



PLANE TALK



PROP MASTERS R/C NEWSLETTER

AMA CHARTER # 397

MAY 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)

The "Leaning Tower of Impound Stand" was put back on level by the ingenious and inventive mind of Tom Camp our Vice President. His quote was "it's a 2 ton jack it will move it, unless someone has a better idea." Well his plan worked and with the help of about 10 other members the impound stand was back straight after the supports on one side sank during the winter. It might do it again but at least we know how to fix it. We also reset the bricks around the stand and one of the pilot's stations. The next project will be to get everyone that has a spreader to help weed and feed our beautiful field.

The permit card slots for those 2.4 guys have been installed; make sure you are putting your permits in the slots for display since the FP Rangers are checking. There are 12 slots right now and I have 4 more to put up once we touch-up the paint on the stand. Also if you are one of those guys that switch hits between 2.4 and 72 MHz make sure you are putting the card in the correct slot. Also, put your name and address on the back of your permit card so if you forget to take it, someone can get it back to you.

Also, as a courtesy, please make an effort to follow our established practice of impounding your transmitter when not in use. Although it is not enforced, following this practice shows your commitment to safety, and besides, why would you want your transmitter sitting in the sun or on the ground, put it up safe and sound.

I missed our last meeting when a discussion, fostered by our Safety Director, took place about flying north of the flight line and making wide right turns to the north to land during crosswinds. It sounds like it was discussed at length. These types of suggestions usually turn to opinion's of others and "lose the spirit" for which they were offered. The underlying theme of our discussions about safety is not to point out whom, but rather to learn from the discussion itself. Safety is really the bottom line. So as a rule don't fly north of the flight line especially over the boundaries of the field. If you cannot make an approach to the field due to strong crosswinds without breaching this rule, then most likely you should not be flying in those conditions.

I plan on starting our instructional series at the May meeting so plan on sticking around for tips on "Covering it now that you have built it." Also bring all those new planes in for us to see, show and tell points are doubled again for May. ☺ Also fuel will be delivered to those that ordered it, Thanks.

Think smart, fly safe and have Fun!

Regards, The Pres.





Financial Report

By Marv Luebbert



Financial Report May 1, 2009

Field Fund		Operating Fund	
Balance April 1, 2009	\$ 2,949.31	Balance April 1, 2009	\$ 1,351.80
Two new members @ \$65	130.00	Income	
		Dues	360.00
		Shirt Sale	10.00
Balance May 1, 2009	\$ 3,079.31	Swap Meet	230.00
		Total Income	600.00
		Total cash available	\$ 1,951.80
		Expenses	
		None	
		Balance May 1, 2009	\$ 1,951.80

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, April 8, 2009

Opening:

In the absence of President Bob Mosinski, Vice President Tom Camp conducted the meeting which began at 7:40 p.m. and ended at 9:00 p.m. The March Minutes were approved as published and March's Treasury Report was approved as presented at the meeting and published in the newsletter.

Committee

Reports:

Newsletter

Ray Luchetti mentioned that everything with the Newsletter was going fine.

Safety

Fred Page discussed the designated fly-zones and some problems with the landing pattern depending on wind direction. A club discussion took place.

Fun Fly

Larry Dudkowski mentioned that the Fun Fly on April 19th will be the Mystery Spot Landing Contest.

It was also brought forth that in the future the January and February Fun Fly contests should be scheduled in-doors at the meeting rather than at the field since most of the contests are cancelled due to poor or extremely cold weather conditions.

Forest Preserve

No report.

The field work to straighten the impound stand is scheduled for April 18th with a rain date on April 25th.

Website

Nothing new to report.

Library

Dave Carlson stated that both simulators have been returned and are available.

Instruction

Ivan Cankov mentioned that training will be starting this week on Tuesday and Thursday evenings at about 6:00 pm – all are welcome to come out and fly or help out.

Fundraising

Bob Mosinski and Larry Dudkowski will be at the Swap Meet at Du Page this Saturday. If you have anything you wish to get rid of, bring it as a donation and earn some points.

Publicity

No report.

Picnic

No report.

Nomination

No report.

Air Show

No report.

Old Business:

Blee Nichols reminded the club members that he is hosting a Cub Scout "Drive, Fly & Hover" event on April 17th. Anyone interested in helping out should see him; the event starts at 6:00 pm and is a great opportunity for introducing young people to our hobby.

Please sign up for the Fox Valley Aero Club's combat event on July 18th at their field in St. Charles – all combat plane flyers are welcome to attend.

The club's bulk fuel purchase program was presented, please see Dave Carlson if you wish to purchase fuel at the discounted prices.

New Business:

Our club has been asked to participate in an event to commemorate Art Chester, a "Golden Age" air race pilot and airplane designer, which is being sponsored by the Downers Grove Park District on May 2nd. Please come out and bring an airplane to display. The event will run from 10:00 am to 3:00 pm and indoor space is available just in case of rain.



Meeting Minutes By Dave Cotton



New Members & Guests:

Welcome Patrick, thanks for coming to the meeting.

Lost Horizons:

This month's SAD Patch was presented to Mr. Victor H. Miller Esq. President of Miller Freight Company (not in attendance) in memory of Mr. Yak and his untimely passing. Mr. Yak was much loved in our flying community and will be missed. ☹

Show and Tell: (See photo section)

Tom Camp	Extra 260, manufacturer unknown, painted blood red with skulls.
Ed Slanina	Bi Plane kit by Guillows with tri gear.
Ray Luchetti	Jerry's Big Boy kit by Morris Hobbies, with a 120 engine in a cream, orange and blue color scheme.
Paul Bock	Stick, manufacturer unknown, with a 46 size engine in red, white and blue colors.
Ivan Cankov	Showed the new club trainer with flaps as an added feature.
Scott Olef	Electric powered XB – 70 kit (not quite built) by Dynamic Foamy.
Bill Hickey	Seagull twin ARF with two 40 size engines in a nice blue and white color scheme.
Hank Bourassa	Corsair Park Flyer ARF by Great Planes with a 280 E in Navy blue fighter colors.
Marv Luebbert	Edge 450 by Seagull Models with a 91 engine in white and red.
Larry Dudkowski	Hobbico SuperStar Electric Powered ARF.
Dave Carlson	Blade Max by E-Flight in yellow.
David Cotton	Hanger 9 Piper Cub ARF in standard yellow with a 62 four stroke engine and custom gear.

Raffle:

The raffle was conducted by Scott Olef and included a 61 engine, glue, servos and a whole lot of other stuff.

Closing:

The next meeting will be at Dean's Dugout at 7:30 p.m. on May 13, 2009.



April 8th. Meeting Photos

By Ray Luchetti



Bill Hickey – Seagull Twin ARF



Ed Slanina – Bi plane kit



Larry Dudkowski – Hobbico Superstar EP



Dave Carlson – Blade Max by E-Flight



Hank Bourassa – Corsair Park Flyer



Marv Luebbert – Edge 450 by Seagull Models



April 8th. Meeting Photos



By Ray Luchetti



Actual photo of Dave Cotton, assisted by Bob Mosinski, bringing his Piper Cub to the meeting.



Paul Bock - Stick



Ray Luchetti - Jerry's Big Boy



Tom Camp - Extra 260



Ivan Cankov - New club trainer



Scott Olef - XB-70 by Dynamic Foamy



Fun Fly Committee



Mystery Event Fun Fly

Sorry, we tried twice, but April was a fun-fly loss due to bad weather conditions.

May Fun Fly

This month's event will be **Pylon Racing**. Racing is always exciting. The Fun-Fly is scheduled for **Sunday May 17th** with a rain date being unlikely since the following weekend is the Memorial Day Holiday. (Friendly!) Competition will start at approximately 10:30 AM. With the exception of Beginners all of the other pilot classes will race together. After all if you're a Novice, Advanced or Expert pilot you should be able to make left turns. Also, we are going to breakdown classes more by model than engine size. The classes are:

Beginner Class: Only those pilots who haven't soloed can race in this class. There is no restriction on model or engine combination. Beginners will only be required to pass a pylon and not go around it. Beginners can have a qualified pilot takeoff and land their model and or use a buddy box, but the beginner must fly the race.

Q-500 Class: Q-500 races will again be held as a completely separate class. Q-500 racing will be run under the same rules as last year, i.e. the standard Prop Master's Q-500 rules, *except we will fly ten (10) laps for the race.*

Electric Class: We will have two classes for electric aircraft **Brushed** and **Brush-less**.

Trainer Class: Any high-wing (fuselage hangs below wing) model, normally used for basic flight training. The wing must have some amount of dihedral built into it.

Combat Class: Any Coroplast model designed specifically for combat.

Unlimited Class: Any aircraft type whose engine has a tuned pipe, performance or other nonstandard muffler (other than a Pitt's style muffler), or anyone with any model type who wants to enter in this class in accordance with the one plane, one class rule.

Open Class: Any aircraft type whose engine is equipped with a stock or Pitts style muffler.

Engine Break Down Divisions: The Open and Unlimited classes will be further broken down by engine displacement. Engines of .45 CID and under will be one division and those over .45 CID in another. Four-cycle engines up to and including .70's will compete in the under .45 division. Four-cycle engines over .70 CID will compete in the over .45 division.

Here's how it works. Pilots will take off and assemble, in the air. Once everyone is airborne a 10 second countdown will begin. The pilots will head towards the first pylon for the turn towards the start finish line (flag pole on the frequency stand). Aircraft cannot pass the line until the horn sounds to start the race. Aircraft passing the starting line before the horn must pass it again to officially start. The race will consist of 5 laps around the "pylons". Q-500 class will do 10 laps. A lap starts when the aircraft first passes the start finish line and is completed the next time the start finish line is crossed. The first pilot to complete the 5 laps is the winner. Each pilot will have a spotter to count his laps. Pilots using the same frequency within the same class will have their laps timed and the best time wins.

Here are the rules. There will be a First, Second and Third place finish awarded to each class and or division. A one-time award of 10 point for participation will be made to each pilot regardless of how many models he enters. A pilot cannot enter the same model in more than ONE class. He may choose the class provided the aircraft meets the class rules. Once the first pilot is airborne all other pilots will have a maximum of two minutes to get airborne or forfeit the heat.

Report by Jason Boettcher



Hints Information, Tips and Stuff

By Larry Dudkowski



I've noticed that some club members have been flying the Park-Zone Stryker at our winter Fun-Flys. The Stryker is a delta-wing pusher "jet" style model. It's advertised as an 80+ MPH speedster and from what I've seen that's a true statement. While my Zagi is fun to fly, it does not blister the sky. As I'm always looking for something new I began to check into a Stryker. Visiting the Horizon Hobbies website I found that I could pick up the Plug-N-Play version for about \$160 plus tax and shipping. The price seemed reasonable for a model where you only need to add a battery, receiver and charger, since the brushless motor, speed controller and servos are included. So for about a \$100 more, the ready to fly version is literally "ready to fly" out of the box. Almost everything is included, just charge it and fly it.

Like I said, \$160 is not a bad deal for a Stryker sans battery and receiver. But like most of you out there I have "stuff" laying around my shop looking for a home. So I began to look into "building" a Stryker. At one time you could get the Stryker airframe as a complete unit but that time has passed. So I did the next best thing, I ordered the parts to build my own Stryker. The most expensive was the Stryker body at \$19. The other parts were \$10 or less each. My total, including some parts which it turned out I didn't need, with tax and shipping was \$77. So far, I've spent about half the price of the RTF, not counting the motor, servos, battery and ESC. But like I said I have most of these items laying around the shop looking for a home.

To be honest I did buy a Plug-N-Play Stryker (\$160+ tax) from a local hobby shop. I went there to pick up a ESC and while looking around I found a P-N-P Stryker. I purchased the P-N-P Stryker but I had some questions so we opened the box at the checkout counter. That's when I discovered a few things I really didn't care for. First, the ESC's battery plug was not a Deans Connector so I would have to replace it. The real problem was that there wasn't any room to solder the new connector inside the Styrofoam fuselage. Next the Stryker came with a 72 MHz receiver already installed. I was planning on using my Spektrum 2.4 GHz so I would need to take off the rear cover, which is pinned and glued in place, to replace the receiver. What if I discovered the servos were also non-standard or wired directly into the receiver? I wouldn't find this out until I had the Stryker at home and everything apart which is a little late to try and return it. After seeing this, the Stryker never left the checkout counter. I returned it on the spot, got my money back, bought the ESC, as planned, and went back to my original plan of building my own Stryker.

The first problem I encountered was one I didn't plan on. I never really looked at a Stryker up close so I've never really studied its construction. I've seen several, but I never really paid close attention to how they were put together. Everything looks simple until you try to duplicate it. The instruction manual wasn't any help since it just tells you where the plane should balance and where to glue the fins and it has a list of parts. That was \$3 bucks wasted there. It took a little thinking to figure out how to hinge the ailerons and I did throw out the piece of tape that I later discovered was used to hold the front hatch in place, but all in all everything went well.

As far as the construction goes, there really wasn't much to do. I made some balsa spacer blocks to fill in the gaps between the servos and mounting spaces in the wings for a snug fit. I hot glued the balsa and the two Hitec HS-55 servos in place. I used hot glue on the fins and anything else that needed be permanently attached. Double-sided foam mounting squares as well as clear tape were used to hold the nose on. I used the stick on "decal sheet" on the wings even though I didn't really like how they looked. The decals have a flat finish while my painted finish was gloss. But I thought the leading edges needed some strength, after all the entire Stryker fuselage is only Styrofoam, so I applied the decals which cover the leading edges of the Stryker. I used Testors spray paint (Orange) on the Styrofoam and Krylon Plastic (Black) on the fins. A Himax 2815 In-runner, turning the Stryker prop supplies the power. I lucked out here in that I only had to elongate the holes in the Stryker motor mount to fit the new motor. A 2100 MAh 3-cell Li-Po, 20 Amp E-Flite speed controller, and a AR6000 Spektrum receiver round out the electronics requirements. Total investment in my Stryker was about \$140. Out of pocket costs were; \$77 for the Stryker and parts, an additional \$30 for the ESC making a grand total of \$107 of out of pocket expenses for the entire project.



Hints Information, Tips and Stuff By Larry Dudkowski



How does it fly? Well I started this article before I completed my Stryker. I find that it's easier to write about something as I go along. Then I waited until I could bring it to the March meeting for Show-N-Tell before I flew it (just in case). The first flight took place April 4th and went very well. It only took two clicks of up and one click of right to trim the Stryker out. It proved to be a very stable flyer especially in the moderate wind the morning I flew it. I don't think that it is as fast as some of the other Strykers in the club but that's OK, it's fast enough for me. I think it's faster and slightly more stable than my Zagi and the orange color is easy to see. One complaint I have heard about the original Stryker is that its dull gray finish is hard to see. It's easy to hand launch for one person, just toss it and, after it leaves your hand, hit the throttle. The Stryker climbs with authority. Loops are easy with power applied. Rolls are not axial but take a fair amount of altitude to complete, not very surprising for a delta wing without rudders. Landings are straightforward; just point the Stryker into the wind and chop the throttle and it will float gently to the ground.

If you were looking for electric that's quick and easy to fly, I'd recommend trying a Stryker.

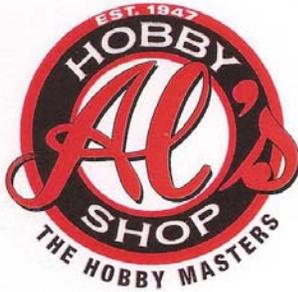
Fly Smart, Fly Safe, Larry Dudkowski

2009 CLUB CALENDAR

Monthly Meeting	Fun Fly Date	Fun Fly Event
May 13 th	May 17 th	Pylon Racing
June 10 th (Beauty Contest at the field)	June 14 th	Air Show
July 8 th	July 12 th	Pattern Contest
August 12 th	August 16 th	Old School Washer Drop
September 9 th	September 13 th	Tentative with the Barnstormers at our field.
	September 20 th	Annual Club Picnic
October 14 th	October 18 th	Qualification Sunday
November 11 th	November 15 th	Mystery Contest
December 9 th (Christmas Auction)		No Fun Fly – Happy Holidays

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

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Next Meeting: May 13th @ 7:30 p.m. at
Dean's Dugout.

Fun Fly: May 17th – Pylon Racing