encourage new flyers and members. With the introduction of ARF's, electric flight and 3-D flying younger pilots are entering the hobby. So the future looks good for both our hobby and the Prop Masters.

So there you have it, The History of the Prop Masters R/C Aero Club as told by me!

Larry Dudkowski

(Published December, 2007)



Hints Information, Tips and Stuff By Larry Dudkowski



Just about every year my December column starts with “Well here it is December already. Where did the year go?” It’s not that I couldn’t come up with another beginning, well maybe if I really, really tried I could, but it just seems to fit. It seems that it was just last week when I was cleaning the dust off of my Ultra-Stick and cycling the battery pack and today I’m running the remaining fuel out of the engine and pouring in the after run oil for the last time this season. The year has gone by just that fast.

Looking back at the year, the club membership hovers around 100 members, which is about three times the membership when I first joined the club way back in ‘94’. This year we’ve added the two new starting benches for us ‘old’ guys, made some new friends, saw some old friends move away, lost a few airplanes and trained another good group of new pilots. About the only thing I could ask for to be in the club’s Christmas stocking would be more parking spots. But as long as we can use the other lot when we expect a crowd, even the parking situation is, well almost, OK.

So with that said, it’s time for the annual Christmas Auction. For those new to the club, the auction works like this. Each year the club takes the money from the operating fund and after a few deductions, goes out and purchases R/C related equipment, such as, kits, tools, models, engines, fuel, etc. Well you get the idea. The number and quality of stuff depends on the amount of money available. Just a hint, it was a good year. Now, “How do I get some of that stuff”, you ask? Remember all those club points you earned throughout the year. Well you get to use them at the December meeting.

At the December meeting each item is auctioned off to the highest bidder. “What do I bid?” “You ask? You bid your club points. How many points do I have you ask? Well at the November meeting Tom Camp, the Vice-President, should have a list of your points total for the year. When you get it, keep it a secret. The only people who know how many points you have is you and the Vice-President and that’s what makes the auction interesting.

How do you earn points? Well when you showed up at a monthly meeting and signed in you got 10 points. The same is true for attending a Fun-Fly. If you competed you got 10 more points. And usually first, second and third place finishes earn 30, 20 and 10 points. If you brought a model for Show-N-Tell you got 15 points. Write something for the newsletter, another 10. You need to check the club By-Laws on the website for all the ways to earn points. But you get the idea. The points are a reward for participating in club activities. The more you participate the more points you earn, pretty simple really. The point year runs from December until November. So the points you earn attending the December meeting are for 2008.

Anyway, back to the auction. The rules are simple. You can only bid the points you have earned. You cannot combine points with another member. Sorry no “family” points. The points are only good for one year and don’t carry over from year to year so each year everyone starts with zero points. So use them now or lose them. Bids are in five point increments unless all you have is some odd number. If you “win” an item, the points are deducted from your total and you are free to bid the points you have left on other items. Usually the items are numbered randomly. We don’t auction all the big stuff up front.

Do I have any Hints, Information or Tips on how to work the auction? No, not really. I have seen good model kits go for two hundred points and a set of hex-head wrenches once went for four hundred points. Sometimes people get fixated on one item and realize too late that they don’t have enough points. My only advice is to be flexible and pick out several items that you’re interested in. By the way we even have several bottles of glue so no one goes away empty handed.

Finally I’d just like to say, from me and my family to you and your family a Merry Christmas and a Happy New Year. I look forward to flying with everyone in the coming year.

Smart and Fly Safe, Larry Dudkowski



Al's Hobby Shop

Release your inner hobby

Club Holiday Sale

To all Club Members:

Want to shop from your house this holiday season? Just point, click, and call Cindy. Al's can help you with all of your needs. We will match or beat most prices. Call before noon and your products should ship the same day. Also, for the next few months, we are having a special on kits, motors, radios, and servos for club members. Just call and ask for the club member price. Let us know which club you are with, and we will make sure that the club gets credit for the purchase.



Happy Holidays,

Cindy McFarlane

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

Support Your Local Hobby Shop

HobbyTown USA
2827 Aurora Ave.
Naperville, Illinois 60540
630-375-1230

CLUB CALENDAR

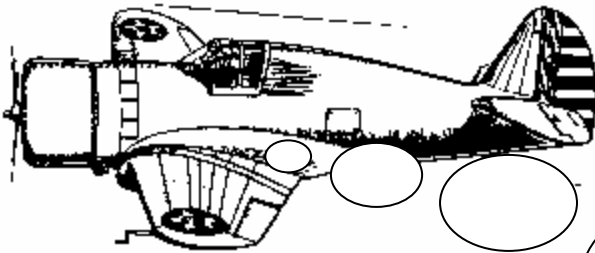
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|-----------------------------|---------------------------------------|
| December 12 th | Monthly Meeting - (Christmas Auction) |
| January 9, 2008 | Monthly Meeting |
| January 13 th . | Fun Fly, to be announced |
| February 13 th . | Monthly Meeting |
| February 17 th . | Fun Fly, to be announced |
| March 12 th . | Monthly Meeting |
| March 16 th . | Fun Fly, to be announced |

PLANE TALK

Prop Masters R/C Club NEWSLETTER

2520 College Rd.

Downers Grove, IL 60516



**Next Meeting: December 12, 2007 7:30p.m
at Deans Dugout. (Christmas Auction)**

**Due to the Holidays, no Fun Fly will be held
in December.**