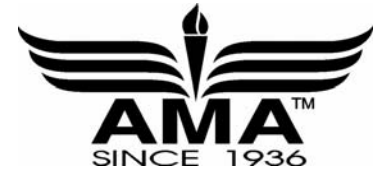




PLANE TALK



PROP MASTERS R/C NEWSLETTER

AMA CHARTER # 397

May 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
Steve Baggio
Mac Barclay
Tom Camp
Larry Dudkowski
John Fischer
Marv Luebbert
Mike Kostecki
Collin MacDonald
Bob Mosinski
Victor Miller
Bob Strove

Fund Raising Committee:

Larry Dudkowski
Bob Mosinski

Librarian:

John Totten

Webmaster:

Bob Mosinski

Newsletter:

Ray Luchetti (editor)
Ed Callahan (circulation)

The nice weather of late has brought out that denizen of the early spring - *crashum-into-itty-bitty-bits*. In the past couple of days I've seen quite a few planes go in, and not just clip a wing, find a tree or break a landing gear – these collisions pretty much totaled the aircraft. Canopies take flight. Tails break off. Wings completely shear in half at the root. Fuselages split in two. Usually a flyer is left with salvaging the engine or motor and radio equipment, and trying to figure out what went wrong.

A good guess as to why there is all this destruction around us begins with the long winter “building season”, when we simply don't get out and fly often enough. Sometimes the pilot has a case of rusty thumbs, and a very good practice is to grab one of our instructors after a long spell away from flying and ease back into it gently. Discretion can be the better part of valor, too. As I write this column on a beautiful Sunday afternoon, winds at the field are ranging from 10-15 mph with gusts over 20 mph. While flying in crosswinds and high winds are good skills to master, waiting for a calmer day has benefits such as keeping your plane in one piece. Maidens can be especially tricky in a lot of wind – don't waste you winter's work.

Other times the aircraft fails in any number of ways. Control linkages stiffen, hardware breaks, covering lets loose or hinges fail. Pre-flight checks are especially important at the beginning of the season, so perform radio range checks, listen for stripped servo gears or binding linkages, and be sure to give your ailerons, elevators and rudders a good tug. Sort out that cantankerous engine before you get airborne, since no one enjoys practicing dead stick landings.

Of course, there is an upside to totally annihilating a plane – it is a perfectly good reason to get another. Spousal sympathy usually kicks in, but I wouldn't overdo it. Appeal to the emotional lobe – “I lost a [sentimental favorite / best performing / irreplaceable] airplane, and now need another”. Best to practice in front a mirror, and try not to grin.

In any event, I anticipate stiff competition for the SAD patch this month.

Dave Engel has pretty much planned out the Air Show on May 20th. Remember, we'll be using the old dog walkers' parking lot, so swing through the regular lot and drop off your equipment (there will be a Prop Masters person there to watch it), and then go down to the dog lot to park. Another Prop Masters person will be there to open up the lot for you. It's a short walk (less than a quarter-mile) back to the regular lot.

Finally, the field is looking pretty good, if a bit bumpy still. When someone is out striping the field or patching up bare spots, please stop flying and lend them a hand. And if you haven't already done so, get a carpet square and bring it with you to protect the turf from fuel and hot exhaust. See you at our next meeting, 7:30 p.m. May 9th at Deans Dugout.

Kind Regards, Bill





Financial Report By Marv Luebbert



FINANCIAL REPORT MAY 2007

<u>Field Fund</u>		<u>Operating Fund</u>	
Balance April 1, 2007	\$4,175.52	Balance April 1, 2007	\$ 1,310.40
2 new members @ \$65	130.00	Income:	
		Dues	375.00
		Hats	10.00
		Total cash available	1,695.40
Balance May 1, 2007	\$4,305.52	Expenses:	
		Postage	(48.60)
		Name Tags	(5.33)
		Total Expenses	(53.93)
		Balance May 1, 2007	\$ 1,641.47

Newsletter Contributions

Send articles or pictures of interest to the club to:

newsletter@propmastersrc.org

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

Club Newsletters are posted at the club website:

www.propmastersrc.org.

CLUB HATS AND SHIRTS

I'm preparing to place an order for club hats and shirts. We need a minimum order of twelve (12) of each. Hats are \$10 and L and XL shirts are \$28. XXL are \$30 and XXXL are \$31. If you are interested in a hat, shirt or both, please let me know. You may call me at 420-7499 or E-mail me at mc1007@ameritech.net. When ordering, please indicate your size.



Meeting Minutes

By Dave Cotton



Meeting minutes, April 11, 2007

Opening:

The meeting began at 7:30 p.m. and ended at 9:00 p.m. The March minutes were approved as published and the March Treasury Report was approved as read and printed in the newsletter.

Committee

Reports:

Newsletter	Ray Luchetti thanked everyone for their contributions.
Safety	Fred Page is in the process of developing flight rules for combat fun fly events in order to assure that safety is maintained.
Fun Fly	The Fun Fly this Sunday April 15 th will consist of the "Bean Counter".
Forest Preserve	The forest preserve has approved the seeding of the field, however, string will be used in lieu of caution tape to rope off the area from foot traffic. Use fuel mats to protect the grass. The start up bench design has been presented to the forest preserve district for approval.
Website	No report.
Library	John Totten mentioned that the simulator is back and in addition, a DVD on "One week to Solo" is available.
Instruction	Ivan Cankov mentioned that the Instruction Season has started and that we have a few people which have been showing up. Instructors – please come out and help.
Fundraising	Larry Dudkowski said the swap meet was a success and that \$141.00 dollars was raised for the club – Thanks Larry and Bob
Publicity	The new flyers have been dropped off at the local hobby stores
Nomination	Nothing to report
Air Show	Dave Engle needs volunteers to control the east side parking lot. Please sign up to help. The first show begins at 11:00 a.m. and the second show is at 1:00 p.m.

Old Business:

No old business.

New Business:

Mike KostECKI from Hobby Town mentioned that he is preparing a quantity fuel purchase – so sign up now as prices will be going up. Mike also gave an extensive presentation about Futaba's FASST (Futaba Advanced Spread Spectrum Technology) the next generation of transmitters. This new transmitter shifts every two milliseconds virtually eliminating the possibility of interference.

Larry Dudkowski mentioned that a club has asked permission to use our training cards for their own training and instruction program. After discussion it was acknowledged that we most likely plagiarized the form ourselves and that the Fox Valley Club was also using a similar card. The membership approved the use of the card layout by the requesting club.



Meeting Minutes By Dave Cotton



President Bill Hickey had one of his many tips published in Fly R.C. Good job Mr. President!

Tom Densmore had his plane shown in Model Airplane and several of our members were photographed at E-Flight (also featured in Fly R. C.). Our club's members are getting around to all of the hot spots.

A member mentioned that the club's website was down – President Bill said he would look into it.

Vice President Tom Camp reminded everyone to use carpet squares to protect the grass at the field.

Ed Callahan brought in some lovely photos of his trip to the Air and Space Museum in Washington D.C.

Nice pictures Ed thanks for bringing them in - a great place to go.

New Members & Guests:

Welcome Joe, Kaifu and Mark – thanks for checking us out and coming to the meeting

Lost Horizons:

The SAD patch was contested by Bill Barclay with “Wheel Collar Mania”, Alex and “How High can I Climb and Fall”, Mike with “Restrain Your Bird” – even in the basement or basement flying and destruction and Mick’s “Double Crashes”.

And the winner was ??????????????????, hell if I can remember! – Sorry I was laughing too much to mark it down.

Show and Tell:

- | | |
|-------------------|---|
| Ivan Cankov | Hanger 9 PTS P 51 with modified motor mounting, in silver and yellow with a 46 Evolution motor. |
| Ed Callahan | An Enforcer kit by Balsa USA with a .60 size motor, in white, blue and red color scheme. Nice job Ed |
| Richard Schaefer | Showed his Britner Norman Islander by Cermark 1999 with electric twin motors, tri gear and nice white color scheme. |
| Nick Karels | Showed his real sharp P 47. |
| Doug Vallee | Brought in a red plane – manufacturer unknown – type unknown, seems it was an ARF. |
| Mark Froelich | Airhog’s Havoc Heli in red and white colors. |
| Scott Olef | Foamy Lazer Toyz.com kit in blue. |
| Marv Luebbert | Edge 540 by Aeroworks with a 91 engine in a nice red and white color scheme. |
| Dave Engle | Sukhoi SU 26M, a kit by Midwest Models, powered by a .46 size motor, in a white and black color scheme. |
| Bill Hickey | Zipper (no not that one) by BMJR. Built from a kit with a .020 engine (Yes a .020). Is that an engine or what? It doesn’t meet the club’s over power requirement Bill. It was finished in a white color scheme and it is a free flight plane. |
| Mick Pfeifer | Brought in a 1950’s era engine to show the club what it was like back in the old days. |
| Craig Vander Kolk | Showed his Ugly Stick that he got at a garage sale for \$3! Craig did a super job of recovering it and says the plane flies great. |
| Paul Bock | Four Star kit by Sig, with a 72 size engine in white, blue and red. |



Meeting Minutes By Dave Cotton



Raffle:

The raffle included a Sukhoi SU 31, Mini Heli, Flatout Tribute FX, gas, epoxy, gift card from Mike at Hobby Town, and lots more.

Closing:

The next meeting will be at Dean's Dugout on May 9, 2007.



April 11th.Meeting Show & Tell Photos By Ray Luchetti



Mike Kostecki with Futaba's new FASST radio system.



Mark Froelich with an Airhogs Havoc Heli in red and white colors.



Scott Olef with his Foamy Lazer Toyz.com kit.



Doug Vallee with his red plane, manufacturer unknown.



Marv Luebbert's Edge 540 by Aeroworks.



Rich Schaefer and his Britner Norman Islander with twin electric motors.



Nick Karels shows his P 47.



April 11th.Meeting Show & Tell Photos By Ray Luchetti



Ivan Cankov and his Hanger 9 P51.



Ed Callahan with his Balsa USA USA Enforcer built from a kit.



Dave Engle brought a Sukhoi SU 26 built from a Midwest Models kit.



Paul Bock's Sig Four Star 40 built from a kit.



Craig Vander Kolk with his \$3 recovered Ugly Stick.



President Bill Hickey with his free flight .020 powered Zipper.



Chief Flight Instructor's Report By Ivan Cankov



Listed below is an updated list of Instructors:

Instructor	Pre-Flight	Basic	Electric	Pattern	Scale	3D
Steve Baggio	•	•				
Mac Barclay	•	•				
Tom Camp	•	•				
Ivan Cankov	•	•	•	•		
Ed Ciesielczyk	•	•				
Dave Cotton	•					
Larry Dudkowski	•	•	•	•		
David Engel	•	•			•	
John Fisher	•	•			•	
Mike Kostecki	•	•				
Marv Luebbert	•	•				
Scott Lundin	•	•	•			
Collin MacDonald	•	•		•		
Victor Miller	•	•				
Bob Mosinski	•	•		•		•
Blee Nichols	•		•			
Scott Olef	•	•	•			
Fred Page	•	•				
Rich Schaeffer	•		•			
Bob Stowe	•	•		•		
Walter Voyt	•		•			

Ivan Cankov
Chief Flight Instructor



Fun Fly Committee



Bean Counter Fun Fly Contest Report

This time of year we start to look forward to enjoying the sound of glow engines early on weekend mornings, rather than listening to the dull hum of the furnace running at home. Everybody is anxious for the nice weather to break. Mother Nature has been slow to warm up, and the day for our fun fly was no different. It was two degrees below freezing early in the morning, but the sky was clear and the day warmed up as the sun rose.

The wind was blowing North at 10mph or so; it was chilly, but still, a great day to fly!

Some of the beans got to hear the captain's announcement to take their seats for their final approach into Springbrook Prairie, while others made like paratroopers and bailed out of the cup.

Folks were talking and it was decided to award an additional five points to any pilot who was able to land on the runway, which is an idea we could apply to many other fun-fly events!

In Expert class David Cotton, Ivan Cankov, and Bill Barclay earned 30, 20 and 10 contest points, respectively, for placing 1st, 2nd, and 3rd with 19, 18, and 15 beans.

In Advanced, Marv Luebbert and Tom Camp earned 30 and 20 points for 1st and 2nd place returning with 19 and 17 beans.

Fred Page and Ed Callahan tied for 1st earning 30 points with 20 beans each, Paul Bock and Mick Pfeifer came in 2nd and 3rd earning 20 and 10 points for 19 and 14 beans in Novice class.

Dan Nosek earned 1st place and 30 points in Beginner class with 20 beans.

Ed Slanina was the only pilot who showed some beans the way home without earning contest points; he brought home 10 beans.

Ivan Cankov took first place in electric class, earning 30 more points with a plane that saw its maiden flight that day.

The following pilots earned 5 bonus points for landing on the runway: Ivan Cankov; Marv Luebbert; Ed Slanina; Fred Page; and Mick Pfeifer.

The following Prop Masters attended and supported the event earning 10 points each: Doug Vallee, Jim Lang, David Suica, Walter Voyt, and Joe Vitello.



Fun Fly Committee



Point rewards for the Bean-Counter fun fly are as follows:

NAME	HOW EARNED					
	Total Points Earned	Attended	Participated	Scoring Points, Glow	Scoring Points, Electric	Bonus Points for Runway Landing
Doug Vallee	10	10				
Jim Lang	10	10				
David Suica	10	10				
Walter Voyt	10	10				
Joe Vitello	10	10				
David Cotton	50	10	10	30		
Ivan Cankov	75	10	10	20	30	5
Bill Barclay	30	10	10	10		
Marv Luebbert	55	10	10	30		5
Tom Camp	40	10	10	20		
Fred Page	55	10	10	30		5
Ed Callahan	50	10	10	30		
Paul Bock	40	10	10	20		
Mick Pfeifer	55	10	10	30		5
Jason Boettcher	20	10	10	0		
Bob Boettcher	20	10	10	0		
Bill Hickey	20	10	10	0		
Ed Slanina	25	10	10	0		5
Dan Nosek	50	10	10	30		

Jason Boettcher and the Fun Fly Committee



Fun Fly Committee



May Air Show

There will be no Fun-Fly this month due to the annual **Air Show**. This event will be held on **Sunday May 20th** with **NO rain date**.

The Air Show is our way of introducing people to the hobby of Radio Control Modeling and Flying. The event is open to all members and open flying is encouraged through out the day. The only time the flight line will be closed is during the flight demonstrations. We have two demonstrations scheduled, the first at 11:00 AM and the second at 1:00PM. Each demonstration will last approximately 30 minutes. There will be a static display of models at the West-end of the field and members are encouraged to participate by bringing a model for display, and or, flying.

Twenty-five points will be awarded to everyone who shows up at the Air Show. This is in addition to any points awarded for being part of the Air Show Committee or Flight Demonstration Team. If you have any Prop Masters tee shirts or hats be sure to wear them at this event.

Hope to see everyone at the field.

CLUB CALENDAR

May 9 th	Monthly Meeting
May 20 th	Fun Fly - (Air Show)
June 13 th	Monthly Meeting at the field - (Beauty Contest)
June 25 th	Fun Fly - (Pattern Contest)
July 11 th	Monthly Meeting
July 15 th	Fun Fly - (Pylon Racing & Combat)
August 8 th	Monthly Meeting
August 12 th	Fun Fly - (Washer Drop)
September 12 th	Monthly Meeting
September 16 th	Fun Fly - (Tentative with Barnstormers)
September 23 rd	Annual Club Picnic
October 10 th	Monthly Meeting
October 14 th	Fun Fly - (Qualification Sunday)
November 14 th	Monthly Meeting
November 18 th	Fun Fly - (Mystery Contest)
December 12 th	Monthly Meeting - (Christmas Auction)
December 16 th	No Fun Fly (Merry Christmas & Happy New Year!)

Larry Dudkowski an The Fun-Fly Committee



Hints Information, Tips and Stuff By Larry Dudkowski



Sometimes I just can't figure what to write about in this column for the new letter. Other times I have two or sometimes even three ideas. But once in a while the subject just jumps out and just has to be written about. This is one of those times. So here is another in the chapter in the "It happened to me" saga.

Now I know we all hear the pitch about safety at every meeting. And I know we all fly safe. After all it's the new guy we need to look out for. It's some one else who makes the mistakes. Its some one else who earns the SAD patch. Not me. I check my batteries. I range check my radio. I inspect my aircraft at the field. I ALWAYS put my card in the frequency board on the impound stand.

The problem is that sometimes we become complacent about safety. We do things out of habit, not really thinking about what it is we are doing. Let me relate a short story of what happened at the March Fun-Fly. It was towards the end of the morning, all of the contestants had completed their flights and we just started 'open flying'. One of the guys came over to me and asked if I was going to fly as he was on the same channel as I was. I thought that was strange; usually there is no one on channel #28, which is the channel I had been using all morning. Being done flying for the morning I replied, "Sure, just let me get my card", and I walked over to the frequency board to remove my card. To my surprise I had placed my card in channel #31 and not #28. I had been flying all morning with my card in the wrong slot. Fortunately no one else was flying on channel #28 or we could have had some issues. Translate issues into CRASHES.

I have basically three radio setups. I have a Futaba 9C on Channel #31, an Airtronics RD8000 on channel #28 and a Spektrum DX6 for my electrics. About 80% of the time I fly the Futaba on Channel #31. This is especially true for Fun-Fly's, since both my Ultra-Stick and Twist are on that radio. But for this event I brought two of my electric models. These were on the RD8000, as they had not yet been converted to the DX6. I guess I was so used to putting my card into the #31 slot I just didn't think. When I got to the field I just put my card in #31, like always. Safety became just a habit. No thought, just something done by habit. And there in lies the problem.

Maybe I was just out of practice. After all this was the first time I was flying at an organized event this year. Flying in the schoolyard or park doesn't really count. Maybe I was too distracted trying to organize the event, or take some pictures or just talking with the guys. None of that excuses putting the card in the wrong slot. Fortunately nothing happen. The incident didn't lead to any SAD patch awards or worse. I guess I was just lucky. In fact I guess we all were lucky. But luck isn't something we should depend on. Each and every one of us needs to make safety his top priority.

This is not the first time someone has put his card in the wrong slot, but it was the first time I did it. That gave me something to think about too. I was not above making mistakes. Sometimes it was me who needed to be looked out for, not just the new guy or someone else. Sometimes it was me who made the mistakes and not the other guy. I was NOT perfect. I need to review my safety practices just like the new guys, just like everyone else.

And those are the two lessons we take away from this. Lesson One. I, we, everyone is not perfect. I, we, everyone can and do make mistakes. Lesson Two. While we need to make safety a habit, it should not be something that is done out of habit. We need to think about what we are doing at the time we are doing it.

FLY SMART, FLY SAFE.

Larry Dudkowski

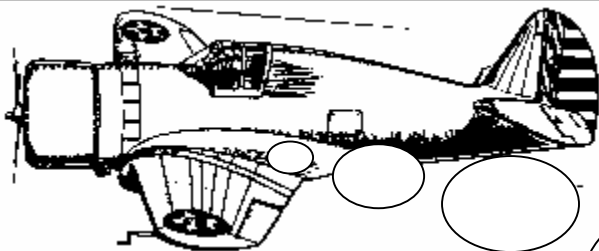
Visit the Prop Masters R/C Club Web Site at <http://www.propmastersrc.org/>

PLANE TALK

Prop Masters R/C Club NEWSLETTER

2520 College Rd.

Downers Grove, IL 60516



Next Meeting: May 9, 2007 @ 7:30pm

Air Show Sunday May 20, 2007

