



# PLANE TALK



PROP MASTERS R/C NEWSLETTER

AMA CHARTER # 397

JANUARY 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)*

Well, Bill Hickey our former President passed the baton to yours truly at the December meeting. And we are off and running into, what is shaping up to be, a fantastic year for Prop Masters. Thanks again to Bill and his Board for guiding us through 2007, great job fellows. I am honored you have chosen me as President to take us through 2008. I have some things planned but the underlying theme for the year is "FUN". Once it stops being fun, it isn't worth doing...

Speaking of FUN! If you didn't make it to the Christmas party and Auction you truly missed out. Some big silly dude "wearing a red tree skirt and Santa hat" auctioned off the year end goodies to those having points to bid. Everyone gets something, but you might not get what you want. What gets me even more excited is the number of points in the 300 to 400 range, WOW! That tells me you guys are engaged, volunteering and having fun out there. Remember, the way to get points is to get involved and it isn't hard...

Speaking of points...get your first helping of points in 2008 by joining us for the Prop Masters First Annual Polar Bear Club - January 1st, New Years day starting at 10:00 a.m., at the club field. Come Fly with the rest of us goofballs? I mean serious R/C hobbyists that will brave the cold weather and hangovers to fly for the first time in 2008. If you show up you get 15 points, however, if you fly you get 30 points, (Drum Roll Please...) and an official and highly coveted Prop Masters Polar Bear Club sticker. If we can't see our hands in front of our faces because of the driving winds and snow, we will attack the local McDonald's for some New Years cheer!

There are all kinds of committee positions to volunteer for at the January meeting. So, get involved or I will just have to embarrass you and select you from the crowd. Most of you know the three governing rules of "Bob" as they pertain to our club,

1. Please most of the people most of the time.
2. Safety starts with "self", and then the collective will keep it safe for us all.
3. FUN happens when more people are having it.

Regards, The Pres.





# Financial Report

## By Marv Luebbert



### ANNUAL FINANCIAL REPORT 2007

<b>Field Fund</b>		<b>Operating Fund</b>	
Balance January 1, 2007	\$3,980.52	Balance January 1, 2007	\$ 202.36
17 New Members @ \$65 ea.	1,105.00	Sources of Funds	
Field Repairs	\$ (83.46)	Dues	\$2,835.00
Starting Benches	(380.77)	Sales of Hat & Shirts	464.00
Striping Paint	(167.23)	Swap Shop	5.00
Total Expenses	\$(631.46)	Bank Error	.03
Balance January 1, 2008	\$4,454.06	Total	\$3,304.03
		Total cash available	\$3,506.39
		Uses of Funds	
		Room Rent	\$ (550.00)
		Hats & Shirts	(464.09)
		Name Tags	(138.62)
		AMA Insurance	(150.00)
		Permits & Fees	(70.00)
		Postage	(106.60)
		Fun Fly Supplies	(69.23)
		Publicity Supplies	(23.26)
		Barnstormers Lunch	(215.69)
		Picnic	(150.38)
		Annual Club Auction	(1,520.96)
		Total	\$(3,458.83)
		Balance January 1, 2008	\$ 47.56

### 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).

### DUES ARE DUE

It's time again to pay your dues. The regular membership 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 to 2008 and no additional amount is required. When paying your dues please complete an updated membership form and either mail the form with your payment to me or turn it in at the January 9th meeting. A membership form is included with this newsletter for your convenience. While you're at it, don't forget to renew your Du Page County Permit.



# Meeting Minutes By Dave Cotton



## Meeting Minutes December 12, 2007

### **Opening:**

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

### **Committee**

#### **Reports:**

Newsletter No report.

Safety No report.

Fun Fly No report.

Forest Preserve No report.

Website No report.

Library No report.

Instruction No report.

Fundraising No report.

Publicity No report.

Nomination The annual election of Officers was held. Rich Schaeffer tabulated the ballots and notified the membership that Bob Mosinski has been elected President for the 2008 term. The remainder of the Board will maintain their present positions. The Board of Directors and membership wish to thank Bill Hickey for his hard work and perseverance during his terms as Board President.

Air Show No report

### **Old Business:**

None.

### **New Business:**

Joe Bartek mentioned that Du Page County has raised the permit fee to \$35 for residents and \$45 for non-residents.

### **New Members &**

#### **Guests:**

None.

### **Lost Horizons:**

SAD patch not contested.

### **Show and Tell:**

(See photo section)

Show and Tell not held.

### **Auction:**

The club's annual Christmas Auction was conducted by Bob Mosinski. The membership wishes to thank Bob for doing an excellent job as usual, and also extends their thanks to Dave Carlson for the pizza and all of the other members that pitched in to make this year's auction a great success.

### **Closing:**

The next meeting will be held at Dean's Dugout on January 9th at 7:30pm.



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

By Ray Luchetti



This year's Christmas auction was hosted by Bob Mosinski with pizza provided by Dave Carlson. The members all took home a lot of great R/C stuff.

## Merry Christmas and Happy New Year!





## Fun Fly Committee



### January Fun-Fly

We are going to try something a little different for this month's event. It should go fast, and that's good just in case it's cold, and we all know there is a pretty good chance of that! Of course, you will need a little luck and some motivation to drag your plane out during winter.

The event is "Dixie Dice". The date of the event is **Sunday January 13th**. Competition will start as soon as pilots are ready, approximately 10:00am, with open flying before and afterwards. We are also considering a Limbo event for January's fun fly instead of the "Dixie Dice" contest; if you attend the club meeting you may vote for your preference! The majority will rule.

**Here's how it works.** The pilot rolls a single die, and performs their aerobatic maneuver the number of times shown on the die. Fly your maneuvers as fast as you can; the lowest time wins. Since we can't count on being able to use the runway due to snow/weather, (we may have to hand launch), the pilot will first fly a circuit and time begins when the airplane crosses the first edge of the runway and time ends when the aircraft touches earth.

The maneuvers are assigned according to pilot class as follows:

<b>BEGINNER</b>	Complete Circuit
<b>NOVICE</b>	Inside Loop
<b>ADVANCED</b>	Cuban 8 or Turn Spin
<b>EXPERT</b>	Cuban 8 or Turn Spin

Advanced and Expert classes may choose one of the two maneuvers, but may not mix them. In other words, if you choose Turn Spin, you fly all turn spins.

**Rules.** The pilot must complete all their maneuvers before landing to qualify for scoring. The maneuvers do not have to be completed consecutively, although it is in your best interest to do so in order to keep your time low.

**Scoring:** The pilot whose time is lowest (and completes all maneuvers) places first. First, second and third places in each pilot class will be awarded points at the usual value of thirty, twenty and ten points each.



## Fun Fly Committee



### Closing Comment:

Let's give Dave Carlson and Blee Nichols a warm welcome; we are glad to have them on the committee! Both have already pitched in; Dave even authored the last fun-fly report.

I've enjoyed helping out with fun fly activities and I'm flattered to find myself serving as "Chairman". Larry has done a great job heading up and mentoring the committee; let's thank him for continuing to be on board and assisting with the events. Thanks also to Doug for continuing to volunteer.

Jason Boettcher and the Fun Fly Committee

## 2008 CLUB CALENDAR

Monthly Meeting	Fun Fly Date	Fun Fly Event
January 9th.	January 13th.	Dixie Dice or Limbo
February 13th.	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)



# Plans for Foam-Built Airplanes

## By Joe Bartek



The availability of blue fan-fold insulation foam sheet from Dow (BlueCor P/P) and related sheet materials has stimulated a lot of building activity for simple sheet foam planes. There are a lot of sheets in a bundle of foam, as I found out when I got mine from Lowe's, so you can't build just one.

I found two sets of plans for foam planes in recent magazines which can be directly downloaded from the magazines' web sites without a fee. The cost of a full size 36x24 inch copy at Kinko's is \$4.50, directly from the file. I transferred the downloaded files to a portable USB memory stick to take to the store.

One plane is related to the old-time free flight that President Bill brought to the October Meeting. Leon Shulman updated the Lanzo Bomber to Blue Foam in an article in November's issue of Fly RC. The pylon free flight plane look-a-like has a 42 inch wingspan. It takes about 70 watts and a 10"x4.7" prop to power it, so it's not going to break the bank for set up. The camber in the wings can be put in with a window screen installation roller and a straightedge. It's available at [www.flyrc.com/LanzoP](http://www.flyrc.com/LanzoP) where you can choose between a single sheet and multi-sheet printout. Instructions for downloading are very clear, and format is Acrobat's "pdf", about 6MB.

The other plan set has two "Frugal Foam Fighters" on one sheet, and was published in July's Model Airplane News. These are a Hellcat and a Spitfire in profile form with 24inch wings, much like the Depron Hughes H-1 that I showed in October. They use a 180 size power plant like the little True RC CD-ROM motors. The plan sheet is at [www.modelairplanenews.com](http://www.modelairplanenews.com) but directions are not as clear. You need to look for the July 2007 "Archived Issue" where the download button for the plans resides in the contents list. There are other ways to find it on the site, I'm sure. The sheet is an 11.5 MB download, also in "pdf", so if your connection isn't at least DSL speed, be prepared to wait. Another foam Warbird with a more elaborate wing was published in the October issue of Model Airplane News. This was called a 3D version of the F4F Wildcat probably because the fuselage wasn't a simple profile. The nearly symmetrical wing (42inch span) uses foam ribs at root and tip to give shape to two sheets of foam, much like the Coroplast sign board wings in SPAD's. The full size plans are available from RCStore.com for \$14.95. The foam rib and former idea could be extended to a lot of planes with simple shapes, like the Spitfire and Hughes H-1.

Leon Shulman published plans for a related pylon wing free flight look-a-like out of foam in the November 2006 issue of Model Aviation. It's called the Zoomer, and wingspan is 38.5 inches. Power setup is similar to that for the Lanzo bomber above. The article has pictures and hints for forming the blue foam wings by scoring. A kit for the Zoomer with brushless motor is available from Polk's Hobby. The full size plan sheet can be ordered from AMA Plans service for \$9.00 (Plan No. 995). For that you can get two copies of its brother from FlyRC and use one to make construction templates, without paying shipping.

Joe Bartek



## Storing Engines for the Winter By Dave Engel



Storing engines for the winter is probably one of the easiest things to do and in most cases the biggest and most important thing we all ignore. Since our fuel is predominantly made up of Methyl Alcohol we tend to forget that the alcohol is hygroscopic (absorbs water). Most of our engines are only chromed in small areas on the crankshaft and liner (maybe). The remaining metal parts including the bearings are made of metals that will oxide over with moisture and rust. So what is the best way to take care of your engines?

For me the best practice is to run the engine dry at the end of every flying session. For long-term storage, disconnect the fuel line so that no fuel may enter the carburetor while the engine is being stored. Spray some WD-40 inside the engine and flip the engine over to get the solution on all parts of the engine. This will absorb some of the remaining moisture

**NOTE-- WD-40 IS NOT A LUBRICANT SO DO NOT USE IT AS SUCH. It frees metal parts and absorbs moisture that is all.**

Next use a good quality oil that has some sort of rust inhibitor in it, I use Marvel Mystery Oil (for air tools). Add the oil at the glow plug entrance and in the front intake, flip the engine over a few times and leave the engine facing down for at least a few hours. This will let the oil coat the front bearing. If you do this you should have a well preserved engine for the spring. Another note, if you are storing your engines in a humid basement (like me) I have found that buying a small dehumidifier is worth the money. Let's all have a good winter.

Keep them flying, Dave



## Hints Information, Tips and Stuff

### By Larry Dudkowski



Here we are January 2008, welcome to the beginning of another flying season. That is except for those who have been flying indoors at the dome. Perhaps I should change the beginning sentence to read “Welcome to the beginning of another OUTDOOR flying season.” since I know that some of you have kept up your skills by flying indoors. So with the beginnings of the “Outdoor” season, once again I will publish my “Winter Flying Rules”. As with most set of “rules” and perhaps “rules” is too strong a word here, most of these are just common sense or facts. But as someone once said about common sense “sometimes common sense is not that common” so I’ll publish them again. Some of you already know these, since I’ve been publishing them yearly for a while now, but we have new members and these “common sense rules/facts” may be new to them. So here they are, a rerun for some, but like the TV commercial says about reruns, “If you haven’t seen it before its new to you”. **The Winter Flying Rules**

**Rubber bands don’t hold in the cold!** This is probably one that a lot of folks don’t know about. But a temperature of anything below forty degrees is too cold for rubber bands. I’ve experienced it personally and it’s NOT a good feeling watching the wing separate from the fuselage as you’re flying across the field. Actually you stare at the wing because it flutters slowly down like a leaf, while all of the important stuff in the fuselage does a Kamikaze dive into the woods. So keep those models where the wing or anything else is held on by rubber bands at home when it’s cold. This rule holds true for both glow and electric models. After all rubber bands are rubber bands.

**Fly with a buddy.** In the wintertime there are fewer people using the forest preserve. This is both good and bad news. The GOOD news is that you have less people to watch out for, not to mention more parking. The BAD news is you have less people watching out for you. If you get hurt there are fewer people to help. So it’s just a good practice to fly with a buddy in the winter months. We do this without thinking during the summer months. Generally, in the summer, every time I see someone flying there is a spotter standing next to him watching out for all that ground clutter. In the wintertime we not only could use the extra set of eyes the spotter gives us but we’re not alone in the “Great White North”, if a problem does arise. Besides I always find its more fun to fly with friends than alone. Can’t find someone to fly with? If not, then let someone know where you are and when you expect to get back. If you have one, take your cell phone.

**Beware of Loose Cloth around spinning props!** In the cold weather we tend to dress in layers, shirts, sweatshirts, jackets etc. Make sure to tie those sweatshirt hoods strings and tuck them away inside your jacket or sweatshirt. The same is true for scarves and jacket strings. You don’t want to leave anything dangling that might get caught in a spinning prop. This is especially true around “electrics”. Electrics start with a simple flip of the switch and are therefore more prone to start up accidentally. Also, electric motors won’t stall and quit running like glow engines if something falls in the prop. Electric motors will simply draw more power to try and keep running.

**Beware of Wind Chill!** Now this isn’t the normal temperature wind chill. This is the wind chill caused by the prop wash when you’re adjusting your engine. Be especially careful if you have spilled any fuel on your hands, as this will just make the wind chill’s effect on your hands worse. Wipe your hands off before fooling with a running engine in the winter. Better yet don’t get any fuel on your hands at all.

**Anchor your model Securely!** You need to take care when anchoring your model in the winter months. You want to be sure that whatever you use to hold your model is firmly implanted in the ground and not just in the loose snow. Generally I find it’s always good to get a helper to hold your model when starting it and making adjustments. The helper can also assist you by carrying your model past the safety line and out to the field.

Well that the first H.I.T.S column for 2008. Hope you enjoy these little bits of information and if you have any questions you’d like to see answered, let me know and I’ll try and include them in future columns. The same is true if you have some “Hints”, “Information”, “Tips” or just “Stuff” you’d like to pass along. But better yet, jot them down yourself and sent them to Ray. He’s always looking for new contributors for the newsletter. And it worth 10 points too.

Smart and Fly Safe, Larry Dudkowski



## IN MEMORIAM RON K. MENGEL



We have lost one of our members.....



Ronald K. "Ron" Mengel a Naperville resident since 1961. Funeral services for Ronald K. "Ron" Mengel will be held at 11 a.m. Tuesday, Dec. 4, at River Glen Presbyterian Church, 1140 Raymond Drive, Naperville. Interment will be in Naperville Cemetery, Naperville. Visitation will be from 4 to 8 p.m. Monday, Dec. 3, at Friedrich-Jones Funeral Home, 44 S. Mill St., Naperville. Born May 3, 1934, in Springfield, Ill., he died Thursday, Nov. 29, 2007, at his home. Ron grew up in Anderson, Ind., was a 1952 graduate of Anderson High School and was a 1956 graduate of Purdue University, Lafayette, Ind., where he received a B.S. in electrical engineering and was a member of Pi Kappa Alpha fraternity and Navy ROTC. After serving in the Navy for 3½ years, Ron went to work for General Electric and later joined Honeywell's System Sensor Division, St. Charles, Ill., retiring in 2004 after 23 years. Ron was a member of the Society of Fire Protection Engineers, National Fire Protection Association, American Fire Alarm Association and National Electrical Manufacturing Association. He was a charter member and an elder of River Glen Presbyterian Church,

Naperville and served on the church's World Mission Leadership Team. Ron enjoyed raising and showing Welsh Springer Spaniels, camping and playing the mountain dulcimer. He was a member and former treasurer of the Welsh Springer Spaniel Club of America, a member and volunteer for the Naperville Heritage Society, a member of the Naperville Masonic Lodge, Euclid Chapter #65 A.F. & A.M. and a member of the Prop Masters Radio Controlled Flying Club. Ron is survived by his wife, Susan J. Mengel (nee Shoulty) of Naperville, whom he married Aug. 5, 1956; two daughters, Deborah Sue Mengel of Albuquerque, N.M. and Lisa Ann (David) Wroth of Carol Stream, Ill.; three grandchildren, Kevin and Ryan O'Banyel and Kristen Nicole Wroth; and his Welsh Springer Spaniels, Belle, Howard and Garnet. He was preceded in death by his parents, John and Lela Mengel. In lieu of flowers, memorials may be made to River Glen Presbyterian Church, 1140 Raymond Drive, Naperville, IL 60563, the American Cancer Society, DuPage Area Office, 1801 S. Meyers Rd., Suite #100, Oakbrook Terrace, IL 60181 or the Welsh Springer Spaniel Club, Attn: Mary Johnson, 3868 River Walk Drive, Duluth, GA 30096-6101. For information, 630-355-0213.

Published in the Chicago Suburban Daily Herald on 12/2/2007.

# 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

<sup>2</sup> Prop Masters Points Tracker

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

### Support Your Local Hobby Shop

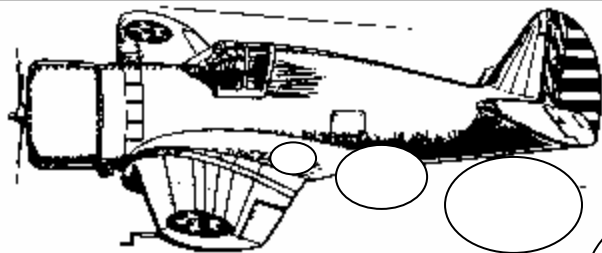
HobbyTown USA  
2827 Aurora Ave.  
Naperville, Illinois 60540  
630-375-1230

#### PLANE TALK

Prop Masters R/C Club NEWSLETTER

2520 College Rd.

Downers Grove, IL 60516



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

**Fun Fly: January 13th, Dixie Dice or  
Limbo.**

