



PLANE TALK



PROP MASTERS R/C NEWSLETTER

AMA CHARTER # 397

FEBRUARY 2009

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*

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)

Ed Calahan (Circulation)

The daylight is lasting longer and the calendar pages keep turning, not much longer boys, spring is coming. You should be at the final sanding and prepping for covering or painting of that winter project by now. Or you have just finished that ARF and have only to throw away the box and the instruction manual written in Chinese, if it even had one.

I thought our 1st annual Real Flight G4.5 simulator fun fly went fantastic. Except for a little yanking of the USB controller causing a reboot, it worked out just as I planned. I got a lot of compliments requesting to do it again, so I think we might have to make this a regular in the fun fly rotation. Especially when the temperature is in negative numbers and the path has 3 feet of snow on it. All classes flew, and at times it felt like we were all at a hockey game and the final slap shot just missed an open net. WOO UHH OHHH! Thanks to all that stayed to help me tear down the equipment. What a blast!

Have you paid your club dues yet? The February meeting is when the Extra 300 will be raffled off and the one way you get entered is to have paid your dues by the time I pick the winning ticket at the meeting. You need not be present so send your dues into Marv with the enclosed membership form so Marv receives it no later than 2/11. As of this letter only 43 out of 97 members have paid, so the odds are looking good. And if you are thinking about joining, now is the time!

Once again I am pleased with the open generosity our members display. In particular the last meeting, when Ivan Cankov presented a donated Super Sportster 40 MKII ARF complete with engine to father and son, Kip & Will Irle. Minutes later, Scott Olef wins a plane in our monthly raffle and quickly presents it to father and son, Bill & Mark Froelich. Not only are these acts of generosity met with smiling faces, they create fond memories for the youngsters that they will cherish for the rest of their lives. Way to go men! My hat is off to you...

Remember to make a pass through the shop and your junk drawers. Donate all the clutter and stuff to the club swap table. Bring it to the February meeting and get 25 points. Larry and I will be doing our best to bring home the "bacon" at the FVAC Annual Swap Show on February 21st at the Kane County Fairgrounds. Hope to see you there!

Keep those members that are on the mend and those fighting in your thoughts and prayers. Be safe, I want to see you all at the field come spring.

Regards, The Pres





Polar Bear Club Report

by Bob Mosinski



27 die hard or should I say knuckle headed club members including yours truly showed up to fly January 1st, 2009. Electrics have become the cold weather plane of choice to get up, fly, land, and head for heat. Bill & Mac Barclay, Ivan Cankov, Dave Engel, Mick Pfeifer and Craig & Mike Vander Kolk sacrificed the feeling in their fingers and flew nitro.

As to be expected it was cold with a nice crosswind out of the South, which is typical for fun flies most of the year. Getting to the field early was Scott and Jacob Olef. Jacob was "First to Fly" which makes it two years in a row for him. Rich Schaeffer was unfortunately the first crash of the year sticking his Stryker nose straight into the field just past the runway. There were a few other mishaps, and Jason Boettcher's flight lasted about half a second, ending in a spectacular foamy explosion. This event is becoming a popular rite of passage for all. I've been amazed two years in a row with the turn-out and look forward to freezing my "spinner" off next year with everyone.

The point awards were as follows:

Name	Attend	Fly	Spec. Pts.	Comment
Barclay, Mac	25	25	10	Nitro
Barclay, Bill	25	25	10	Nitro
Bock, Paul	25	25		
Boettcher, Jason	25	25		
Camp, Tom	25	25		
Cankov, Ivan	25	25	10	Nitro
Carlson, Dave	25	25		
Dribinsky, Alex	25	25		
Dudkowski, Larry	25	25		
Engel, Dave	25	25	10	Nitro
Froelich, Bill	25			
Froelich, Mark	25			
Hickey, Bill	25	25		
Katz, Rob	25			

Name	Attend	Fly	Spec. Pts.	Comment
Lang, Jim	25	25		
Luebbert, Marv	25	25		
Mosinski, Bob	25	25		
Nichols, Zachary	25	25		
Nichols, Blee	25	25		
Nosek, Dan	25	25		
Olef, Scott	25	25		
Olef, Jacob	25	25	25	First Flight
Pfeifer, Mick	25	25	10	Nitro
Schaeffer, Rich	25	25	25	First Crash
Slanina, Ed	25	25		
Vander Kolk, Craig	25	25	10	Nitro
Vander Kolk, Mike	25	25	10	Nitro
Widlacki, Andy	25	25		



Now that's another way to get the battery out quick.



Financial Report

By Marv Luebbert



Financial Report February 1, 2009

Field Fund		Operating Fund	
Balance January 1, 2009	\$ 2,819.31	Balance January 1, 2009	\$ 253.23
One new member @ \$65	65.00	Income	
		Dues	1,140.00
		Hat Sales	40.00
Balance February 1, 2009	\$ 2,884.31	Total Income	1,180.00
		Total cash available	\$ 1,433.23
		Expenses	
		Room Rent	-605.00
		Total Expenses	-605.00
		Balance February 1, 2009	\$ 828.23

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.

DUES ARE DUE

Thanks to all of the members that have already paid their dues. For those who have not, please use the attached membership form and either mail the form together with your payment to me or bring the form and your payment to the February 11th meeting. Individual dues are \$30 and a family membership is \$45. Please note that if you joined the club in the last quarter of 2008 your dues carry over into 2009 and no additional payment is required. Remember, as an added incentive to pay your dues timely, if your dues are paid by the February meeting, your name will be entered in a drawing for an Extra 300 ARF. While you have your checkbook out don't forget to renew your Du Page County Permit.



Meeting Minutes By Dave Cotton



Meeting minutes, January 14, 2009

Opening:

The meeting began at 7:35 p.m. and ended at 9:00 p.m. at Dean's Dugout. The December Minutes were approved as published and December's Annual Treasury Report was approved as presented at the meeting and published in the newsletter.

Committee

Reports:

Newsletter	Nothing new to report.
Safety	No report.
Fun Fly	Jason Boettcher recommended that due to weather and field conditions the Fun Fly event scheduled for Sunday January 18 th should be cancelled. The membership voted to postpone the event.
Forest Preserve	Bob Mosinski stated as is typical for this time of year, the field is frozen over.
Website	Nothing new to report.
Library	Dave Carlson mentioned that the simulator is back and available for rental.
Instruction	Nothing new to report.
Fundraising	Larry Dudkowski stated that the next swap meet, hosted by the Fox Valley Aero Club, will be held at the Kane County Fair Grounds in the old 4H building on February 21 st . Larry urged everyone to donate their unwanted stuff since this is an important source of revenue for our club.
Publicity	It was announced that Harlan Davis will Chair this Committee.
Picnic	No report.
Nomination	No report.
Air Show	No report.

Old Business:

The Polar Bear Club met on New Year's Day. See Bob Mosinski for your patch at our next meeting.

New Business:

Larry Dudkowski cautioned everyone who may renew their Du Page Country permit by fax to watch for unauthorized charges on their credit card. Larry noticed a bogus charge of \$800 on his card which was reversed after he contacted his credit card company.

New Members & Guests:

None.

Lost Horizons:

The SAD patch was not given this month – lots of crashes at the meeting Fun Fly (on the simulator) but no spare parts were collected.



Meeting Minutes By Dave Cotton



Show and Tell: (See photo section)

- Tom Camp Showed his CAP 321 manufactured by Mela Tech. The plane was built from a kit, has a 60 size motor and is covered in a blue, red, and white color scheme.
- Dave Engel T-28 ARF by BH Models powered by a 91 size motor, with tri - gear, and in red and white colors.
- Ivan Cankov Uni-jet electric powered ARF by World Models, in green, yellow and white.
- Dave Cotton Katana by China models in yellow, blue and purple with white checkers. The plane is an ARF with a 60 size motor.
- Harlan Davis Whizard by Ace with tri - gear. The plane is yellow and will be converted to electric power.

Raffle:

The raffle included a Lancair, starter, servo, RC Hobbies shirt (thanks to RC Hobbies), epoxy, and of course the glue. A separate raffle for a Twister by Multiplex was held. This raffle will be continued to next month since not enough tickets were sold.

Special meeting

Fun Fly:

Thanks to Bob Mosinski and the Fun Fly Committee, a fun fly consisting of three consecutive loops and rolls was held using a simulator. See the separate report in this issue.

Closing:

The next meeting will be at Dean's Dugout at 7:30 p.m. on February 11, 2009.



January 14th. Meeting Photos

By Ray Luchetti



Dave Engel – T28 Trojan



Harland Davis - Whizard by Ace



Tom Camp – CAP 21



Dave Cotton – Katana



Ivan Cankov – Uni - Jet



Bob Mosinski - showing us how it's done at the meeting Fun Fly

Notice the intense concentration of these three guys at the meeting Fun Fly.



Paul Bock



Dave Carlson



Dave Cotton



Fun Fly Committee



January Fun-Fly Report

Well what can I say about the January Fun-Fly; due to the weather, the snow actually, it just didn't happen. At least the "outside" Fun-Fly didn't. Everyone at the January meeting voted and it was decided to cancel the January "outdoor" Fun-Fly. The cancellation was mostly due to the amount of snow on the path going to and from the field. At the time of the meeting it was reported that there was at least eighteen inches of snow on the path and field, with more to come on Saturday. It was the general consensus that some of us 'OLD GUYS' would probably "vapor-lock" while trying to walk out to the field, so it was decided, at the meeting, to cancel the "outside" event.

You'll notice I've been using the phrase "Outside Event" well that's because this year we held an "Inside Event" at the January meeting. President Bob brought a copy of the Great Planes "Real Flight G4.5" flight simulator and a projection display. The January Fun-Fly was held at Dean's Dugout on the meeting room wall. The event was a timed loop and roll competition. Each pilot had to takeoff, perform three loops and then three rolls, in that order, that then land in the same direction he took off in. He was timed from when the mains lifted off the runway until he was back on the ground. Lowest time in each pilot class was the winner. First, second and third place finishes and points in each class were awarded as well as participation points. There were two "wild cards" in the event. First, since it was a flight simulator, several planes were selected for each class. The first pilot in each class drew from the list of planes and everyone in that class had to fly the selected aircraft. From the draw the planes flown were; the PT-40 for Beginners, Novices flew the Ultra Sport, Advanced pilots the Space Walker and Experts the electric powered Revolver. Second, there were two time penalties, a five second penalty was added for not landing back on the runway and a ten second penalty was added for crashing after completing all of the maneuvers. If you crashed before completing all of the maneuvers, you were just done.

Below are listed the pilots and their finishes and total points for the event.

Pilot Name	Pilot Class	Total Time	Total FF Points	Pilot Name	Pilot Class	Total Time	Total FF Points
Froelich, Mark	B	59.00	40	Carlson, Dave	A	34.53	40
Irle, Kip	B	79.59	30	Nichols, Blee	A	35.28	30
Nichols, Zach	B	86.05	20	Earl, Dave	A	49.68	20
Irle, Will	B		10	Boettcher, Jason	A	50.59	10
Bearasse, Hank	N	49.19	40	Vander Kolk, Craig	A	55.14	10
Froelich, Bill	N	62.71	30	Slanina, Ed	A	65.47	10
Nosek, Dan	N	70.37	20	Hickey, Bill	A	Crashed	10
Kupferer, Tom	N	75.22	10	Dudkowski, Larry	E	39.22	40
Dribinsky, Alex	N	77.00	10	Mosinski, Bob	E	43.35	30
Pfeifer, Mick	N	78.69	10	Camp, Tom	E	44.91	20
Widlacki, Andy	N	85.93	10	Cankov, Ivan	E	48.77	10
Bock, Paul	N	93.57	10	Engel, Dave	E	51.06	10
Davis, Harlan	N	97.84	10	Olef, Scott	E	58.19	10
Schaeffer, Rich	N	105.41	10	Cotton, Dave	E	61.61	10
Luchetti, Ray	N	Crashed	10	Luebbert, Marv	E	84.42	10
Beason, Jef	N	Crashed	10				



Fun Fly Committee



Since the event was being flown on a simulator, after a while the pilots began to realize that it took less time to just land anywhere or crash and take the penalty, than it did to set up and land on the runway. After all you can't re-kit a simulator model.

Larry Dudkowski and the Fun-Fly Committee

February Fun-Fly

The event this month is Mayday (aka - Can you be Hero on the Hudson?). The date of the event is Sunday Feb 15th. Please sign in when you arrive, we will start as soon as pilots are ready which should be at approximately 10:00am.

The object of Mayday is to simulate a dead stick landing. To do this you must take off and fly a rectangular pattern for a random period of time. Once the time runs out you must cut your throttle to idle and land on the runway in the same direction as your take off. If at any time, you increase your throttle your score is disallowed. This event will take a little bit of luck and a little bit of skill. For Pre-Solo pilots, an instructor can take off and land your plane but you must fly the pattern, buddy boxes are ok. Beginners will not be disqualified for using power while landing! We want you to keep your plane and have fun, there will be plenty of time to try this event without power, just keep coming to the field ...

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

Scoring is simple. You get 30 scoring points if you land on the runway and 10 scoring points if you land on the grass. You must land in the same direction of your take-off to score points. You also can earn bonus points; 10 points if you touchdown in the first half of the runway, and 10 points if you touchdown within the first quarter of the runway. If your plane bounces and becomes airborne your position will be based off your final bounce.

Maximum points would be 50. Highest total wins - 1st place 30 scoring points; 2nd 20 scoring points; 3rd 10 scoring points.

February Meeting Flight Box Beauty Contest

At the meeting on February 11th, we will hold the annual Flight Box Beauty Contest. This is your opportunity to clean up, repack and rearm those flight boxes for the upcoming flying season. So drag those "puppies" out of the basement. Let them see the light of day again. And bring them to our annual 'Flight Box Beauty Contest'. **Due to the large number of flight boxes entered each year, we suggest NOT bringing a model for Show and Tell, as generally we are EXTREEMLY tight for table space.**

Here's how it works: Bring your flight box to the monthly meeting. Enter your flight box by filling out the sign-up sheet. At that time you will receive a number that should correspond to the line you signed in on. Affix that number to your flight box and set it up on one of the tables supplied. Each member in attendance will receive a ballot. Voting on the flight boxes will be held during the break and the winner will be announced at the meeting as soon as the ballots are counted. To vote you simply examine the flight boxes and write down the number of the flight box that best fits each of the categories.

The Categories are: "Most Functional", "Best Organized", "Most Style", "Back Breaker" and "Best in Show"



Fun Fly Committee



PARTIAL 2009 CLUB CALENDAR

Monthly Meeting	Fun Fly Date	Fun Fly Event
February 11 th (Flight Box Beauty Contest)	February 15 th	Mayday
March 11 th	March 15 th	Bean Counter

Jason Boettcher and the Fun Fly Committee

Some Winter Flying

As is typical with most youngsters when Santa brought Mick Pfeifer a new tent he just could not wait to use it. So on Sunday January 11th he, Paul Bock and Harlan Davis ventured out to “Cozy Up” at the field.



I asked Harlan if he had a photo without his head being cut-off. He said “Nope! Paul is a great FBI Agent, but he isn’t much of a photographer. Of course, it was cold that day, so he might have snapped it on the down stroke”.

Ray Luchetti



Hints Information, Tips and Stuff

By Larry Dudkowski



While it's one of the last things we do when either building a model from "sticks" or snapping together an ARF, balancing the model is one of the most important steps. A lot of how your aircraft will perform depends on how you balance it. Unlike a helicopter that "beats the air into submission" an airplane is balanced on the air.

What happens if your model is out of balance? First it depends on how much out of balance it is and where. The more out of balance your model is, the more exaggerated the in-flight deflection will be. If your model is unbalanced laterally i.e. wingtip-to-wingtip, it will tend to veer to the heavy side in a climb. Loops will tend to "cork-screw", again towards the heavier side. If your model is nose heavy, higher take off and landing speeds will be required, tracking is straighter and it will be less sensitive to elevator and rudder inputs. If the plane is tail heavy, just the opposite happens, landing and take-off speeds are lower but the aircraft becomes sensitive to elevator and rudder inputs. Too tail heavy and the aircraft will become uncontrollable. (Read crash).

The easiest way to check the lateral balance (wingtip-to-wingtip) is to rest the model on the tail wheel or support the tail so that it can move freely from right to left. Loop a piece of string under the propeller shaft and lift the model by the string so that the main gear is off the ground. The wingtips should remain level. If not, add some weight to the wingtip that is lighter (the higher one). Try to add the weight as close as possible to the wingtip. The closer to the wingtip you add the weight, the less weight you will need to add. As with all aircraft, lighter is always better.

Where should your model balance? Somewhere in the instructions, usually towards the end, you will find a note or paragraph either on "Balancing" or determining the Center-of-Gravity or CG of your model. The CG is usually given as a range dimension along with a location from which to measure. For example the CG could be given as 3" - 3-1/2" from the wing's leading edge at the wing root which is where the wing meets the fuselage. The location of the measurement is extremely critical especially on a tapered wing model such as an Extra 300 or Cap 232. It is less important on a constant chord (straight) winged model such as an Avistar trainer. I balance my models in the center of the "Balance-Point". For example, if the CG is 3" - 3-1/2" from the leading edge, I'll balance at 3-1/4" from the leading edge.

You're going to need something to balance your model on. I use a Great Planes CG Machine to balance most of my models. But before I had the CG Machine, I used two full 2-liter bottles of pop to support my model. This worked fine on my straight winged trainer. Later I built a balancing stand using two 1/4 steel rods screwed into wooded blocks. Each block was glued to a plywood base. I covered the tops of the steel rods with rubber pencil erasers so as not to damage the model covering. To balance the model I clamped the bases to my bench the correct distance apart and then I set the model on top of the erasers at the CG point. If the rear stabilizer was level, I was done, if not I added, or subtracted or moved weights to get it to balance. I use my CG Machine for most of my models but I still use the homemade stand for the larger ones.

Begin balancing with everything installed in the model and **the fuel tank EMPTY**. Suspend the model at the CG points so it's free to tip forwards and backwards. Now add or remove weight to or from the nose or tail until the rear stabilizer is level. First try moving any existing weights such as receiver and battery around before adding additional weight. If the model is nose heavy, try moving the battery and receiver towards the back of the model before you add weight to the tail.

TIP: When balancing a model, the fuselage must hang below the balance points. For a high winged model like a trainer, lift and support the model from under the main wing. For a low winged model like an Extra 300 balance the model upside down so that the fuselage hangs below the wings.



Hints Information, Tips and Stuff By Larry Dudkowski



TIP: When building a kit, try to balance the model before you cover it. That way you can hide any additional weight needed inside the structure and under the covering. On an ARF try placing the weights under the cowl or inside the fuselage. Again, I try to hide any additional weights.

TIP: I mark the CG point on my models with a small circle of red and white-checked trim sheet. That way I don't have to find the instructions and re-measure where the CG is when I want to recheck it after a repair or modification.

Well that's it for another month. Oh! One last word here, don't forget to recheck the CG after any major repair, modifications or change in battery location or size. This is especially true if repairs are done to the fuselage nose or tail.

Fly Smart, Fly Safe, Larry Dudkowski

Hint from Vic Miller

Vic recommends that Futaba owners check this website [Futaba - Website Updates](#) for accurate up-to-date information. Vic checks this site once a month for any updates rather than relying on inaccurate gossip and other miss-information found on the WEB.

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 PMMT¹
- BADGE RECEIVED • NEWSLETTER • ENTERED IN PMPT²

¹ Prop Masters Member Tracker

² Prop Masters Points Tracker

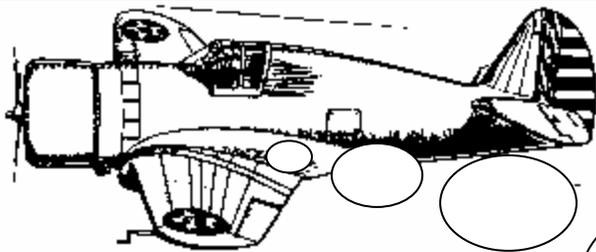
Visit the Prop Masters R/C Club Web Site at <http://www.propmastersrc.org>

PLANE TALK

Prop Masters R/C Club NEWSLETTER

2520 College Rd.

Downers Grove, IL 60516



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

Fun Fly: February 15th - Mayday

