



PLANE TALK



PROP MASTERS R/C NEWSLETTER

AMA CHARTER # 397

FEBRUARY 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

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)

Well we started the year off right with a lot of great planes brought to the meeting. I really enjoy seeing the varying interests from small electric to huge gassers. Keep those planes coming! And remember you are awarded 15 points for "Show & Tell." All of the 2008 committee Chairs are filled but you can always volunteer to join one of them. Thanks to all of you that stepped up, running the club is easier knowing you are there.

We have another FUN meeting scheduled for February. Activities include the Flight Box Beauty contest and Movie Night hosted by yours truly. While you are held captive in the shop by the cold weather, it's time to dump out those flight boxes and clean out all of the old burnt up glow plugs and grass clippings. I bet our Vice President still has half a sandwich in that monster box of his. Time to spruce it up and show it off baby... plus it forces us to find all the odds and ends to donate to the club swap table.

That's right it's time to take a look around the shop and in all those old plane boxes. You have got to have something to donate to this year's swap table. This has always been a great boost to our General Fund and everyone donating gets 15 points. Bring your stuff to the February meeting and give it to Larry Dudkowski, myself or bring it to the swap if you are planning to attend. We plan on attacking the Fox Valley Aero Club Swap show Feb. 23rd, 2008 and they always make us feel welcome. More details can be found on their website www.foxvalleyaero.com

Our "Raffle Meister", Scott Olef, has some great raffle prizes lined up for you guys. So bust that piggy bank open and let's keep the monthly raffle well funded throughout the year. If you have any suggestions please let Scott know.

Not much longer fellas... just a short month and a half after this next meeting we officially open the field up with our Flight Assistance Program. Before you know it the sweat smell of nitro will fill our nostrils again. I know how you feel; my flight simulator just isn't cutting it anymore either.

As always if you have any comments or suggestions please contact me directly anytime.

Regards, The Pres.





Financial Report

By Marv Luebbert



FINANCIAL REPORT FEBRUARY 1, 2008

Field Fund		Operating Fund	
Balance January 1, 2008	\$4,454.06	Balance January 1, 2008	\$47.56
No Transactions during January		Sources of Funds	
		Dues	\$1,080.00
Balance February 1, 2008	\$4,454.06	Total cash available	\$1,127.56
		Uses of Funds	
		Room Rent	\$ (550.00)
		Name Tags	(5.33)
		Postage	(41.00)
		Total	\$(596.33)
		Balance February 1, 2008	\$ 531.23

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.

DUES ARE DUE

Thanks to all of the members that have already paid their dues. For those who have not, please use the attached membership form and either mail the form together with your payment to me or bring it to the next meeting. Individual dues are \$30 and a family membership is \$45. Please note that if you joined our club in the last quarter of 2007 your dues carry over into 2008 and no additional amount is required. While you're at it, don't forget to renew your Du Page County Permit.



Meeting Minutes

By Dave Cotton



Meeting minutes, January 9, 2008

Opening:

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

Committee

Reports:

Newsletter	Ray Luchetti requested that newsletter articles be submitted by the 21 st of the month, or sooner if possible, in order to spread the work over a period of time and avoid a last minute crunch.
Safety	Fred Page mentioned that everyone should remember to check their batteries and also to put their card in the frequency slots even if using a 2.4 gig radio.
Fun Fly	Jason Boettcher mentioned that this month's fun fly is Dixie Dice, and that the infamous flight box beauty contest will be held at the next meeting.
Forest Preserve	Bob Mosinski mentioned that there has been some wear around the start-up stands and another row of concrete pavers may be necessary. The Forest Preserve has raised the permit fee. Get your permits now as the Officers are out and checking them according to Mick.
Website	New links have been added to the Website – check them out – including the Club Roster link.
Library	Dave Carlson showed two books that are available, – No Secrets and Engine Repairs (reading again Dave?) and also stated that a FMS flight simulator will be available soon. In addition, Dave mentioned that he is converting the library from VHS to DVD format.
Instruction	Ivan Cankov mentioned that training for the year will start about April and that he will continue as Chief Instructor. In addition Ivan requested help from the other Instructors.
Fundraising	The next swap meet will be at the DuPage County fair grounds on the 2 nd of February and the Fox Valley Swap meet will be held on February 23rd. at the corner of Dean and Peck Roads – in the Excel Gymnastics building.
Publicity	Marvin Luebbert mentioned that the Club flyers are in the local hobby shops.
Nomination	The Nomination Committee will again be chaired by Richard Schaeffer.
Air Show	Dave Engle will again chair the Air Show.

Old Business:

The Prop Masters Polar Bear Club met on New Year's day. See Bob Mosinski for your sticker. 21 guys braved the cold – great job in the snow and ice.

Bob Mosinski is still evaluating our club's participation in the Eyes to the Skies Show at Lisle this summer, and is also discussing the event with another club which has been invited to participate.

Please remember to sign in at meetings since Tommy's memory is not as good as it used to be.

New Business:

Please review the roster sheets at the front table and make sure all your information is accurate and up to date, including your proficiency level (Beginner, Novice, Advanced and Expert), along with frequencies you use and primary interests, etc.

Thanks to President Bob for the great pizza – can we do it again? – Please put in your donations to keep it going.

New Members &

Guests:

Welcome all new visitors and members---thanks Bradley Swanson, Jack McPherson and Kaiser for coming to the meeting.



Meeting Minutes By Dave Cotton



Lost Horizons:

The SAD patch was won Mike Kostecki, for his First Plane In A Tree Award. Mike declared – take your time, it doesn't get better in the air if it's not running well on the ground.

Show and Tell:

(See photo section)

Mike Kostecki	T-Rex Align Heli which was an electric ARF
Dave Engel	Tribute 36 ARF by Hanger 9 with a 46 size engine.
Alex Dribinsky	Electric BRC Hornet by Budget RC.
Ed Slanina	Electric powered MS Composite.
Ivan Cankov	Phaeton 90 Biplane by Balsa USA built from a kit with a 91 size engine and new color scheme.
Rich Schaeffer	Extra ElectricFly ARF with a terrific Red and Yellow design.
Dave Earl	Magnum Weston with a YS 46 in yellow and black. A real screamer!
Andy Widlacki	Piper Pawnee 15 E ARF manufactured by E-Flight.
Bill Hickey	Giant scale Antoinette built from a kit with a Super Tiger 3000 engine. (Bill, next time bring the wing and fuselage to make a "whole airplane")
Harland Davis	Harlan made a genuine Alabama septic box which can also double as a sanding box. See him for the website information.
Mick Pfeifer	Showed the legendary Lou Andrews Aeromaster bi-plane built from a kit.
Jason Boettcher	Electric Christen Eagle.
Scott Olef	MS Composite ARF.
Fred Page	Discussed various methods of bringing batteries back to life and up to full potential using common hardware store items.
Eric Dolan	Showed pictures of racks he uses to store his airplanes.

Raffle:

The raffle included a MS Composite Plane, a real nice cutting board which should be in my shop but nooooo some other guy won it, a Magnum 72 4 Stroke engine, servos, fuel, and of course glue. Lots of people won lots of stuff.

Closing:

The next meeting will be held at Dean's Dugout on February 13th.at 7:30pm.



January 9th. Meeting Photos

By Ray Luchetti



Bill Hickey with the fuselage of a giant scale Antoinette with a Super Tiger 3000.



Dave Earl and his Magnum Weston and a YS 46 for power. It really moves!



The genuine Alabama Septic/Sanding box built by Harlan Davis.



Fred Page discussed methods of giving new life to batteries.



Alex Dribinsky and his electric powered BRC Hornet by Budget RC.



Ed Slanina showed his MS Composite ARF.



Mike Kostecki brought his electric T-Rex Align Heli.



Dave Engel and his Tribute 36 ARF by Hanger 9 with a 46 size engine.



Jason Boettcher showed his electric Christen Eagle.



January 9th. Meeting Photos

By Ray Luchetti



Ivan Cankov and his Phaeton 90 bi-plane built from a Balsa USA kit.



Mick Pfeifer discussed the history of the Lou Andrews Aeromaster bi-plane.



Eric Dolan discusses the rack system he uses to store his airplanes.



Andy Widlacki and his Piper Pawnee ARF manufactured by E-Flight



Rich (Of course its electric) Schaeffer showed his Extra by ElectricFly.



Scott Olef and his MS Composite ARF.



Polar Bear Club Report

By
Bob Mosinski



Popular Polar Bear Club!

I figured we would do something for a goof and start a Polar Bear club at Prop Masters. Like we need a reason to fly? But I figured it would be nice if the weather wasn't bad. So I made an announcement through e-mail, on the web site, and a mention in the newsletter, that we would meet on New Year's Day to fly and those flying would get a Polar Bear club sticker. The night before I told my wife that based on the frigid temps, blowing snow, 12 degrees and 10 -16 mph Northwest winds that probably only a few die-hard guys would be there and it wouldn't be for long. I printed only 12 stickers thinking that was probably about six too many anyway.

When Larry and I arrived we waited in the car with the heater cranking and figured that if anyone else did show up we would all just walk out together. Larry brought his Zagi and one battery and our strategy would be to just throw it in the air, take turns flying it around the field once and get our "Snow Balls" out of there.

Hey look there is Ivan, Mike Kostecki, Dave Engel and Scott & Jacob Olef; I said to Larry that's probably about it, let's get out to the field and have fun. No sooner did we get to the field I saw the pack of members making the trek out to the field. What is going on? Are they all here for a sticker? Are they still drunk from last night's partying? Are they tired of visiting in-laws and just wanted to get out?

No they are all die-hard R/C flyers and Prop Master members! After the final count we had 21 guys show up...that is more than we sometimes get for a sunny and warm fun fly in June. So it is with pleasure I post their names, what a great bunch of guys and all official Prop Master Polar Bear members, all receiving the Official Polar Bear Club sticker.

INDUCTEE	POINTS	NOTES & HONORABLE MENTION
Dave Carlson	15	Attendee
Ed Slanina	15	Attendee
Jim Lang	15	Attendee
Mac Barclay	15	Attendee
Marv Luebbert	15	Attendee
Merlin Mathesius	15	Attendee
Paul Bock	15	Attendee
Matt Vander Kolk	15	Attendee
Mike Vander Kolk	15	Attendee
Craig Vander Kolk	15	Attendee
Jacob Olef	45	First flight in 2008 flew electric Stryker
Ivan Cankov	45	First hover in 2008 flew Twist with 4-stroke on skis
Mike Kostecki	45	First in a tree in 2008 flew electric Stick, first to forget permit card in stand
Bill Hickey	30	Flew electric Sparky
Blee Nichols	30	Flew electric Stryker
Scott Olef	30	Flew electric Stryker
Bob Mosinski	30	Flew electric Zagi
Larry Dudkowski	30	Flew electric Zagi
Dave Engel	45	Flew first SPAD in 2008
Mick Pfeiffer	30	Flew Nitro on skis
Bill Barclay	30	Rule bender ☺, brought a Guillows rubber band powered plane



Fun Fly Committee



January Fun-Fly Report Dixie Dice

This month we experienced a new event at our club, which was a result of some feedback received during our vote last year. Thanks to the weather a large part of the challenge included....Will the glow engine start? If it does, will it run OK? Are the batteries warm enough to operate well? If the plane is an electric, will the battery be able to source enough juice to power the model with authority? These are things to contemplate when you are adventurous enough to pack up and head out to the field when snow is falling and temperatures are in the low 30's. It's nice that Prop Masters helped one another; Dave Engle even brought a handheld torch to warm up stubborn glow engines. And when President Bob's Showtime wound up posing in a tree as an ornament, the recovery team got it out with only a damaged tail wheel. Some folks adjust during winter and appear to be efficient at bringing only the necessary support equipment. We can learn from these Eskimos. The table below shows how we wound up placing in this month's event.

NAME	HOW EARNED				
	Total Points Earned	Attend	Fly	Scoring Points	Scoring Detail
Dave Engle	50	10	10	30	Expert 1st
Scott Olef	40	10	10	20	Expert 2nd
Bob Mosinski	30	10	10	10	Expert 3rd
Dave Carlson	50	10	10	30	Advanced 1st
Jacob Olef	40	10	10	20	Advanced 2nd
Fred Page	30	10	10	10	Advanced 3rd
Ed Slanina	50	10	10	30	Novice 1st
Andy Widlacki	40	10	10	20	Novice 2nd
Blee Nichols	30	10	10	10	Novice 3rd
Ivan Cankov	20	10	10		
David Cotton	20	10	10		
Bill Barclay	20	10	10		
Dominic Vitello	20	10	10		
Bill Hickey	20	10	10		
Marv Luebbert	20	10	10		
Jason Boettcher	20	10	10		
Dan Nosek	20	10	10		
Alex Dribinsky	20	10	10		
Larry Dudkowski	20	10	10		
Doug Valle	10	10			
Eric McFarlin	10	10			

It was decided at the pilot's meeting to not divide the pilot's total time by the number of maneuvers performed. This month quite a bit of luck was involved. If you are interested in your times drop me an e-mail and I can send you a scanned PDF of the score sheet.



Fun Fly Committee



February 17th. Fun Fly - Mayday

The object of Mayday is to simulate a dead stick landing. To do this you must take off and fly a rectangular pattern for a random period of time. Once the time runs out you must cut your throttle to idle and land on the runway in the same direction as your take off. If at any time, you increase your throttle your time is disallowed. This event will take a little bit of luck and a little bit of skill. For Pre-Solo pilots, an instructor can take off and land your plane but you must fly the pattern.

The flight time period will be determined by drawing from a deck of cards after your take off. To save time any value over five will be halved. Since the object of the fun fly contest is to simulate a dead stick landing you will not be warned or given a countdown of your remaining time. You must go to idle as soon as your time expires.

Scoring is simple. You get 30 scoring points if you land on the runway and 10 scoring points if you land on the grass. You must land in the same direction of your take off to score points.

You also can earn bonus points, 10 points if your motor is still running, 10 points if you touchdown in the first half of the runway, and 10 points if you touchdown within the first quarter of the runway. If your plane bounces and becomes airborne your position will be based off your final bounce. Electrics will receive ten points for engine running if the scorer determines the landing would have resulted in a nitro engine to remain running.

Maximum points would be 60. Highest total wins. 1st place 30 club points; 2nd 20 club points; 3rd 10 club points.

February Meeting Flight Box Beauty Contest

Wednesday February 13th at the meeting, we will hold the annual **Flight Box Beauty Contest**. This is your opportunity to clean up, repack and rearm those flight boxes for the upcoming flying season. So drag those “puppies” out of the basement. Let them see the light of day again. And bring them to annual ‘Flight Box Beauty Contest’.

Due to the large number of flight boxes entered each year, I would suggest NOT bringing a model for Show and Tell, as generally we are EXTREEMLY tight for table space.

Here’s how it works: Bring your flight box to the monthly meeting. Enter your flight box by filling out the sign-up sheet. At that time you will receive a number. That should correspond to the line you signed in on. Affix that number to your flight box and set it up on one of the tables supplied.

Each member in attendance will receive a ballot. Voting on the flight boxes will be held during the break and the winner will be announced at the meeting as soon as the ballots are counted. To vote you simply examine the flight boxes and write down the number of the flight box that best fits each of the categories.

The Categories are:

“Most Functional”, “Best Organized”, “Most Style”, “Back Breaker” and “Best in Show”



Fun Fly Committee



The point awards will be the same as for a Fun-Fly. Thirty (30) points going to the winner in each category with twenty (20) for second place and ten (10) points for third. These are in addition to the ten (10) points awarded to everyone who enters the event.

2008 CLUB CALENDAR

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

Jason Boettcher and the Fun Fly Committee



Success with Scale Aircraft

By
Dave Engel



With more and more scale model aircraft being produced in ARF form, it is easier than ever to own one of those exotic planes that you have always wanted. This new attention to ARF Scale has created a flock of semi controlled crashes at many of our fields. Scale R/C aircraft (in my opinion) are the most difficult to fly of all model airplanes. When I moved from Control Line Navy Carrier competition in the late 80's to R/C, I knew my desire would send me to scale. The only problem being, I was a much better builder than an R/C pilot (says Yoda). Actually I was an accident waiting to happen and sometimes it did!

With the experience I picked up over the first years from my own catastrophe's and watching and listening to others, I figure I can give some pointers on flying scale which may help some of the new scale flyers survive their first encounters. The best way I know to do this is to break the aircraft down into groups; WWI, WW2, and everything else. WWI aircraft are probably the easiest to get in trouble with. It does not matter whether they are mono or a biplane. The first thing I do before flying a new plane is to learn a little bit about the Full Scale version. You can learn some of the bad tendencies of certain planes and with www. this is a very easy thing to do. WWI planes and most others from that era all have very narrow landing gear, which are far forward of the C.G with no tail wheel (just a skid). This creates an airplane that is totally unstable on the ground and rudder is the only means of controlling it. In full scale, they took off and landed on grass and always were pointed into the wind. This is the same with the model and should always be done as such. Our models of this type are either flat bottom winged or under cambered just like the real thing. This makes these airplanes extremely efficient at low speed, maybe as good or better than a trainer. The downside is with the gear and tail skid as described you have got a really shimmy shimmy OOPS!!#\$%\$%^ on takeoff if you don't do as follows. 1) Make sure your engine is completely broken in and propped for fast acceleration (not speed). For example a .60 on a Camel could run a 14x3 or 4; on my Camel with a .90 I use a 16x4W. It looks scale and does the job well. 2) For your first flight taxi around a little and apply some throttle to see what the plane will do on the ground, some are better than others, but most likely you will see the plane fishtail out of control, don't worry that is to be expected.

Ok now you are ready (NO GUTS NO GLORRY EVERYBODY IS WATCHING) aim the plane right into the wind if you can't don't fly. DON'T LISTEN TO THE PEANUT GALERY, THERE ARE OTHER DAYS. Ok everything is right keep your elevators neutral and apply just enough power to get it rolling and then full throttle! The plane should lift off within 10 to 15 feet and may need right rudder correction (not ailerons) the plane will most likely crab, just let it crab till you have more speed and altitude. Now that you are in the air you can try to coordinate your turns with all 3 controls, you will need this as these type of planes have so much side and wing area they will not turn in crosswinds without solid crisp control, after a little flight time it will just come natural without even thinking. Now the tuff stuff landing, WWI biplanes killed more pilots on landing than the enemy did. First line up into the wind or as best you can. 2) Make your approach as low as possible and apply throttle as necessary to keep from ballooning. 3) When you reach the end of the field cut back power and let the plane settle, but be prepared to add some power at touchdown to throw the tail down. Something I am still working on. If all goes right you will make it down and be hooked like I am.

Next month..... WWII fighters.

Keep them flying, Dave



Hints Information, Tips and Stuff By Larry Dudkowski



One of the great advantages of belonging to a club is the vast amount of information that is available to all of the membership. The ability to learn and exchange information is, after all, one of the big reasons for joining a club in the first place. This is not only true for R/C flying, but also any other sport, hobby club, or other organization. We Prop Masters have several avenues available for getting and exchanging information. One is the club library. Check with Dave Carlson, he's our new librarian, at our monthly meeting for a list of available items. I believe he has videos, DVD's and even books. There is usually a \$5 deposit. This deposit is refunded when the item is returned so viewing is free. Where else can you "rent" a video for a month at no charge? For more information on just what is available contact Dave Carlson.

Dave also has our flight simulator available. I believe it's the Great Planes "Real-Flight-II". I'm not sure what the details of the rental are but if you don't have your own, try ours for a month. The nice thing about a flight simulator is that you can practice those fancy new maneuvers and if you crash you just push the RESET button and your back in business.

One of the best ways to get information is simply to ask. Someone in the club has probably experienced your "problem". And I'm sure they would be happy to tell you what they did to resolve it. If nothing else they can tell you what didn't fix the problem and thus eliminate some wasted effort. The membership is a wealth of knowledge on almost every aspect of R/C flying. If you're a new member don't be afraid to ask any of the members for help. If one member doesn't know the answer he knows who does and will be happy to introduce you to the person with the answer.

Occasionally club members also present "How To" demonstrations at the meetings. We haven't had any of these for a while but when we did they were great. We have had the following presentations in the past: molding your own fiberglass parts, breaking in a new engine, propeller selection and balancing, and covering demos just to name a few. These demos were one of Bob's favorites. I talked with him recently and it looks like they're going to make a comeback. So check your newsletter for upcoming events.

Let's not forget the monthly newsletter "Plane Talk". This is also a great source of technical information, club news and events. Our newsletter has grown tremendously. When I started the average issue of "*Plane Talk*" was perhaps four pages of one or two paragraph articles with the remainder being cartoons about flying. Now we have "how to" articles, articles on trips the members took to events or other flying sites. We have articles on club projects, the upcoming Fun-Fly event, field improvements and the results of the previous month's Fun-Fly. And don't forget all of the photos of the members and their models.

Information is not just available at the club meetings. If you're at the field and having a problem, again just ask one of the club members for help. Engine won't start? Engine quits just after takeoff? Whatever the question, I'm sure we have an answer. Probably more than one too! The same is true if you need help learning to fly a maneuver or just what that maneuver is. I know it's hard to believe that some folks don't know their Immelmann from a Humpty-Bump but it's true. Don't be too embarrassed to ask. There is no such thing as a "Dumb Question". We were all beginners at one time or another. We all had to ask somebody for help at sometime.

Don't forget if you are a club member, you have access to the club roster. The club roster contains the phone numbers or Email addresses of the members. If you have a problem or question you can also just call or Email. The newsletter also lists the numbers of instructors and club officers.

So there you have it. That great wealth of knowledge is available to all. Just one more advantage of being a Prop Master.

Fly Smart and 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

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• 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 PMMT¹
- BADGE RECEIVED • NEWSLETTER • ENTERED IN PMPT²

¹ Prop Masters Member Tracker

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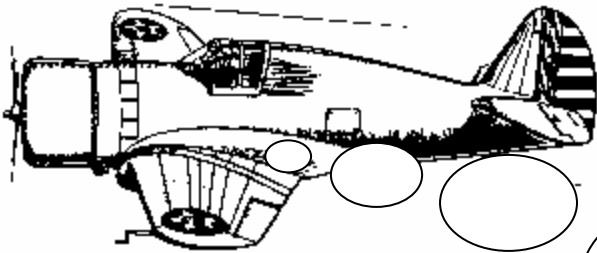
Visit the Prop Masters R/C Club Web Site at <http://www.propmastersrc.org>

Support Your Local Hobby Shop

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

PLANE TALK

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



**Next Meeting: February 13, 2008 7:30p.m
at Deans Dugout. (Flight Box Beauty
Contest)**

Fun Fly: February 17th. Mayday

