



PLANE TALK



PROP MASTERS R/C NEWSLETTER

AMA CHARTER # 397

SEPTEMBER 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)

It sure has been hot lately. Bring a lot of water to the field, and get creative when trying to beat the heat. We've gone beyond the typical folding chair and umbrella - I understand Dave Carlson has a three cornered "awning" that provides ample shade. Please keep an eye on flight operations if you choose to sit in front of the fence, especially if you hear the call "dead stick" or "flight line".

The starting benches seem to be working out, and everyone I talk to likes the convenience, safety, and functionality they offer. At the last meeting we discussed how these two benches meet our current needs, and perhaps one more bench at the far northwest corner of the field could help with engine break-ins etc. Our Forest Preserve liaison Bob Mosinski will let us know when this becomes possible. Also brought up was a new club logo, prompted by the need for print materials. This presents an opportunity to develop a "scalable" logo that looks better on the website and would make it easier to duplicate on apparel (hats, shirts, etc). There is a design team working up proposals, which we will publish and discuss at future meetings. Given that the logo is the club's "Brand", we will allow for an appropriate period of review and comment, and then submit the proposed new design to the membership at a meeting for a vote.

I was very impressed by the heavy turn-out at the last fun fly, during which we practiced the Wiffle-ball event for the upcoming competition with Barnstormers. Chief Instructor Ivan Cankov really wowed everyone with his double bulls-eyes, and in general everyone's technique was certainly making progress. We could do a little better on spot landings, so while you're out practicing this month be sure to spend a little time touching down on the plus in the middle of the runway. And also practice from both directions, since we never know which way the wind will blow.

The second event during last months' fun fly was, to put it bluntly, not so much fun. It was a combat event with about ten participants, and after a little confusion regarding who starts and when, tempers flared. It reminded me of those sandlot baseball games we played as kids, when we argued about whether someone was safe or out as much as we played the game. All in all I think we just made it too long of a (hot) day, taxed everyone's patience, and broke Fun Fly Director Larry Dudkowski's cardinal rule of fun-fly's - everyone has to have fun. The lessons learned are simply, try not to do too much, and I earnestly encourage everyone to have a little more patience and give your fellow flyers the benefit of any doubt. This goes double for our contest directors and coordinators - they volunteer time and energy to help everyone else, so give them some respect.

I need to be out of town when we have our next meeting, but I'll leave things in Tom Camp's capable hands, on September 12th, 7:30 pm at Dean's Dugout.

Kind Regards, Bill





Financial Report

By Marv Luebbert



FINANCIAL REPORT SEPTEMBER 2007

Field Fund		Operating Fund	
Balance August 1, 2007	\$4,652.32	Balance August 1, 2007	\$1,771.12
Two new members @ \$65 ea.	130.00	Income:	
Starting Benches	(276.44)	Dues	60.00
Striping Paint	(59.03)	Hats & Shirts	95.00
		Bank Transcription Error	.03
Balance September 1, 2007	\$4,446.85	Total Income	155.03
		Total cash available	1,926.15
		Expenses:	
		Fun Fly Supplies	(59.23)
		Name Tags	(21.33)
		Field Permits	(70.00)
		Total Expenses	(150.56)
		Balance September 1, 2007	1,775.59

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.



Meeting Minutes By Dave Cotton



Meeting Minutes August 8th.

Opening:

The meeting began at 7:30 p.m. and ended at 9:15 p.m. The July minutes were approved as published and the July Treasury Report was approved as read and printed in the newsletter.

Committee

Reports:

Newsletter	Ray Luchetti thanked everyone for submitting their newsletter articles early prior to his scheduled vacation.
Safety	Fred Page led the discussion on safety and mentioned that if an airplane is over the “No-Fly” line we should call it out. Fred also mentioned that we should watch our discussions since there may be young people present as spectators. Lastly, beginners were asked to land on the far side of the runway since this area, being further from the pits, is safer.
Fun Fly	The fun fly will be held on August 12 th and will consist of the Wiffle ball bounce and combat. The Barnstormer event is coming up and will also be the Wiffle ball bounce, so practice, practice, and practice! A discussion took place on how the circles will be painted. The dog parking lot will be available that morning so please remember to lock the gate when arriving and leaving.
Forest Preserve	The benches have been installed and the patio stones are down – nice job to everyone who helped. Also Bob Mosinski stated that he will be printing out the calls again and will add “No Fly” on the call indication notification.
Website	No report
Library	John Totten mentioned that the library has both One Week to Solo, and the engine book available.
Instruction	Ivan Cankov mentioned that several people have been showing up for training on Tuesday and Thursday nights.
Fundraising	No report.
Publicity	No report.
Nomination	No report
Air Show	No report

Old Business:

A “Newcomer’s” kit was mentioned and a discussion followed. Dave Cotton will obtain envelopes to send a newsletter to all visitors and new members.

New Business:

Mike Kostecki from Hobby Town mentioned that the Fox Valley Aero Club is having a two day pylon race on September 22nd and 23rd. Please check their website for more information.

A discussion regarding the need for a new club logo took place. A revised logo is needed since the current one is not scalable and therefore cannot easily be enlarged for printing on hats, jackets, etc. Any new proposed logo will be brought before the membership for approval.

The club is considering ordering jackets, see Dave Cotton if you’re interested.

Dave Suica mentioned that he was looking for a OS FS61 manual – if anyone has one please contact him.

New Members &

Guests:

Welcome to Art and also Ross from Texas, thanks to both of you for coming to the meeting.



Meeting Minutes

By Dave Cotton



Lost Horizons:

The SAD patch was contested by Dave Suica, Dave Engle and Dave Cotton. Dave Suica with his Kaos impacting a Christen Eagle won. Congrats to Dave Suica!

Show and Tell:

Steve Baggio	SPAD dogfighter by Plastic Concept Planes in blue & white and 40 size engine.
Dave Carlson	A Sig Something Extra kit with a 50 size engine in blue & white.
Ray Luchetti	Showed his recently purchased (that night from Ivan) Rascal Forty ARF.
Rich Schaeffer	Edge 540 by E-flight with a 480 motor in a red & yellow color scheme.
Ed Slanina	SuperSportser ARF by Great Planes with a 46 size engine in blue & white.
Dave Engle	Bobcat (still in the box) by Nitro Planes, for a 50 size motor in red, white & blue.
Ivan Cankov	Extra 300 by Great Planes with a 160 size engine with a red & white color scheme.
Blee Nichols	RTF Cessna 210 Centurion by Park Zone.

Raffle:

The raffle included a SPAD, OS 46 AX engine, battery, fuel, Hobby Town gift card and glue. Lots of people won lots of stuff and this time we had the GLUE!

Closing:

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

CLUB CALENDAR

September 12 th	Monthly Meeting
September 16 th	Fun Fly with the Barnstormers (Wiffle Ball Spot Landing Contest)
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!)



August 8th Meeting Photos

By Ray Luchetti



Mick Pfeifer was awarded a Pre-Flight Instructor's patch by Ivan Cankov.



Still in a box, Dave Engel showed a 50 size Bobcat by Nitro Planes.



Steve Baggio with his SPAD by Plastic Concept Planes in blue and white.



Ed Slanina brought a SuperSporter by Great Planes with a 46 size engine.



Ray Luchetti and his Rascal 40 just purchased from Cankov Used Planes Inc.



Dave Carlson with his SIG Something Extra Kit with a 50 size engine.



Ivan Cankov's Extra 300 by Great Planes with a 160 size engine.



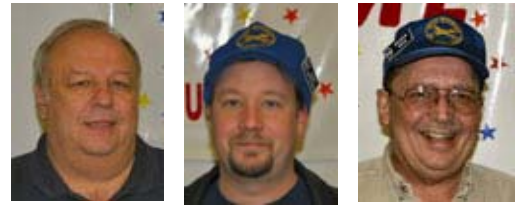
Rich Schaefer brought his Edge 540ARF by E-Flight.



Blee Nichols with his Cessna 210 Centurion by Park Zone.



Fun Fly Committee



Wiffle Ball Bounce and Combat Report

This month's fun-fly had wind that was nice and calm, but the weather was sweltering!

The Wiffle-Ball bounce contest provided great motivation to practice for our September competition with the Barnstormers; our contest was held according to their rules. Watching those Wiffle Balls follow airplanes was certainly a break from the ordinary, and drew interest from the general public. It was nice to see Prop Masters pull together and help one another out, such as sharing techniques on how to best approach the event.

Taking first place and earning 30 points was Ivan Cankov, followed by Steven Baggio, Ed Slanina, and Mike Kostecki who all tied for 2nd place (20 points each), Dave Carlson took 3rd place (10 points).

Bob Mosinski prepared pre-measured string and Wiffle Balls painted bright orange which made them easy to see. Let's make sure all those balls get back to him so they can be re-used next month.

Streamer-cutting Combat was next. Let's start with a discussion about the first heat.

We had a problem that led to the heat failing so we worked up a "new rule" immediately afterwards to prevent the issue from happening again. This rule comes about due to a sequence of events that wound up forcing pilots to land, re-fuel, and re-start.

The Contest Director, or CD, is responsible for operating the event. In this case it was me, and I made a mistake during the heat.

There were five pilots participating and four were in the air holding pattern waiting to engage. I overlooked the fact that one pilot was still trying to start his engine when I announced "Begin Combat". When I realized one pilot was not yet in the air, we decided to ask the pilots to resume a pattern for a short period of time hoping the last participant would get airborne quickly. I should have disqualified the grounded pilot and should have not interrupted combat once engaged. Too much time elapsed between the launch of the first pilot and the requested holding pattern.

The proposed rule is as follows: The CD checks to see if all pilots are ready to start their engines. When everybody acknowledges they are ready, the CD announces "Start your engines!" After the first combat plane has been launched (by a spotter) the rest of the pilots have two minutes to get airborne (Safely!). Pilots are disqualified if they can't get airborne in two minutes.

We held two heats and nobody cut a ribbon, so there was really no need to fly a final heat. Due to the outcome of combat (no ribbons cut, all pilots who flew would get 1st place points) and no extra points will be awarded due to the circumstances surrounding the officiating. Everybody who flew Wiffle Ball also flew combat - 10 participation points were earned.



Fun Fly Committee



Wiffle Ball Contest Results

NAME	HOW EARNED				
	Total Points Earned	Attend	Participate	Scoring Points	Scoring Detail
David Suica	20	10	10		
Ed Slanina	40	10	10	20	2nd Wiffle Ball
Marv Luebbert	20	10	10		
Bill Hickey	20	10	10		
Andy Widlacki	20	10	10		
Bill Barclay	20	10	10		
Ed Callahan	20	10	10		
Dave Engle	20	10	10		
Walter Voyt	20	10	10		
Ivan Cankov	50	10	10	30	1st Wiffle Ball
Dave Carlson	30	10	10	10	3rd Wiffle Ball
Blee Nichols	20	10	10		
Steven Baggio	40	10	10	20	2nd Wiffle Ball
Jason Boettcher	20	10	10		
Mike Kosteki	40	10	10	20	2nd Wiffle Ball
Dan Nosek	20	10	10		
Mick Pfeiffer	20	10	10		
Bob Mosinski	20	10	10		
Dan Farina	10	10			
David Cotton	10	10			
Tim Froelich	10	10			
Bill Froelich	10	10			
Mark Froelich	10	10			
Adil Saioud	10	10			

Jason Boettcher and the Fun Fly Committee



Fun Fly Committee



Annual Barnstormers Contest

September brings us to our annual contest against the Barnstormers. This event has been held for many years now. Each year one club hosts the event and the other club decides on the actual contest. This year, since we are the hosting club, the Barnstormers get to select the event which is going to be the **Wiffle Ball Spot Landing**. This is the same event we practiced at the August Fun-Fly. The date is **Sunday September 16th**. There is no rain out date. Please sign in when you arrive. Competition will start as soon as the pilots are ready, at approximately 10:00a.m., with practice before and open flying afterwards.

The winning club is determined by total of the best five scores from each club. So everyone is encouraged to participate. So you don't need to worry about scoring badly and bringing down the club average since we don't use averages. The more people who participate, the more scores we have to choose from. For this event we also structure the club points a little differently. Instead of the usual ten points for attendance, this event earns 25 points for attendance and an additional 25 points for competing in the event. That's right, 50 points for this event. In addition to the competition between clubs, the top five flyers from each club will fly a second round of competition, with prizes being awarded to the winners. We're trying to get the dog lot again for additional parking. More news on the parking as it becomes available. Did I mention lunch? If not, then I'll mention it now. Lunch will be served to all who attend.

Wiffle Ball Spot Landing

Using the cross-painted on the runway as the center point, we will draw a 6' diameter circle, a 12' diameter circle and a 24' diameter circle. These will be the scoring circles for the Wiffle Ball. For the landing circle we will mark off two 10' diameter circles at each end of the runway.

Each pilot will receive a Wiffle Ball attached to a 30' piece of kite string. The pilot then attaches the Wiffle Ball to his model so that the ball trails freely behind the model. The object of the contest is to spot land (or touch) the Wiffle Ball to the ground within one of the scoring circles. Additional scoring points will be awarded for landing the aircraft within the landing circle and keeping the engine running after landing.

After take off each pilot will complete one circuit of the field to demonstrate he can control his aircraft with the ball attached. When ready, he will call "Starting my pass". Once he calls this, he is committed to four passes down the runway. Three passes at the scoring rings and one pass at the spot-landing circle. Once he starts, whether he pulls up, hits the mark or just flies off that will be counted as one pass. The scoring pass ends when the Wiffle ball passes the target circle. You cannot come back or hover to score. Each pilot is allowed three scoring passes.

To score points the Wiffle Ball must touch the ground. The ball is scored where it first touches the ground. After the third scoring pass, the next pass must be for the spot landing. To score spot landing points at least one wheel of the main gear's first touch must be within the circle. If he misses on this pass he cannot go around and try again. On landing, either within or outside of the landing box, keeping the engine running will score additional points. For electrics the judges will determine if the "engine running" points will be awarded

Scoring will be: 10 points for a ball touch in the 6' circle, 7 points for ball touch in the 12' circle, 5 points for a ball touch in the outer circle, 3 points for a touch on the runway and 1 point for a touch on the field. Landing within the box will score 3 points and keeping the engine running will score another 3 points. A perfect score would be 36 points. Three touches in the center circle for 30 points, 3 points for landing in the box and an additional 3 points for keeping the engine running.

Larry Dudkowski and The Fun-Fly Committee



Fun Fly Committee



Prop Master Annual Family Picnic

Mark your calendar for **Sunday September 23rd**. This is the date of the annual Prop Master Family Picnic. The family picnic takes the place of the monthly Fun-Fly. The idea is to bring your family out to the field and spend the day together. Show them what Dad does when he runs out of the house on Sunday mornings. There is open flying all day. We will have buddy-boxes and instructors available if any of your family members want to take a test flight.

Lunch will be served starting about 11:30. There is no charge for the picnic. The club will provide food and drink. The menu is typical picnic fare, Hot Dogs and Hamburgers, fixings, potato salad, coleslaw, chips and pop. If you would like to bring a dish to share, feel free.

If you need something special grilled, like chicken or ??, bring it along and let either Bob or I know so that we can allow time and space for cooking it.

The Picnic Committee

Larry Dudkowski and Bob Mosinski



Trimming from the Ground Up By Joe Bartek



The outline below is a summary of the article by Dean Pappas in the August 2006 issue of Model Aviation. It is the second of a three part Series I used to set up my .60 sized trainer. The first article gave the general strategy, and the last two some specifics.

Keeping aircraft under control on takeoff

This requires limiting the range of nose wheel steering and compensation for propeller blast (“torque”) by using right thrust. Before any test – trim to fly straight and level at cruise throttle.

Performing Right Thrust Check to compensate for propeller blast/torque.

- 1 degree = 3/16 inch variation between distance from tips of 12 inch prop to tail post
- 2-3 degrees is usually enough to prevent veering left on take off.
- Make a steep climb under full power either into the wind or straight down wind, if the plane pulls to the left add more right thrust.

Limit front wheel steering throw, put the steering control rod end in the closest hole to the servo axis.

- Leave the rudder control rod end in the farthest hole.
- A turning radius near 15 feet with full rudder is best.
- Adjust nose up or nose down stance to get only zero to 3 degrees positive wing incidence resulting in less elevator travel and ground speed needed to break ground.

Make sure CG is positioned properly

- Nose heavy: needs too much elevator to take off.
- Tail heavy: steep climb out and pilot induced oscillation or snap roll.

Keeping control on landing – when engine speed is lower

- Center front tire across the nose strut to prevent side forces on tire rolling ahead.
- Limit springiness of landing gear struts to prevent bounce, replace with beefier aluminum unit if necessary.
- Limit load on nose gear by adjusting fore and aft location of main gear resulting in less bounce if load on nose wheel is low when tank is empty.



Hints Information, Tips and Stuff By Larry Dudkowski



I'm writing this in time for the fall and winter swap season. Generally the swap meet season begins in September and lasts until early spring. I believe the last one in our area is usually in April. Two of the bigger events are held at the DuPage County fairgrounds. Your best bet is to check the AMA magazine. Look towards the back under the non-flying events. These are listed in order by state and by date within the state. But I'll bet you're asking, "Why go to a swap meet?" Well there are several reasons.

It's fun, especially if you go with friends. The last few years Bob and I have gone to most of the area swap meets to run the club table. But we do get a chance to walk around, check out the stuff and compare notes. Also it's nice to have some one to ask, "What to YOU think its worth?" or to talk you into or out of buying something. We usually stop for breakfast; after all we need to fortify ourselves for that long day of selling. It's just a nice way to spend a Saturday morning. You may pick up a bargain. You just might find that dream plane you've been looking for and at a bargain price. Or you may talk the owner into selling it for a bargain price. You might find that extra receiver you've been looking for or some servos or a new engine or a good used one. You just never know what's available until you look. Now don't get the idea that everything at a swap meet is used. Generally there's a good mix of new and used stuff.

You can make some cash. For some events you need to call and reserve a table. At others you can buy a table at the door. There is a small fee per table but that usually includes the entry fee for you and a helper. There's an advantage in being a seller. The sellers are usually let in an hour before anyone else to set up. So you get to see the merchandize before the normal crowd. I've bought and sold many an item before the doors even open. But don't expect to make a killing. Remember, like you, the buyers are looking for bargains.

Now if you don't feel like going though the hassle of selling your stuff, you can always donate your no longer needed equipment to either Bob Mosinski or me. Remember we're the "Fund Raising" Committee. We take your items and sell them at the local swap meets. Whatever profit we make from the sales goes into the club treasury.

Never been to a swap meet? Here's what I do. I walk through the whole meet from beginning to end, just to see what is available. Remember, you don't have to buy the first thing that grabs you. You never know that very same item may be available at another table, for a better price. Tour the whole meet first. Don't worry about something being sold before you get back. "If it's gone when you come back, it just wasn't meant for you to have it". That's a Bob Mosinski quote. But if you just "GOTTA HAVE IT". Then you'd better buy it when you see it. But beware of "Buyers Remorse". That's the feeling you get just after you bought that "GOTTA HAVE IT" item and realize that you really didn't "GOTTA HAVE IT" after all. P.S. Swap meet sales are usually final.

Worried about getting gripped off? I have gotten burned really only once at a swap meet, that was when I first got into the hobby. I bought a used engine for about \$50 and never got it to run right. But at the time a new engine went for \$150. Don't get me wrong. I'm not saying that the sellers are out to cheat you, but they ARE trying to sell their stuff. So let the buyer beware. That's also a good reason to go with some one, especially if he is more experienced. Generally I try to stay away from expensive electrical items, unless they're new. Transmitters, receivers and servos are OK, if the price is right. Most manufactures will check these out for about \$10. Don't be afraid to ask questions and use common sense.

Here are some thoughts on dealing with the non-professional seller. As a general rule, for used equipment and aircraft, the price is negotiable. Feel free to bargain. The later in the day it gets, the cheaper things become. Most sellers don't want to take their stuff home. There is no inventory. If someone else buys that model you've been looking at, that's it, it's gone.

So take some time this fall and hit one of the area swap meets. You'll have fun and may pick up a bargain too. And don't forget that Bob and I are looking for those "Club Table" donations.

Fly Smart and Fly Safe, Larry Dudkowski

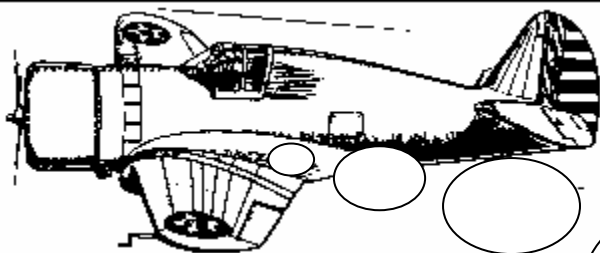
Visit the Prop Masters R/C Club Web Site at <http://www.propmastersrc.org/>

PLANE TALK

Prop Masters R/C Club NEWSLETTER

2520 College Rd.

Downers Grove, IL 60516



**Next Meeting: Sept. 12, 2007 @ 7:30p.m.
Barnstormers Wiffle Ball Contest Sept.16,
2007**

Annual Family Picnic Sept. 23, 2007

