



# PLANE TALK



PROP MASTERS R/C NEWSLETTER

AMA CHARTER # 397

AUGUST 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](http://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)*

THANKS to everyone who made our Annual Air Show such a success! Dave Engel had a great group of members flying all day long. We also put together an excellent line-up of planes for the demo's, ranging from trainers, electrics, bi-planes, war birds to combats. Lots of happy smiling faces were seen returning from the flight line after having their first chance to fly a real R/C plane. Thanks to Tom Camp and Marv Luebbert for manning the buddy boxes. Introducing young and old to our great hobby is really what our Air Show is about. Thanks also to "Golden Pipes" Larry Dudkowski for doing another excellent job on the microphone keeping the crowd informed and entertained.

Prop Masters also had a great outing at the Fox Valley Aero Club "Festival of Flight" on July 18<sup>th</sup>. About 15 of our members showed up to support the event and fly. We also got 11 combat planes in the air at one time to put on a spectacular "Combat Demo" to close out their noon time show. Thanks to all that came out, everyone appreciated it. JT from Fox Valley suggested that we get another intra-club fun fly together on Saturday, August 22<sup>nd</sup> 2009. He said they would love to host us at their fantastic field and invite all club members to fly for the day. I will get some more details about the event but mark your calendars for that date. Seems like everyone wants to fly against the best! ☺

We have our normal meeting coming up on August 12<sup>th</sup> and our Fun Fly on August 16<sup>th</sup> which will be the pattern contest. Read more about that in the Fun Fly report. I finally heard back from the Barnstormer's President about our annual battle on September 13<sup>th</sup>, 2009. They will be coming to our field, so this year they get to chose the event. Dave West from the Barnstormer's and [www.wingedshadow.com](http://www.wingedshadow.com) will be joining us at our August meeting to explain the details. This event doesn't require really any skill (which is why they probably picked it, oh snap!), that means all of our members from Beginner Solo on up to Expert can participate. Sounds like great fun and one we should be able to win, retaining the coveted trophy.

Mark Spencer from the Forest Preserve commented to me again how great the field looks and what a pleasure it is to deal with our club and its members. It makes me very happy to hear this and proud of all of you, so keep flying safe and picking up around the field. Be nice to Rangers and non-members that come to the field. Dave Engel and I got a chance to spread some weed & feed down on the entire field. We also put down some bug deterrent for fleas, ticks and mites in the pit areas and around the starting benches. I want to concentrate on the grass the rest of the year. Seems like the clover got dug in pretty good, but we should be able to bring the grass back. I have requested a bush hog cutting of the East and West ends of the field. The prairie grass is getting pretty tall out there and has been "reaching out" for our landing gear on low approaches. I will keep you all posted.

We have contracted with the Judd Kendall VFW Post 3873 hall in Naperville [www.napervfw3873.org](http://www.napervfw3873.org) for our new meeting location. We will switch to this new location starting in December. Mark your calendars for **Tuesday, December 29<sup>th</sup>** for our meeting and annual Christmas Auction. More details to follow.

Fly safe, and HAVE FUN! Regards, The Pres.





# Financial Report

## By Marv Luebbert



### Financial Report August 1, 2009

<b>Field Fund</b>		<b>Operating Fund</b>	
Balance July 1, 2009	\$ 2,996.91	Balance July 1, 2009	\$ 2,086.08
		Income	
Maintenance, Fertilizer & Weed killer	-135.57	Shirt Sales	10.00
		Total Income	10.00
Balance August 1, 2009	\$ 2,861.34	Total cash available	\$ 2,096.08
		Expenses	
		Dog Lot Rental	-45.00
		Air Show – Refreshments	-48.07
		Total Expenses	-93.07
		Balance August 1, 2009	\$ 2,003.01

### Newsletter Contributions

Send articles or pictures of interest to the club to:

[newsletter2009@propmastersrc.org](mailto:newsletter2009@propmastersrc.org)

The deadline for submissions is the 21<sup>st</sup> of the month.

Club Newsletters are posted at the club website:

[www.propmastersrc.org](http://www.propmastersrc.org).



# Meeting Minutes By Dave Cotton



## Meeting minutes, July 8, 2009

### Opening:

The meeting, held at Dean's Dugout, started at 7:30 pm and ended at 8:40 pm. The June meeting minutes were approved as published and June's Treasury Report was approved as presented at the meeting and published in the Newsletter.

### Committee

#### Reports:

Newsletter

Nothing new to report.

Safety

A general safety discussion was conducted by Bob Mosinski. Mick Pfeifer reminded everyone not to walk behind other flyers when you're carrying an airplane with a running engine. A pilot who is unaware of your presence and close proximity may turn around unexpectedly into the spinning prop.

Fun Fly

Larry Dudkowski reported that the Air Show will be held this Sunday the 12<sup>th</sup>. We have use of the "Dog Parking Lot" for this event and Larry reminded everyone to make sure that they lock the gate when entering and leaving since the Forest Preserve is restricting the use of this lot to Prop Masters members only. When you arrive please drop off your planes and then go park, we will have your equipment attended to at the parking circle.

Don't forget about our Combat demonstration at Fox Valley's Festival of Flight on July 18<sup>th</sup>. Please be there at 10:30 am.

Forest Preserve

Nothing new to report.

Website

Nothing new to report.

Library

Dave Carlson reported that the simulators are out and should be back next month.

Instruction

Ivan Cankov reported that training has started on Tuesday and Thursday evenings at about 6:00p.m and that he is working with several new members and all are welcome to come out and fly or help out.

Fundraising

Nothing new to report, there are no swap meets coming up.

Publicity

Harlan Davis reported that the local hobby shops have been updated with club material.

Picnic

No report.

Nomination

No report.

Air Show

See Dave Engel if you wish to fly in the Air Show. Please also bring a plane for static display if you wish. Bob Mosinski mentioned that points will be awarded to flyers and also for static presentations.

### Old Business:

The membership voted to authorize the Board to proceed with obtaining the VFW Hall in Naperville located along Jackson St. as the new location for our club meetings. The meetings will be held on the last Tuesday of each month and due to the higher rental the club dues would have to be increased slightly.

Dave Engel mentioned that the club previously discussed weeding and feeding the field and that we may want to consider applying only weed killer since the turf is rather dense already. Bob Mosinski stated that he would look into the situation. Blee Nichols thanked Dave Carlson for coming out and assisting with the Cub Scout's Drive, Fly & Boat event held on April 17<sup>th</sup>. Blee mentioned that the event was a great success and he would like to see more members come out an help next year.

### New Business:

Congratulations to Jacob Olef for winning the Top Gun Award at this year's Aviation Challenge event.

Andy Widlacki presented Dave Cotton and Ivan Cankov with poster size photos (framed of course) of their SPAD's colliding on June 14<sup>th</sup>. The shot of a lifetime was taken by Andy's neighbor.

Bob Mosinski gave a presentation of covering techniques after the meeting.



# Meeting Minutes By Dave Cotton



## **New Members & Guests:**

Welcome all – thanks for coming to the meeting and checking us out.

## **Lost Horizons:**

The SAD Patch (out of supply at the moment) was contested by Kip with Ivan crashing his Avistar – Not enough rubber bands. ☹

## **Show and Tell: (See photo section)**

Dave Carlson	SPAD By Plastic Concept Planes in red and white with a 36 size motor.
Ivan Cankov	Fokker DVII ARF by Hanger 9 with a 82 Four Stroke in a lozenge, white and red color scheme.
Blee Nichols	Twister E-Jet EDF by Multiplex in yellow.
Dave Engel	EDF F9F Panther by Starmax in blue.
Bob Mosinski	Hobby Zone Supercub on floats, with electric power in a white and blue color scheme.
Bill Hickey	46 size trainer kit by RCM looking for a wing.
Dan Nosek	Field cart prototype in red. See Dan if you're interested in getting one.
Rich Schaeffer	Minin Challenger electric glider by Goldberg in black. Bunches of fun.
Mick Pfeifer	PT 17 by GWS with an electric motor in blue and yellow military color scheme.
Mil Ziska	Focus Sport by Piedmont in red and white colors with a YS110 for power. Nice plane Mel.
Dave Cotton	SPAD by Plastic Concept Planes in an orange color scheme powered by a Norvell 25. Dave also showed some neatly packaged tools and assorted drivers, great for the field box.

## **Raffle:**

Scott Olef conducted the raffle.

## **Closing:**

The next meeting will be held at Dean's Dugout at 7:30pm on August 12, 2008.



# July 8<sup>th</sup>. Meeting Photos By Ray Luchetti



Blee Nichols – Twister E-Jet by Multiplex



Dave Engel – F9F Panther by Starmax



Ivan Cankov – Hanger 9 Fokker DVII



Dave Carlson – SPAD by Plastic Concept Planes



Mel Ziska – Focus Sport



Mick Pfeifer – PT 17 by GWS



Bob Mosinski – Hobby Zone Supercub



Rich Schaeffer – Minin Challenger



Bill Hickey – Trainer by RCM



# July 8<sup>th</sup>. Meeting Photos By Ray Luchetti



Dave Cotton - SPAD



Dave Cotton – Tool packs/drivers etc.



Dan Nosek – Field cart prototype



Andy Widlacki & Ivan Cankov  
SPADS over Springbrook



Andy Widlacki & Dave Cotton  
Shot of the moment



Jacob Olef – Top Gun winner of Aviation  
Challenge



Bob Mosinski – Covering demo



## Fun Fly Committee



### Air Show Point Awards

(See Separate Air Show Report by Dave Engel)

	<b>Total Points Earned</b>	<b>How Earned</b>
Jack Macpherson	25	Attendee
Alex Ramasubramania	25	Attendee
Jim Lang	25	Attendee
Blee Nichols	50	Fly
Carl Crownhart	50	Fly
Dan Farina	50	Fly
Dave Newberry	50	Fly
David Suica	50	Fly
Ed Slanina	50	Fly
Hank Bourassa	50	Fly
Andy Widlacki	75	50 Fly & 25 Trainer Assist
Dave Engel	75	50 Fly & 25 Trainer Assist
Rich Schaeffer	75	50 Fly & 25 Trainer Assist
Bill Froelich	75	Air Show Fly
Bill Hickey	75	Air Show Fly
Bob Mosinski	75	Air Show Fly
Dave Carlson	75	Air Show Fly
Dave Cotton	75	Air Show Fly
Ivan Cankov	75	Air Show Fly
Jacob Olef	75	Air Show Fly
Mark Froelich	75	Air Show Fly
Mick Pfeifer	75	Air Show Fly
Scott Lundin	75	Air Show Fly
Scott Olef	75	Air Show Fly
Vic Miller	75	Air Show Fly
Larry Dudkowski	75	Air Show MC
Marv Luebbert	100	Air Show Fly & Trainer Fly
Tom Camp	100	Air Show Fly & Trainer Fly

### Pattern Contest

**Here's how it works.** On Sunday, August 16<sup>th</sup> we will enjoy our annual pattern contest and also practice for the Barnstormer's intra-club event. Information about the Barnstormers event will be provided at our August 12<sup>th</sup> meeting.

Each pilot class has a specific set of aerobatic maneuvers to perform. The list of maneuvers for each class is posted in the library section of the club website [Library -> Club Related Documents -> PatternContestCallSheets2008.pdf]. A team of judges will score each maneuver on a scale from 1 – 10 based on how well the maneuver was performed. There is also a score for the overall performance i.e. Presentation. The judge's scores will be totaled to determine the winners for each of the pilot classes.



## Fun Fly Committee



The idea behind a pattern contest is for the pilot to fly the prescribed pattern from take off to landing. During the flight, the pilot is graded on if he performs and how well he performs each of the scripted maneuvers. As the pilot class goes up so does the number of maneuvers and their degree of difficulty. The maneuvers are sequenced so that the flight path of the aircraft flows back and forth across the flight line. A missed or out of sequence maneuver will completely unravel the flow of the pattern. If a pilot was unable or unwilling to try a maneuver he can call "PASS" and skip that maneuver. The skipped maneuver would then be scored as zero.

Most pattern events have a contest box and all maneuvers must be performed within the box. For our event we use the whole field as the contest box. The field is divided into three areas, LEFT, CENTER and RIGHT. The easiest way to see this is CENTER is where the short grass and the runway are. The LEFT and RIGHT areas start at the edge of the taller grass. Turnaround maneuvers should start in either the LEFT or RIGHT areas. The main maneuver should be performed over the CENTER section. So a maneuver like Straight-Flight-Out or Straight-Flight Back Inverted should cover the whole length of CENTER section.

Remember, the purpose is to HAVE FUN and the idea is that hopefully this 'contest' helps you push your limits and learn new maneuvers by *practicing* a defined pattern!

**Here are the rules.** The pilot has to fly the maneuvers, beginning with take off and ending with landing, in the order they are presented and without any additions or subtractions. The pilot's "caller" can read the list of maneuvers to the pilot during the competition. A missed maneuver will result in score of 0 for that maneuver. An additional score of 1-10 points scored for the overall presentation. The scoring points from each judge are then totaled and averaged to give a final score. First, second and third place finishes will be awarded in each pilot class.

Except for the beginner's class, the set of maneuvers begins at takeoff and ends at landing. No time limit is specified but once the pilot starts his "pattern" he must fly it to completion. The Beginners program consists of 5 judged maneuvers, the Novice program contains 12, the Advanced program has 16 and Expert contains 20 judged maneuvers. A copy of the pattern for each pilot class is posted on the club website.

It is expected that all planes (with the exception of beginners) are already trimmed. If you have a plane that needs to be trimmed please do so with a spotter before or after the event; trimming a plane during a contest is not a good idea.

### The Fun-Fly Committee

## 2009 CLUB CALENDAR

Monthly Meeting	Fun Fly Date	Fun Fly Event
August 12 <sup>th</sup>	August 16 <sup>th</sup>	Pattern Contest & Practice for Barnstormers Event
September 9 <sup>th</sup>	September 13 <sup>th</sup>	Barnstormers Competition at our field.
	September 20 <sup>th</sup>	Annual Club Picnic
October 14 <sup>th</sup>	October 18 <sup>th</sup>	Qualification Sunday
November 11 <sup>th</sup>	November 15 <sup>th</sup>	Mystery Contest
December 9 <sup>th</sup> (Christmas Auction)		No Fun Fly – Happy Holidays



# Air Show Report

## By Dave Engel



### Air Show 2009

WOW!! What a great day for an Air Show, temperature in the low 80's with light and variable winds, and just enough cloud cover to keep it comfortable. It doesn't get any better than that! The show started with a pilots' meeting to discuss the flying pattern for the day. Since we all are not able to make it to the meetings and participate in some of the discussions about our pattern; it should be the responsibility of every club member who is flying to let other people know what is going on. We did this with calm heads and the show got started on a good note. Safety is always a good thing!

Larry, as always, was our Master of Ceremonies and sang praises of all our airplanes as they flew through the sky. President Bob can always be counted on for all the things that make an event go right, besides preparing the fliers, Bob made arrangements to have pizza, pop, and munchies all of which helped to make a long day at the field go great, and besides, who will mess with Prez Bob as the Chief Air Boss. Crowds were about usual for our show, I am sure if we had more parking available the crowds would increase, but we do the best we can and that seems to be pretty good. Everybody helps out and all seem to know exactly what to do.

Planes were flying non-stop the whole day with the flight line hopping for the most part. The two air shows that we put on during the day really went well, starting with electrics showing off their abilities, and then followed by sport planes, trainers, and a washer drop. We then put 4 biplanes in the air at the same time, followed by an IMAC aerobatic demonstration. To round things out we took 3 different types of electric ducted fanjets and flew them together, followed by the always-popular combat match. I must say walking through the tall weeds to retrieve a combat plane is hard work and should be done with multiple people because it is getting pretty thick out there and to be safe you need to use the buddy system, so don't go alone. In the second show, to end the day, Dave Cotton flew a SPAD with 400 feet of VHS tape trailing behind and it really was cool to see.

I must thank everyone that participated in the show, the instructors who flew the trainers with the kids (this is tough and is hard work), the demo flyers, helpers, spotters, and all of the people in the cheap seats across the fence line.

Thanks to all for making this year's show such a success.

Keep them Flying, Dave

*(Photos courtesy of Larry Dudkowski & Ray Luchetti)*





# Air Show Report By Dave Engel



## 2009 Air Show Pictures Continued





# Glow Plugs

By Dave Engel



## All about Glow Plugs

There are many glow plugs on the market today and for the most part they are all pretty good. Glow plugs are made from an alloy of Platinum and Rhodium. To keep things simple, an electrical current lights the plug, and when the engine starts to combust the current may be released and the plug will keep glowing by a catalytic action. Glow plugs can be broken down into three varieties: Long, Short and 4 Stroke, the only exceptions are the OS 5 and 8 plugs, which are kind of a medium length. Glow plugs can also be broken down into heat ranges, (HOT) for low compression engines, and fuel below 10%; (MEDIUM) 0-20% nitro on average for medium to high compression engines, and (COLD) high nitro very high compression (usually used in racing engines or ducted fans). We also have idle bars but they are not used very much anymore since the invention of the metered carburetor.

Which one is best for my engine: 4 strokes are simple, buy a four stroke plug they all look about the same, but my preference is the OS type F. Fox also makes a 4 stroke plug, and I am sure Saito does too. These plugs are considered (hot), as they need to stay lit for every other stroke of the engine.

2 strokes glow plugs are really pretty simple, for example I always use 15% nitro so in general I'm looking for a medium heat plug like the OS 5, 8 or my favorite the McCoy 59. Don't get me wrong there are other plugs out there that are probably just as good. This is just what I have become accustomed to using. Keep in mind that the OS plug was specifically designed for the OS Squish Band Head and although it works fine in an OS you may find that a Medium heat long reach plug may give you better performance in other manufacturers' engines. If you were to take the head off your engine you would find that the plug should fit exactly flush with the inside of the head for best high and low speed performance. If you put an OS plug in a GMS engine you will find the plug does not reach that flush mark in the head and I have found the engine will have a tendency to idle rough or flood out due to the fact that the plug is hidden a little and does not retain its' heat capacity. Other engines may have the same type of problem. The bottom line is no plug is perfect for every engine, sometimes you just have to fool around a little to get the best performance. I have had times when I have had two exact engines and both ran better on two different types of plug. So the bottom line is if you have an engine that is being stubborn you may think of trying a different style plug, it could make the whole difference.

Another point is that glow plugs do not last forever, they do burn out, loose there seal, or just glow but cannot maintain enough heat, because the alloy has become contaminated with carbon or such. If you have an engine that has been running good and all of a sudden the idle changes or it will not hold a high rpm setting, consider changing the glow plug since that may be all it needs.

I am sure we all have our opinions on how to use glow plugs, but I have found that the guidelines listed above seem to keep me in the air the best.

So for now.... Keep them Flying, Dave



## Hints Information, Tips and Stuff

### By Larry Dudkowski



The original title for the H.I.T.S. column was “Neatness Saves”. I bet you didn’t know that these articles have titles. Well they do. That’s so I can save them on my PC with some indication as to what each column is about and when I submitted it. This story started out about how you should keep your bench clean and neat. The idea came about because I thought I tossed out a \$50 ESC with the trash while cleaning off my bench. Well it turns out that the ESC I thought I tossed was already installed in another aircraft. How did I make this discovery, you ask? Well I checked my “inventory”. Don’t have an inventory? Why not?

Like most of the “older” club members, and that’s “older” as in I’ve been in the club a long time, I’ve been in this hobby for a while now and like everyone else I have accumulated a lot of stuff. While I don’t keep track of every little component, I do keep track of the major ones like, engines, motors, ESC’s, receivers and batteries. And don’t forget airplanes. I use an EXCEL spreadsheet to keep track of all of these things and more. I have one sheet listing all of my receivers, another with engines, etc. I have one spreadsheet called Aircraft Specs. This sheet contains the following information: Model Name, Status, Channel #, Transmitter ID (name of model), Receiver ID, Battery ID, ESC ID, Engine ID, C.G. weight, prop size, fuel tank capacity, flight time and weight. There is one line with this information for each model I have. I have another sheet that contains the same information but for models I no longer have. When I “loose” a model, I simply copy its line from the Aircraft Specs Sheet to the ‘old aircraft sheet’. It’s nice to know where stuff came from or where it was used previously. Once I had the format of the spec sheet, I printed several blank copies. That way I can fill in the blank sheet as I’m building or modifying a model. Then, at my leisure, I can update the spreadsheet.

Among the most important things to track are transmitter and receiver packs, especially for NiCad’s and NiMH packs. I use a simple naming convention to identify these. I tag my packs as follows FTYYMMx. ‘F’ stands for the function, ‘T’ for the plug type, i.e. Airtronics, Futaba, etc. ‘YY’ and ‘MM’ are the year and month I acquired them and ‘x’, the last letter is A, B, C, ... ‘ is for how many I acquired that month. I also have the milliamp rating on the tag. For example RF0902A would indicate that it is the first receiver pack with a Futaba plug acquired in February 2009. I label both the battery pack itself and the foam covering that I wrap it in before installing it in an aircraft. A nice thing about labeling batteries is you can track when you recycle them. Remember the 80% rule. I follow the same labeling practice with my receivers. Only instead of the milliamp rating I list the channel number. That way I don’t have to unwrap a receiver to see what channel it’s on. This is especially important for 72 MHz receivers.

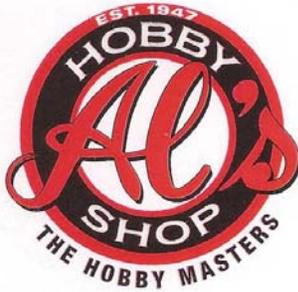
I label my E-flight batteries too, using basically the same naming convention, TTYMMx. Only in this case ‘TT’ is the battery type, LP for Li-Poly, NI for NiCad’s and NM for Nickel-metal-hydride. I know that you can tell the battery type by just looking at it, but you can’t see it on the spreadsheet. This is followed by ‘YY’ and ‘MM’ are still the year and month I acquired them and ‘x’ the last letter is A, B, C...’ is for how many I acquired that month. A battery labeled LP0804B is the second Li-Poly battery I acquired in April of 2008. I also include the milliamp rating on the label.

I print most of my labels on my computer printer. I have a spreadsheet with all of the labels on it and just print the entire sheet. The grid lines make a good guide when cutting them out. I just use clear packing tape to affix the label to the battery pack or receiver. Since I print my labels on my computer I can scale the print size down for those tiny park flyer receivers. I also have a Brother Label Maker (PT65RF). It ran about \$20 and that includes an extra cassette of blank label tape. Like the computer printer this label maker allows you to scale the size of the printing.

I realize that I probably go a little overboard labeling and tracking my stuff. But having a basic list of components, especially batteries helps me keep track of what I have, what I need to buy, what is still in good condition and what I need to replace.

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

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Next Meeting: August 12<sup>th</sup> @ 7:30 p.m. at  
Dean's Dugout.

Fun Fly: August 16<sup>th</sup> - Pattern Contest &  
Practice for Barnstormers Event