



PLANE TALK



PROP MASTERS R/C NEWSLETTER

AMA CHARTER # 397

NOVEMBER 2009

Club Officers:

President: *Bob Mosinski*

630-229-6702

Vice President: *Tom*

Camp

630-305-9422

Treasurer: *Marv Luebbert*

630-420-7499

Secretary: *Dave Cotton*

630-637-0354

Safety Officer: *Fred Page*

847-715-9863

Fun Fly Committee:

Jason Boettcher

(Director)

630-892-4738

Larry Dudkowski

Doug Vallee

Dave Carlson

Blee Nichols

Publicity Director:

Harlan Davis

630-420-1076

Nominating Committee:

Rich Schaeffer (Chair)

Forest Preserve

Relations:

Bob Mosinski

630-820-3202

Flying Instructors:

Ivan Cankov (Chief

Instructor)

630-236-5642

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: *Dave Carlson*

Newsletter:

Ray Luchetti (Editor)

Our last meeting was a blast! Not only did we get to see our V.P. Tom Camp, as usual he helped to bring the "meeting ribbing" to a new level. We all were introduced to Ryan McGuire the most enthusiastic young flyer who came to visit us with his Mom. He has been flying with some of our "seasoned" club members at the field and told us all about it. I can't tell you how much he re-energized me about our hobby and our club. Seeing him stand up so proudly to show us his Super Cub EP plane was a joy. I remember the first meeting I attended at 13 with my Dad and I am sure it was very similar. I know we will all do our best to encourage and help this young man create and fulfill his flying dreams that will last him a lifetime.

We will be finalizing the ballots for club positions and filling some critical club committee posts. Please make yourself known if you wish to take on these positions. I want to again thank Marv Luebbert for his dedication as club treasurer for the past 15+ years. Marv was awarded a much deserved gift card for a nice dinner out, certificate of appreciation and a new club hat.

I also want to thank Scott Olef as he has decided to step down as Raffle Chairman. Scott has done a fantastic job over the past few years keeping the monthly club raffle rolling along. Scott took on the challenge of introducing electric planes and equipment to a diehard nitro club and won. There are more guys flying electric planes than ever before in our club and I know Scott was a big contributor to this cause. Thank You Scott!

The November's meeting will be our last at Dean's Dugout so make sure to thank Dean for his hospitality. We are leaving Dean's simply because we have outgrown the space, which is a great problem to have as a club. We have contracted with the Judd Kendall VFW Post 3873 hall in Naperville www.napervfw3873.org for our new meeting location. We will switch to this new location starting in December 2009. **Mark your calendar for Tuesday, December 29th** for our meeting and annual Christmas Auction.

Fly safe, and HAVE FUN!

Regards, The Pres





Financial Report

By Marv Luebbert



Financial Report November 1, 2009

| Field Fund | | Operating Fund | |
|--------------------------|-------------|--------------------------|-------------|
| Balance October 1, 2009 | \$ 2,799.31 | Balance October 1, 2009 | \$ 1,623.85 |
| One (1) New Member | 65.00 | Income | |
| | | Dues | 30.00 |
| | | Swap Meet | 220.00 |
| Balance November 1, 2009 | \$ 2,864.31 | Total Income | 250.00 |
| | | Total cash available | \$ 1,873.85 |
| | | Expenses | |
| | | Website Registration | -9.80 |
| | | Auction Purchases | -677.45 |
| | | Total Expenses | -687.25 |
| | | Balance November 1, 2009 | \$ 1,186.60 |

Newsletter Contributions

Send articles or pictures of interest to the club to:

newsletter2009@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 - October 14, 2009

Opening:

The meeting, held at Dean's Dugout, started at 7:30 pm and ended at 8:50 pm. The September meeting minutes were approved as published and September's Treasury Report was approved as presented at the meeting and published in the Newsletter.

Committee

Reports:

| | |
|-----------------|---|
| Newsletter | Ray Luchetti mentioned that since the October meeting falls late in the month, he would appreciate it if everyone would submit their newsletter articles as soon as possible. |
| Safety | Bob Mosinski mentioned that Fred Page was stepping down from his position as Safety Officer due to other commitments and asked if anyone was interested in this position. Dave Carlson stated that he would be willing to assume the Safety Officer's position being vacated by Fred. |
| Fun Fly | Jason Boettcher stated that this Sunday October 18 th is "Qualification Sunday". Jason explained that double points will be awarded to all pilots that move up in a class and that an instructor must be present while performing the maneuvers. Dave Carlson presented Ivan Cankov with the Top Gun hat for this year's Combat Competition. Congrats to Ivan! |
| Forest Preserve | Nothing new to report from Bob Mosinski. Joe Bartek mentioned that he is working with the Forest Preserve District for permission to fly in an open field near the newly acquired St. James Farm. |
| Website | Dave Carlson reported that the website has been updated to include the revised membership form. It was discussed that we should add membership photos back on the website. Ray Luchetti mentioned that he would take member's pictures at future meetings so they could be added to the website. |
| Library | Dave Carlson stated that both simulators are back and available, see him if you're interested in renting one. |
| Instruction | Ivan Cankov congratulated Jack Macpherson and John Totten for soloing and presented them with certificates. |
| Fundraising | Larry Dudkowski urged the membership to see either him or Bob to donate unwanted "stuff" to be sold at upcoming swap meets. This is great source of funds for the club. |
| Publicity | Harlan Davis stated that he will replace all of the flyers at the local hobby shops with revised flyers that include information about our new meeting location and revised meeting date schedule. The first meeting at the VFW Hall in downtown Naperville will be held on December 29 th |
| Picnic | Everyone agreed that this year's picnic was a great success. |
| Nomination | Bob Mosinski announced that after more than 15 years of service Marv Luebbert will be stepping down as treasurer. |
| Air Show | No report. |

Old Business:

Bob Mosinski stated that the picnic turned out well (the burgers, dogs and fixings were great) and thanked grill master Larry Dudkowski and everyone else for their help in making it success.

New Business:

On behalf of all members, Bob Mosinski presented Marv Luebbert with a Certificate of Appreciation and gift card in recognition of serving as Club Treasurer for 15+ years. Bob thanked Marv for his efforts and stated that he has done an excellent job of managing the club's finances.



Meeting Minutes By Dave Cotton



Mel Ziska mentioned that he had been contacted by a teacher to do a demo for a 6th grade class at a school located west of St. Charles. With some help, Mel performed the demo to over 350 students flying electric planes in a section of the school's parking lot. The students also built Delta Darts and launched rockets. Mel stated that it was great fun.

Members were reminded about the upcoming Hobby Show at the Rosemont Convention Center on the 24th and 25th of October. Don't forget to go and pick out your new model.

New Members & Guests:

Thanks to Chris (1), Chris (2), Craig, Joel and Ryan for coming to the meeting and checking us out.

Lost Horizons:

The SAD Award was contested by the following parties: Ivan Cankov (AGAIN) with two crashes – where the heck does he get all of the planes from?; Mike's fly away; Rich Schaeffer – how high and "Desire to Aspire". And the winner was Rich Schaeffer and now he has a nice cup for his coffee. ☹

Show and Tell: (See photo section)

| | |
|--------------|---|
| Dave Carlson | Giles 202by Great Planes in white, red, orange, yellow with a 160 size motor. |
| Ivan Cankov | Rebuilt Shoestring by Great Planes in yellow and orange with a 60 size motor. |
| Bill Hickey | Cub by CMP Models with a 120 size engine and double doors. Of course it was Cub yellow. |
| Dave Engel | Partially complete JN-40 Jenny by Maxford with a CRRC 50 gasser in a yellow color scheme. |
| Ryan McGuire | Electric powered Super Cub by Park Zone. |
| Tom Camp | Extra 300 S by Sea Gull Models with a 72 size engine, in blue, red and white colors. |
| Harlan Davis | Semi scale Decathlon ARF in yellow and blue. |
| Mick Pfeifer | Aero Sport 25 kit by Midwest with a 25 size engine in yellow and green. |
| Dave Cotton | Purple Extra by World Models with a 100 size motor. |

Raffle:

Blee Nichols handled the raffle which consisted of fuel, Cherokee ARF, OS 46 engine, Ultra Tote, and several choices of glue.

Closing:

The next meeting will be held at Dean's Dugout at 7:30pm on November 11, 2009.



October 14th. Meeting Photos By Ray Luchetti



Harlan Davis – Semi Scale Decathlon



Mick Pfeifer – Aero Sport 25 by Midwest



Ivan Cankov – Shoestring by Great Planes



Dave Cotton – Extra by World Models



Dave Carlson – Giles 202 by Great Planes



Tom Camp – Extra 300 by Sea Gull



Bill Hickey – Cub by CMP Models



Dave Engel – JN-40 Jenny by Maxford



Ryan McGuire – Super Cub by Park Zone
(Check out the band aid used to repair the wing strut)



October 14th. Meeting Photos By Ray Luchetti



Bob Mosinski presents a certificate of appreciation and gift card to Marv Luebbert for serving as our club's treasurer for over 15 years.



Thanks Marv!



Fun Fly Committee



Qualification Sunday

(Report by Jason Boettcher)

On Sunday, October 18th, we held our annual Qualification Sunday Fun-Fly. Fortunately Mother Nature was on our side since we enjoyed a sunny day with slight to moderate breezes.

Dave Carlson was our acting club instructor and signed off on each pilot's maneuver sheet when they advanced to the next class. Dave also helped run the event.

We all had lots of fun prodding fellow members to earn more points by trying new maneuvers. Also we are happy to report that nobody lost or damaged their plane during the event! And no one got disqualified for flight line violations this month; we will continue to be strict with this rule, so let's keep it safe.

Ray Luchetti, Dave Carlson, Jason Boettcher, Vic Miller, and Hank Bourassa moved up in their pilot class this year. Bill Froelich helped his son Mark who was able to complete an impressive amount of maneuvers! Prepare yourselves to get beat by this youngster in the not-so-distant future!

"The Daves" snuck up behind Vic Miller shortly after he took off and called for him. Vic was able to complete every maneuver, now his skills are officially Expert level. I heard Dave Cotton is selling Vic's points for 50 cents on the dollar...

| NAME | Total Points Earned | Attend | Fly | Scoring Points | Comments |
|-----------------|---------------------|--------|-----|----------------|---------------------------------|
| Ray Luchetti | 165 | 10 | 10 | 145 | Moved from Unranked to Novice |
| Jack Macpherson | 115 | 10 | 10 | 95 | Moved to Beginner Solo |
| Mark Froelich | 85 | 10 | 10 | 65 | |
| Bill Froelich | 45 | 10 | 10 | 25 | |
| Bob Mosinski | 70 | 10 | 10 | 50 | |
| Bill Barclay | 45 | 10 | 10 | 25 | |
| Dave Carlson | 155 | 10 | 10 | 135 | Moved from Advanced to Expert |
| Bill Hickey | 80 | 10 | 10 | 60 | |
| Ed Slanina | 70 | 10 | 10 | 50 | |
| Dave Engel | 50 | 10 | 10 | 30 | |
| Jason Boettcher | 155 | 10 | 10 | 135 | Moved from Advanced to Expert |
| Andy Widlacki | 75 | 10 | 10 | 55 | |
| Vic Miller | 360 | 10 | 10 | 340 | Moved from Unranked to Expert |
| Hank Bourassa | 305 | 10 | 10 | 285 | Moved from Unranked to Advanced |
| Jim Lang | 10 | 10 | | | |



Fun Fly Committee



Dave Carlson sets Ray Luchetti up with starter fluid. (Avoid that ether "buzz".)



Father and Son, Bill and Mark Froelich.

November Fun-Fly

As winter rolls in, it brings us to our final fun fly of the season which is the Mystery Contest scheduled for November 15th. Since this event is a mystery contest all we can say is you'll need an airplane with landing gear.

Here's how it works. We all show up at the field on a freezing cold day to fly an event thought up in Dave Carlson's twisted little head.

Rules: Dave will make them up at some point before the event, (we hope).

Scoring: He'll make this up too, (probably).

We would love to tell you more but then it wouldn't be a mystery!

Have Fun, Dave Carlson

The Fun-Fly Committee



Hints Information, Tips and Stuff

By Larry Dudkowski



Well it's that time of the year again, well almost. What time of the year is it you ask? Well it's time to pack up most, if not all, of our gas or glow fueled models for the winter. How we do this depends on if we want to fly that model with the same engine again next year or not. If you don't take the time to "winterize" your models now, they may not be ready to take to the skies again in the spring. Take it from a guy who knows, take some time and "winterize" that model, especially the engine.

Now I can only speak to the glow-fueled portion of the audience. All of my 'wet' models are glow fueled. I don't own any gas engines. But a few years ago I lost an OS .46 FX to the elements. I just kept putting off winterizing the engine and putting it off and putting it off. Pretty soon it was flying season again. Great, time to get flying. Turns out I didn't need to winterize the engine after all. I was like the guy who never takes down his Christmas lights, pretty soon its Christmas time again and the lights are back in season. I didn't need to take them down after all.

Well in the real world that's not how it works. For most of 2007 I flew my Hangar-9 Twist. It fit neatly in my trunk, I didn't have to take the wing off, and there was room for my flight box. It was just plain easy. In preparation for my first outing with the Twist, I cycled the batteries, checked that the screws were tight and that everything was in order. I got to the field, performed a range check, fueled the model, and started the engine. When the engine started I heard a loud clicking sound. But other than that everything seemed OK. I taxied out to the runway to start my take off run when the engine suddenly quit. Oh well, first flight of the New Year, can't expect everything to work perfectly. I picked up the model and walked back to the pits. I anchored down the model, attached the glow driver and hit it with the starter. Nothing. The prop wouldn't turn. In fact the engine was locked up tight. I went home and a few days later I sent the engine back to Hobby Services for repair. I got a letter back from them saying that the engine was shot, the bearings had rusted but they would give me a discount on a new engine. So I paid the \$80 and got a new one. But what happened? Perhaps I did need to do something before putting the model away for the winter instead of just letting it sit on the basement floor.

Well experience being the best, if not most expensive; teacher here's what I do now. First after every flying session, I pump out any remaining fuel from the tank. This was something that I had failed to do before, I always meant to do it when I got home, but usually forgot. Next I start up the engine and run it until it runs dry and stops from the lack of fuel. This was something I used to do but somehow I just got out of the habit. Emptying the tank and running out the fuel is something that should be done after every flying session.

Now, before putting a model away for the winter I winterize it. First I remove the wing and place it in a bubble wrap bag that I made. I have one of these bags for each wing. Now for the engine, first I remove the glow plug and pour some after-run oil directly into the cylinder, then turn the engine over several times. Next I open the throttle, pour in more after-run oil and turn the engine over again, I then replace the glow plug and just tighten it snugly. Next I remove the spinner and loosen the prop nut and washer. I replace the spinner but do not tighten it. (I don't want to forget that the prop is loose next year). Finally using a large zip-lock baggie I cover the engine and prop sliding the bag towards the fuselage as far as it will go. Finally I zip the bag shut and add a rubber band to complete the process. The important part here is to make sure that all of the fuel is burned. It's my understanding that it's the fuel which attracts the moisture causing the bearings to rust. I also store the fuselages on shelves in the basement so that they are not on the floor. I think that helps too.

Well this is almost the last HINTS article for 2009, just one more and we're into 2010. Don't forget the "2010 Polar Bear" Fun-Fly. Remember that's the Fun-Fly we hold on New Year's Day morning. Just to get the new flying season off to, pardon the pun, a flying start. I'm looking forward to all the new stuff in 2010



Hints Information, Tips and Stuff

By Larry Dudkowski



2009 CLUB CALENDAR

| Monthly Meeting | Fun Fly Date | Fun Fly Event |
|--|---------------------------|--|
| November 11 th | November 15 th | Mystery Contest |
| December 29 th (Annual Christmas Auction) held at the new Naperville VFW Post 3873 location | | No Fun Fly – Merry Christmas & Happy New Year! |

2010 CLUB CALENDAR (Preliminary)

| Monthly Meeting | Fun Fly Date | Fun Fly Event | Notes |
|---|----------------------------|--|--|
| | January 1 st | Annual Polar Bear Club Event 9:00 am | |
| January 26 th | | Virtual Fun Fly at the meeting | |
| | January 31 st | Fun Fly #1 | |
| February 23 rd (Flight Box Beauty Contest) | February 28 th | Fun Fly #2 | |
| March 30 th | April 4 th | Fun Fly #3 | |
| April 27 th | May 2 nd | Fun Fly #4 | |
| May 25 th | June 6 th | Fun Fly #5 | Fun Fly moved one week later due to Memorial Day Holiday |
| June 22 nd (Annual Beauty Contest) | June 27 th | Fun Fly #6 | Monthly meeting moved one week earlier due to VFW Hall conflict. |
| July 27 th | August 1 st | Fun Fly #7 | |
| August 31 st | September 12 th | Fun Fly # 8 Annual Contest with the Barnstormers | Fun Fly moved one week later due to Labor Day Holiday |
| | September 19 th | Annual Prop Masters Club Picnic | |
| September 28 th | October 3 rd | Fun Fly #9 | |
| October 26 th | October 31 st | Fun Fly #10 | |
| November 30 th | December 5 th | Fun Fly #11 | |
| December 28 th (Annual Christmas Auction) | | No Fun Fly – Merry Christmas & Happy New Year! | |

Fly Smart, Fly Safe, Larry Dudkowski



Ganagobie at EAA AirVenture Museum

By Joe Bartek



On my recent trip to the EAA AirVenture Museum in Oshkosh, I found a plane that could be a subject for a quarter scale model not much bigger than a trainer, wing span nearly 6 ft, and well suited to the size of the Springbrook Prairie Flying field we use. An IMAA legal “giant” plane would be about 30% scale. I found the Ganagobie suspended in a hangar at the Pioneer Airport. I was familiar with the design, since a Peanut Scale (13” span) kit is available from Peck Polymers. I picked it out as a raffle prize at the Bong Eagles free flight meet this July and finished it recently. The Peck plans would need to be expanded about 5.5 times. The full scale fuselage is covered with plywood in a natural finish, which would be easy to duplicate in quarter scale. The original wing is fabric covered, with wood ribs and spar. While a good .46 sized Glow motor would probably pull the quarter scale version around in scale fashion, it might also accept a .72 sized 4-Stroke, to give it a more realistic sound. Wing loading would be 20 oz/sq. ft. at nearly 7 lb. gross wt for quarter scale. The Peanut Scale one weighs 10 grams.

William and James Lobet of Lille, France designed and built the prototype Ganagobie which was powered by a 1930 Clerget engine of 16 hp. Their goal was to produce a small, inexpensive, easy-to-build wood and fabric airplane that could carry one person aloft with minimum power. The Lobet brothers chose the unusual diamond cross-cut fuselage because it gave the pilot adequate room while allowing light, simple construction.

In 1955, a Canadian aeronautical engineer, Gorge Jacquemin, enlarged the design to accommodate the surplus target drone McCullough engines and larger pilots. Plans for the Ganagobie were distributed by Falconar Aircraft based in Edmonton, Alberta, Canada. Hayden L. Shafor acquired a set of the enlarged plans and built his own Ganagobie, which he flew for the first time in 1980. Hayden Shafor donated his Ganagobie to the EAA AirVenture Museum in 1981.
<http://museum.eaa.org/collection/aircraft/Lobet-Shafor%20Ganagobie.asp#TopOfPage>

An impressive video of a more recent Ganagobie from New Zealand, with wing tip plates and a 360 degree vision cockpit is available on YouTube. You can find it by searching for Lobet Ganagobie on the Web, or use the following AOL Video URL (<http://video.aol.com/video-detail/the-lobet-ganagobie-full-size-or-model-you-decide/3808114589>). Plans for the full size version are available from New Zealand (<http://lobetganagobie.homestead.com/Index.html>)



Peck Polymers Ganagobie

| | |
|--------------|-----------------------|
| Wing Span | 23 ft. 9 inches |
| Length | 16 ft. 3 inches |
| Height | 6 ft. |
| Wing Area | 88 sq. ft. |
| Empty Weight | 470 lbs. |
| Gross Weight | 710 lbs. |
| Max. Speed | 88 mph. |
| Cruise Speed | 80 mph. |
| Engine | 48 hp. Nelson H-63-CP |

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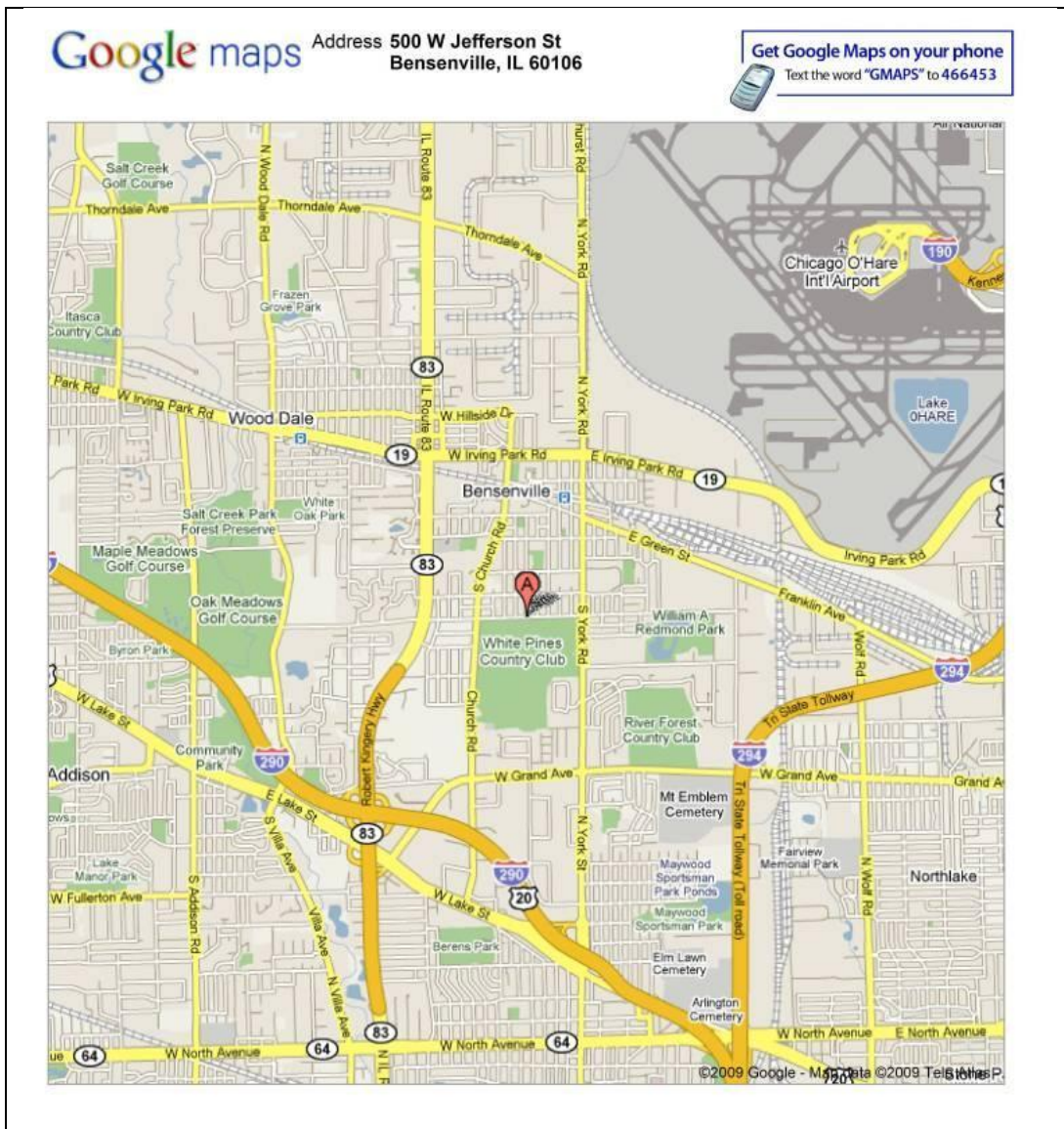


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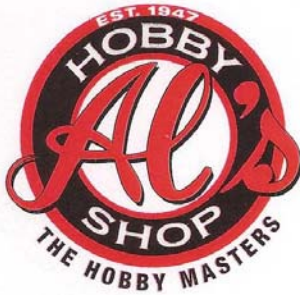
From Interstate 290, exit north on Route 83 to the first stoplight (Third Avenue).
Turn right (east) two stop signs to course.

From Kennedy (I-90), travel towards O'Hare Airport and turn south on Mannheim Rd.
Turn right (West) on Irving Park Rd. 3 miles to York Rd. Turn left (south) on
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Visit the Prop Masters R/C Club Web Site at <http://www.propmastersrc.org>

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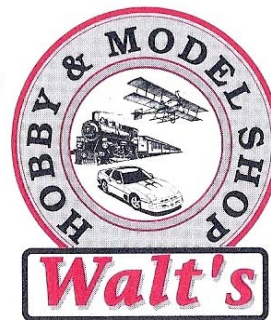


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Next Meeting: November 11th @ 7:30 p.m.
at Dean's Dugout.

Fun Fly: November 15th - Mystery Contest